



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

## A G E N D A

Date: July 24, 1980  
Day: Thursday  
Time: 7:30 p.m.  
Place: Council Chamber

### CALL TO ORDER

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 (7:35)
  - 4.2 Minutes of Meeting of June 5, 1980 (7:40)
5. ORDINANCES
  - 5.1 PUBLIC HEARING on Ordinance No. 80-99, Submitting Metropolitan Service District Tax Base (First Reading) (7:45)
  - 5.2 Ordinance No. 80-92, For the Purpose of Levying, Apportioning and Specifying Collection of Assessments for Phase I of the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District (Second Reading) (8:05)
6. RESOLUTIONS
  - 6.1 Resolution No. 80-167, Authorizing Federal Aid Interstate Funds to Provide a Pavement Overlay on the Marquam Bridge and Approaches (8:25)
  - 6.2 Resolution No. 80-168, Authorizing Federal Aid Interstate Funds to Add an Ice Detection System to the Fremont Bridge (8:40)
  - 6.3 Resolution No. 80-169, Authorizing City of Portland Federal Aid Urban System Funds for a Citywide Signal Systems Analysis Project (8:55)

*Metro - EDA Grant -  
Clark Co.*

- 6.4 Resolution No. 80-170, Authorizing Federal Funds for Replacement of the Fanno Creek Bridge on Scholls Highway (9:10)
  - 6.5 Resolution No. 80-171, For the Purpose of Changing the Designation of Registered Agent for Receipt of Legal Service (9:25)
  - 6.6 Resolution No. 80-172, For the Purpose of Approving Confirmation Procedure (9:40)
  - 6.7 Resolution No. 80-173, For the Purpose of Establishing the Order of Business for Regular Council Meetings (9:55)
7. REPORTS
    - 7.1 Report from Executive Officer (10:10)
    - 7.2 Council Committee Reports (10:25)
    - 7.3 A-95 Review Report (10:45)
  8. GENERAL DISCUSSION
    - 8.1 Release of Draft Five Year Operational Plan (10:50)

ADJOURN



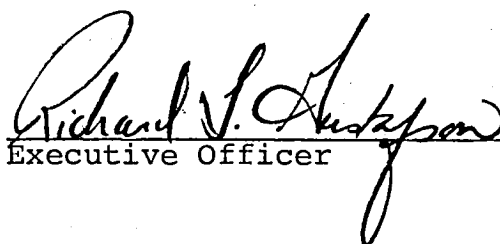
METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

## A G E N D A

Date: July 24, 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 Meeting of June 5, 1980  
Action Requested: Approve minutes as circulated

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Rosewood Terrace (No. 806-16)</p> <p><u>Applicant:</u> Department of Commerce, State of Oregon, Housing Division</p> <p><u>Project Summary:</u> Application for permanent mortgage loan and rent subsidy for multi-unit small family housing project (nine, two story buildings) in Oregon City. Consistent with AHOP Goals and Objectives.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$1,000,000 (HUD, Section 8)</p>				<p>\$1,000,000</p>
<p>2. <u>Project Title:</u> Metro Economic Development Demonstration Program (No. 806-15)</p> <p><u>Applicant:</u> Metro Service District</p> <p><u>Project Summary:</u> Evaluate and develop implementation programs for four economic development issues: 1) Financing public facilities; 2) jobs and housing opportunities; 3) maintaining economic/land use data; and 4) economic development coordination.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$ 100,000 (EDA)</p>		<p>\$33,333</p>		<p>\$ 133,333</p>
<p>3. <u>Project Title:</u> State Data Center (#806-19)</p> <p><u>Applicant:</u> Executive Department, State of Oregon</p> <p><u>Project Summary:</u> Program working to make census data readily available to users throughout the state. Information is coordinated through a consortium of state agencies and is made available to the public, all governmental units and private business.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$ 100,266 (PNRC)</p>				<p>\$ 100,266</p>

Agenda Item 4.1

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>4. <u>Project Title:</u> Yamhill Market Project   (#806-20) <u>Applicant:</u> City of Portland <u>Project Summary:</u> Mixed use infill project with retail, restaurant, offices and residential uses. Commercial uses comprise 46,800 gross leasable square feet of space. The residential element will be targeted towards middle income residential condominium market. <u>Staff Recommendation:</u> Favorable Action</p>	<p>\$1,100,000 (HUD, UDAG)</p>			<p>\$4,700,000</p>	<p>\$5,800,000</p>
<p>5. <u>Project Title:</u> 12th Avenue Project   (#806-21) <u>Applicant:</u> City of Portland <u>Project Summary:</u> Project between S.W. Jefferson and Main on 12th Street of mixed use infill development for commercial office and market rate residential condominiums. Design for the structure includes two levels of commercial space under four levels of residential use. <u>Staff Recommendation:</u> Favorable Action</p>	<p>\$ 560,000 (HUD, UDAG)</p>			<p>\$2,929,000</p>	<p>\$3,489,000</p>
<p>6. <u>Project Title:</u> Rural Transportation Plan <u>Applicant:</u> Multnomah County Community Action Agency (MCCAA) <u>Project Summary:</u> Project will complement MCCAA's Special Transportation program by providing services to rural East Multnomah County. <u>Staff Recommendation:</u> Favorable Action</p>	<p>\$ 6,600 (Fed Highway Admin)</p>		<p>\$3,300</p>	<p>\$ 3,300</p>	<p>\$ 13,200</p>

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>7. <u>Project Title:</u> TRAM  <u>Applicant:</u> Clackamas County Community Action Agency (CCCAA)  <u>Project Summary:</u> To provide portal-to-portal demand responsive and fixed route service in rural Clackamas County with multi-passenger vans.  <u>Staff Recommendation:</u> Favorable Action</p>	<p>\$40,000  (Fed Highway Admin.)</p>	<p>\$20,000</p>		<p>\$20,000</p>	<p>\$80,000</p>

MINUTES OF THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

June 5, 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. Gene Peterson  
Coun. Cindy Banzer

Others in Attendance

Ms. Ilo Bonyhadi  
Mr. Phil Adamsak  
Mr. Bob Weil  
Mr. Philip Moore

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Mr. Denton U. Kent  
Mr. Andrew Jordan  
Ms. Caryl Waters  
Mr. Merle Irvine  
Ms. Jennifer Sims  
Ms. Dirce Toulan  
Mr. McKay Rich  
Mr. Jim Sitzman  
Mr. Charles Shell  
Ms. Sonnie Russill  
Ms. Cynthia Wichmann

Metro Council  
Minutes of June 5, 1980

CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Presiding Officer Kafoury at 7:45 p.m. in the Council Chamber, 527 S.W. Hall Street, Portland, Oregon 97201.

1. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

There were no citizen communications to Council on non-agenda items at this meeting.

Mr. Kent announced that the regular meeting of July 3 had been re-scheduled to July 10.

2. CONSENT AGENDA

Coun. Kirkpatrick moved, seconded by Coun. Stuhr, that the Consent Agenda be approved as presented. All Councilors present voting aye, the motion carried.

3. ORDINANCES

3.1 Ordinance No. 80-93, Relating to Local Improvement District Procedures, and Amending Ordinance No. 79-78  
(Second Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-93 for the second time by title only.

Coun. Williamson wondered whether Metro would be subject to legal challenge as a result of amending the ordinance while in the middle of the procedure. General Counsel Jordan said not, since the changes would affect no one's rights.

Following a brief discussion, a vote was taken on the motion. All Councilors present voting aye, the motion carried.

3.2 Ordinance No. 80-94, For the Purpose of Transferring Appropriations Within the Solid Waste Operating Fund for the Fiscal Year 1980 Metropolitan Service District Budget (Second Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-94 for the second time by title only.

Following a brief discussion, a vote was taken on the motion. All Councilors present voting aye, the motion carried.

3.3 Ordinance No. 80-97, For the Purpose of Adopting the Annual Budget of the Metropolitan Service District for Fiscal Year 1981 Making Appropriations from Funds of the



District in Accordance with Said Annual Budget and Levy-  
ing Ad Valorem Taxes (First Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-97 for the first time by title only.

Coun. Kirkpatrick moved, seconded by Coun. Burton, that Ordinance No. 80-97 be adopted.

The public hearing was opened on this matter. There being no one present who wished to testify, the public hearing was closed.

It was pointed out that only the Coordinating Committee had had a chance to formally discuss the proposed amendments to this ordinance. Coun. Deines explained the Committee's recommendations on per diem and expense accounts (listed as items II.B.1.b and II.B.1.c in the Agenda Management Summary), and moved to amend the ordinance to incorporate these two recommendations.

Coun. Burton objected to the increase in the number of meetings per year for which per diem could be paid, remarking that the Council was supposed to be a citizen legislature and wondering whether the increase reflected on the organizational efficiency of the Council.

Coun. Deines responded that as the Council got more involved in policy and operational matters the work load increased, and that this was a continuing situation. He felt members should be reimbursed for time and money invested.

Presiding Officer Kafoury pointed out that most Councilors had used up their per diem account for the past year and discussed the fairness of asking them to contribute their own money.

Coun. Berkman remarked that Councilors who made a heavy commitment should not be penalized and pointed out that the decision to take advantage of per diem was up to the individual.

Coun. Kirkpatrick agreed with Coun. Burton, emphasizing the impo that as a citizen group, Council should not be paid, and moved that items b and c be considered separately. The motion was seconded by Coun. Burton.

Coun. Burton preferred that expenses be increased rather than per diem.

Coun. Stuhr, seconded by Coun. Kirkpatrick, moved that debate be closed. Voting aye were Couns. Bonner, Banzer, Burton, Stuhr, Kirkpatrick and Rhodes; voting nay were Couns. Schedeen, Peterson, Williamson, Berkman, Deines, and Kafoury. The motion failed, and discussion continued.

Coun. Schedeen commented on her extremely heavy work load, adding that although she was glad to do it she felt that at some point

there should be a reasonable sharing of the cost.

Following further discussion, a vote was taken on the motion to consider items b and c separately. Voting aye were Couns. Peterson, Burton, Williamson, Berkman, Kirkpatrick, and Rhodes; voting nay were Couns. Banzer, Stuhr, Deines, Schedeen, and Kafoury. Coun. Bonner abstained. The motion failed. Following further discussion Coun. Banzer changed her vote, and the motion passed.

There was a brief recess to clarify the regulations relating to per diem, following which Coun. Williamson, seconded by Coun. Deines, moved that the recommendation to increase per diem be referred back to the Coordinating Committee for further study. A vote was taken on the motion. All members present voting aye, the motion carried.

Attention turned to the Mall Impact Study. Mr. Kent explained that Metro had been asked by Portland State University to act as administrative manager of the grant, and described what the study would entail and what Metro's role would be. Following discussion, Coun. Deines moved, seconded by Coun. Williamson, to amend the ordinance to show the addition of \$200,000 to reflect the grant for the Mall Impact Study. There was a vote on the motion. All Councilors present voting aye, the motion carried.

Coun. Rhodes reported on the injuries sustained by Marilyn Holstrom of the Metro staff at the public hearing on the potential Jeep Trail landfill site.

Coun. Banzer recommended that representatives of the Metro Council and staff meet with editorial boards to ask for their support in obtaining positive publicity for Metro's efforts towards citizen involvement.

Coun. Peterson, who had attended the Jeep Trail hearing, gave his impressions of the meeting and suggested that the citizens could have been made more aware of Metro's efforts in resource recovery and recycling, as well as landfill siting.

Mr. Gustafson announced that a person had been hired to take care of citizen involvement for the landfill siting program, and that he hoped to bring the Council into the decision making process sooner than previously planned.

There followed a discussion of the responsibilities of a citizens' group such as the Landfill Siting Committee, and ways in which hearings could be handled more effectively.

#### 4. GENERAL DISCUSSION

##### 4.1 Five-Year Operational Plan and Financing Options

Ms. Sims and Mr. Gustafson summarized the proposed policies for a Metro tax base as contained in the agenda material. Mr. Gustafson

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explained that discussion from the previous meeting had been incorporated into the material, and that the proposal to request voter approval of a tax base had been endorsed by the Finance Task Force. It was estimated that the proposal represented a savings to taxpayers of \$900,000 for the three year period that was covered by the serial levy.

Ms. Sims discussed the charts which depicted the options for the five year operational plan.

Mr. Bonner noted the frequent use of the word "coordinate", and asked what it meant in the context of the document. There was a lengthy discussion of this question. Coun. Kirkpatrick requested that a definition of coordination be included in the final document.

Ms. Sims discussed the tentative timing of involvement in the proposed activities.

Mr. Shell explained that the document was not intended to be a comprehensive budget review of all the activities, but merely suggested a way of evaluating trade-offs involved in making budget decisions. It was emphasized that the material was a draft document and needed much more work, and that priorities would have to be set since all the functions listed could not be carried out.

There was a discussion of the basis for deriving the figures used and where they came from.

Coun. Kirkpatrick explained that the Finance Task Force recommended proceeding with a tax base proposal in November with the option of continuing to support the zoo as proposed in the May primary, and that additional services not be offered unless something else was dropped. Their proposal retained the 30% financing from local government and included a range of \$100,000 to \$200,000 for non-recurring expenses to investigate new activities that might be self-supporting.

Coun. Deines disagreed with the tax base proposal, feeling that local jurisdictions would not support it, and pointed out that the five year plan could be changed at any time by the votes of seven people. There was a discussion of the potential support that could be garnered for a tax base versus another serial levy.

Coun. Banzer asked that it be made clear that the document originated with citizens and staff and hoped that Council would insist on an opportunity to discuss all the issues.

Coun. Berkman felt that it was up to the individual member to take the initiative with regard to proposing additions or modifications to the document. He felt that informal discussions would be of value.

Coun. Schedeen suggested forming an ad hoc budget committee to work with staff on the proposal. Coun. Kirkpatrick suggested that it

might be preferable to ask the Coordinating Committee to review the proposal.

Coun. Bonner moved, seconded by Coun. Kirkpatrick, that the proposal be referred to the Coordinating Committee for review and a recommendation to the Council.

Coun. Banzer expressed support for the motion, with the understanding that each member of Council be urged to participate.

A vote was taken on the motion. All members present voting aye, the motion carried.

It was decided to change the time of the June 17th meeting of the Coordinating Committee to 2:00 p.m. to allow more time for discussion.

Coun. Bonner stated that he would write a proposed mission statement that excluded the word "coordinate"; that he recommended strongly that any request for general fund support be as lean as possible; and that discussions of Tri-Met should commence in January of 1981.

Coun. Stuhr felt that the issue of the Boundary Commission should also be addressed in the very near future.

Coun. Banzer felt that recreational and cultural activities should be discussed along with the other issues, giving cable television as an example.

Coun. Berkman left the meeting.

In response to a question from Coun. Peterson, Mr. Gustafson explained the functional aspects of the planning items listed in the draft, pointing out that costs shown were those associated with new initiatives which were not yet being carried out, and that a five year analysis of the current budget had not yet been done.

Coun. Kirkpatrick noted that the document did not reflect the Finance Task Force recommendation to go from \$100,000 in 1982 to \$200,000 in 1986.

#### 4.2 Other Matters of Council or Executive Officer Concern

Executive Officer Gustafson introduced Ilo Bonyhadi as the campaign coordinator for the tax levy, and invited Council members to attend a committee meeting at 4:30 p.m. on June 18 to discuss the campaign effort. He then announced the hiring of Pat Oldham to assist in developing profiles of each district and improving communications with constituents. Other new personnel were Judy Roumpf in Citizen Involvement and Dana Comfort in regional transportation planning. It was reported that the Beaverton Design Review Committee had added stipulations to the recycling center which resulted in a two week delay. He also discussed the status of the revenue sharing bill being considered by Congress.

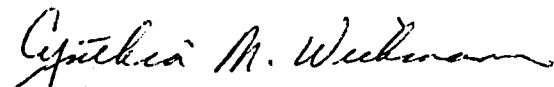
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Ms. Waters presented a report on a Metro newsletter which was being prepared for a major mailing, describing the proposed layout and distributing a rough draft of material which might be included. She asked Council members for their comments and suggestions. There was some discussion of the newsletter.

Executive Officer Gustafson congratulated Coun. Bonner on his appointment as vice chairman of a national committee on outdoor advertising, and gave a status report on the Johnson Creek L.I.D. proposal.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Cynthia Wichmann  
Clerk of the Council

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: Submitting Metropolitan Service District Tax Base

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Hold first reading and public hearing on Ordinance No. 80-99 submitting Metro tax base.
- B. POLICY IMPACT: The level of the tax base will have a major impact on program priorities for Metro. The tax base would contribute the major portion of local revenues used to provide grant match and to carry out non-grant-funded programs.
- C. BUDGET IMPACT: The tax base will determine the major portion of local revenues available to Metro.

II. ANALYSIS:

- A. BACKGROUND: The tax base proposal is the result of extensive work with the Finance Task Force and the development of a five year work program involving citizens and local officials.
- B. ALTERNATIVES CONSIDERED: The proposal is based on the alternative selected by the Council on July 10, 1980 from options presented to them on that date.
- C. CONCLUSION: Hold first reading and public hearing on Ordinance No. 80-99.

Copies of the Ordinance will be distributed when available.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE FOR THE PURPOSE OF  
SUBMITTING A TAX BASE MEASURE  
TO THE PEOPLE OF THE DISTRICT

) ORDINANCE NO. 80-99  
)  
) Introduced by the Council  
) Coordinating Committee

THE METRO COUNCIL FINDS THAT:

1. Conversion of the approved Zoo serial levies to a combined Zoo/Metro tax base of \$5,247,000 would increase by \$3.8 million in FY 1981-82, the amount eligible for State tax relief as approved by the voters in May, 1980.

2. This conversion would save homeowners 19 percent in property taxes during the first year as compared to the cost of the approved Zoo serial levies alone. (The savings is based on an estimate of the total assessed valuation for FY 1982.)

3. A Zoo/Metro tax base would provide a permanent funding source for the Zoo and eliminate uncertainty in the delivery of Metro services.

4. As part of the proposed conversion of the Zoo serial levies to a Zoo/Metro tax base, the Council will dedicate \$4,547,000 of the tax base per year plus the annual six percent increase to the Zoo which will meet all prior commitments to fund Zoo operations. All capital projects included in the Zoo serial levy (approved by voters in May, 1980) would be financed by the tax base. The remaining amount would allow continuation of current Metro services in transportation, land use, housing, economic development, drainage, and air quality.

5. The tax base would provide only for existing Zoo/Metro

*assigned*  
*Boundary Commission*

*and continuation of existing State reimbursement as of 8/1/80*

functions. Any addition of functions to be funded by local tax revenue sources would necessitate future voter approval.

6. The Zoo's approved local funding sources for FY 1981-82 through FY 1983-84 are two, three-year serial levies (\$5,000,000 per year). Metro's current funding sources for activities other than the Zoo are assessments on local governments (\$548,420 per year). Zoo levy authority expires in 1984 and local government assessments expire in July, 1981.

7. Recent citizen surveys indicate a public preference for continuation of Metro's current functions with little or no addition of tax-supported activities.

8. To replace existing and approved funding, and to provide such replacement funding on a continuing basis, a tax base is found to be the most economic alternative.

THEREFORE,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Based upon the above findings, the Metro Council directs that a tax base of \$5,247,000, to be effective July 1, 1981, be submitted to the voters of the District at the General election on November 4, 1980.

Section 2. Beginning with FY 1981-82, the Council declares its intention to dedicate funds from such tax base in the amount of \$4,547,000 per year plus an annual six percent increase for the Zoo. While this is a reduction in the recently approved \$5,000,000 per year Zoo serial levy, the compounding of the six percent increase allowed for tax bases by State law will give the Zoo the same amount of operating funds as provided in the serial levy. All



capital projects included in the Zoo serial levy would be financed by the tax base.

Section 3. The ballot title for the tax base measure shall be as follows:

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Alternative Captions:

1. Replaces Zoo/Metro levies;  
reduces property taxes;  
establishes tax base.
2. Converts Zoo/Metro levies;  
establishes tax base;  
provides tax relief.
3. Establishes Zoo/Metro tax base;  
replaces Zoo levies;  
provides tax relief.
4. Replaces Zoo/Metro levies with tax base;  
reduces property tax.

*Reduce is  
Key word*

*Jack -  
Homeowner  
tax relief*

Question: Shall the Metropolitan Service District establish a tax base of \$5,247,000, partially state-financed, for the Zoo and Metro.

Purpose: This measure establishes a tax base of \$5,247,000, pursuant to Article XI, Oregon Constitution. A tax base of \$5,247,000 would replace approved Zoo serial levies and existing assessments levied by Metro upon cities and counties, and would provide continuing funding for Metro activities authorized by law beginning with FY 1981-82. The amount eligible for State tax relief would be increased by \$3.8 million.

Explanation: Metro funding is primarily from federal grants, user fees, assessments upon cities and counties and approved Zoo serial levies. Local government assessments expire at the end of FY 1980-81. This tax base would replace those assessments and the Zoo levies, with no decrease in Zoo operations funding, and would provide for continuing services of the Zoo

and other authorized Metro functions. The approved Zoo serial levies total \$5,000,000 per year, beginning FY 1981-82, \$1,456,923 of which is eligible for tax relief. This tax base would provide \$5,247,000 per year for all Zoo/Metro functions, all eligible for tax relief, increasing the amount eligible for State tax relief by \$3.8 million. The tax base could be increased up to six percent per year without voter approval, which amount would also be eligible for tax relief. A tax base will be partially financed by the State of Oregon.

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Section 4. The above ballot title shall be filed with the Director of Records and Elections of Multnomah County not later than August 8, 1980.

Section 5. If the tax base proposed by this ordinance is adopted by the voters of the District, those two serial levies for Zoo operations and capital proposed by the Metro Ordinance No. 80-86 approved by the voters of the District on May 20, 1980, are rescinded.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1980.

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

ATTEST:

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

AJ/gl  
8995/33

1) interest rate  
2) county collections  
3

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: Levying, Apportioning and Specifying Collection of Assessments for Phase I of the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District.

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Adopt Ordinance No. 80-92 apportioning the Phase I assessment for the Johnson Creek Basin Flood Control and Pollution Abatement Project according to the following formula:

$$\frac{\text{Total cost of Phase I}}{\text{Total Current Assessed Value of the District}} \times \text{Current assessed value of each lot or part thereof}$$

B. POLICY IMPACT: Local Improvement District (LID) Assessments by law, must reflect the benefit to be received by the property assessed. In apportioning the Phase I assessment according to this formula, the Council is determining that all property in the District will benefit equally. This is consistent with the Scope of Work for Phase I which includes the preparation of detailed plans and preliminary engineering for Phase II along with remedial cleaning and snagging of the lower five miles of stream channel. As a part of Phase I, the apportionment formula for Phases II and III will be developed reflecting the specific benefits to be realized in those Phases.

C. BUDGET IMPACT: Assessment of the local share of project cost against the property within the LID will allow Metro to sponsor the Corps of Engineers Flood Control Project on Johnson Creek. A special account has been established in the FY 81 Metro budget for this project. There is no impact on General fund revenues.

II. ANALYSIS:

A. BACKGROUND: The Johnson Creek Task Force explored several alternatives for apportioning the Johnson Creek LID assessment. The major determining factor in selecting an assessment formula was the method of notification and collection to be used. Because of the size of the district and the number of accounts involved the best method for both notification and collection was through the County Assessor. The method of assessments, therefore, must be based either on area, assessed value or

*what about a referral - who pays for election?*

a flat rate per lot.

B. ALTERNATIVES CONSIDERED:

Option A - Flat Rate:

1. Single Rate - Basinwide

Advantages: -Costs per lot relatively low.

Disadvantages: -Does not distinguish between basin and floodplain lot.  
-Does not differentiate between residential, commercial or industrial properties or lot size.  
-Does not reflect benefit.

2. Double Rate - Basin and Floodplain:

Advantages: -Differentiates between basin and floodplain properties.

Disadvantages: -Does not differentiate between residential, commercial or industrial property or lot size.  
-Does not reflect benefit.

Option B - Based on Total Assessed Value

1. Single Rate - Basinwide

Advantages: -Rate relatively low.  
-Differentiates between property types.  
-Differentiates between lot size.  
-Reflects benefit as a function of assessed value.

Disadvantages: -Does not differentiate between basin and floodplain property.

2. Double Rate - Basin and Floodplain

Advantages: -All the advantages of B-1 plus  
-differentiates between basin and floodplain property.

Disadvantages: -Undeveloped properties which are later developed could reap the benefits of the project at a much lower rate.

Option C - Based on Land Value Assessment Only

1. Single Rate - Basinwide

Advantages:               -Same as B-1 plus  
                              -treats developed and developable  
                              land equally.

Disadvantages:           -Same as B-1 plus  
                              -does not consider contribution  
                              to present problem.

2. Double Rate - Basin and Floodplain

Advantages:               -Same as C-1 plus  
                              -differentiates between basin and  
                              floodplain property.

Disadvantages:           -Same as C-1.

C. CONCLUSION: The Regional Services Committee concluded that Option B-1 was the most reasonable method of apportioning Phase I assessments for the following reasons:

- Phase I is substantially one of planning and remedial channel maintenance and its benefits are basinwide.
- Undeveloped property is required to comply with the development guidelines for the Johnson Creek Basin (Ordinance No. 79-81).
- This option is easily administered in relationship to other possible methods and, therefore, lowers the total cost of Phase I.

JL:ss

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF LEVYING, )  
APPORTIONING AND SPECIFYING )  
COLLECTION OF ASSESSMENTS FOR )  
PHASE I OF THE JOHNSON CREEK )  
BASIN FLOOD CONTROL AND )  
POLLUTION ABATEMENT PROJECT )  
LOCAL IMPROVEMENT DISTRICT. )

ORDINANCE NO. 80-92  
Introduced by the Regional  
Services Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Purpose

The purposes of this ordinance are to apportion and levy assessments, and specify the method of collection of assessments for Phase I of the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District.

Section 2.

In accordance with the Preliminary Engineering Report as approved by Metropolitan Service District, Resolution No. 80-149, the total costs to be assessed against the benefitted properties for Phase I of the project are \$770,000. The cost shall be apportioned among the lots, parts thereof, and parcels within the district according to the following formula:

$$\frac{\text{Total cost of Phase I}}{\text{Total Current Assessed Value of the District}} \times \text{Current assessed value of each lot or part thereof}$$

Section 3.

The costs as specified and apportioned in Section 2 of this ordinance are hereby levied against the lots, parts thereof, and parcels within the Johnson Creek Basin Flood Control and Pollution Abatement Local Improvement District, as specified in the

Preliminary Engineering Report Exhibits I and II for the Johnson Creek Basin Flood Control and Pollution Abatement Project.

Section 4.

In accordance with Metropolitan Service District Ordinance No. 79-78 and Ordinance No. 80-93, the method of collection for assessments, apportioned in Section 2 and levied in Section 3 above, shall be by certification of assessments to the appropriate County Tax Assessor. The Executive Officer is directed to certify the assessments by written contract, agreement, or other lawful means with the County Assessors of the counties in which the assessed lands are located. Any agreement shall provide for deferred payment of assessments in 10 equal semi-annual installments, not exceeding five (5) years, and elderly homestead deferral under Ordinance No. 79-78, as amended by Ordinance No. 80-93.

*Mull Co  
(needs a  
Sunset  
hours)*

Section 5.

In accordance with Metropolitan Service District Ordinance No. 79-78 and Ordinance No. 80-93, the Executive Officer is directed to publish notice of this ordinance as required by Section 14 (a) of Ordinance No. 79-78.

ADOPTED by the Council of the Metropolitan Service District

this \_\_\_\_\_ day of \_\_\_\_\_, 1980.

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

ATTEST:

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

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING ) RESOLUTION NO.  
THE PRIORITIES OF THE JOHNSON )  
CREEK BASIN DRAINAGE MANAGEMENT ) Introduced by  
PLAN ) Gene Peterson

WHEREAS, Ordinance No. 80-91 requires the adoption by ordinance of a Drainage Management Plan for the Johnson Creek Basin Flood Control and Pollution Abatement Project prior to the commencement of Phase II of the project; and

WHEREAS, Ordinance No. 80-91 requires that property not receiving any benefit shall not be assessed; now, therefore,

BE IT RESOLVED,

1. That the Council hereby declares the first priority in the development of the Drainage Management Plan shall be the study of any drainage areas where a local government employs a sump or a dry well for the control of storm water runoff within the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District.

2. That the Council further declares that study of such areas shall give particular attention to drainage in the Troutdale gravel bed <sup>formation?</sup> foundation north of Johnson Creek and west of Gresham.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of July, 1980.

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



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DECLARING ) RESOLUTION NO.  
A POLICY OF EXCLUSION FOR PARCELS )  
IN THE JOHNSON CREEK BASIN FLOOD ) Introduced by  
CONTROL AND POLLUTION ABATEMENT ) Gene Peterson  
PROJECT LOCAL IMPROVEMENT DISTRICT )

WHEREAS, Local jurisdictions have taken action to control storm water run-off from new housing developments by interim guidelines for storm water run-off; and

WHEREAS, Local jurisdictions have taken action to control storm water run-off from existing housing developments by means of sumps and dry wells; and

WHEREAS, Ordinance No. 80-91 requires that property not receiving any benefit shall not be assessed; now, therefore,

BE IT RESOLVED,

That the Council declares that any parcel or part thereof, for which a local jurisdiction has provided storm water run-off management by means of a dry well or sump which does not contribute to drainage management problems in the Johnson Creek Basin, shall be excluded from the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of July, 1980.

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

## AGENDA MANAGEMENT SUMMARY

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Proposed Amendments to Ordinance No. 80-92 Regarding  
Collection of L.I.D. Assessments

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of Section 4 of Ordinance No. 80-92 as amended, to (1) establish the procedure by which the appropriate county assessor will collect L.I.D. assessments, and (2) establish an interest rate of 8% on deferred payment of assessments.
- B. POLICY IMPACT: This action will insure that Metro can proceed with the assessments for the Johnson Creek L.I.D. via the county assessor's office.
- C. BUDGET IMPACT: If this measure is not passed, the cost to Metro to establish its own assessment collection procedure would be approximately \$50,000.

### II. ANALYSIS:

- A. BACKGROUND: Metro has established a large L.I.D. and is now considering an ordinance for assessing the Phase I project costs. An effective method of assessment collection must be established to insure that the required funds are properly collected and accounted for. As each county has a well established assessment procedure, it is felt that use of these agencies is appropriate. Metro has conducted discussions with the Multnomah County Assessors Office and adjusted the proposed ordinance to facilitate its functions. After the ordinance was prepared the County Assessor requested further changes which he felt necessary to insure the legal collection of L.I.D. assessments for Metro.

The amendment specifying an 8% interest rate on deferred payments is proposed for several reasons. Metro is required to specify an interest rate in the ordinance procedure regarding deferred payments. The 8% rate was chosen as it is considered adequate to pay Metro's anticipated costs for handling this service. Interest rates for deferred payment varies from 7% to 10% among various jurisdictions within Metro's boundaries. The 10% figure is the maximum allowed under Oregon Statute.

- B. ALTERNATIVES CONSIDERED: The possibility of Metro establishing and processing an assessment procedure was considered and rejected because of anticipated costs and duplication of the existing collection system of the county as-

essor's office.

- C. CONCLUSION: The amendments to Ordinance No. 80-92 are required to insure the orderly and correct processing of L.I.D. assessments.

PROPOSED AMENDMENT TO  
ORDINANCE NO. 80-92

Section 4 of Ordinance No. 80-92 is amended to read as follows:

"In accordance with Metropolitan Service District Ordinance No. 79-78 and Ordinance No. 80-93, the method of collection for assessments, apportioned in Section 2 and levied in Section 3 above, shall be by certification of the assessments in Multnomah County to the (appropriate) Multnomah County Tax Assessor. The Executive Officer is directed to certify the assessments (by-written contract, agreement or other lawful means with the County Assessors of the counties in which the assessed lands are located) and to sign any document required by an assessor to be executed in connection with the certification. The method of collection for assessments in Clackamas County shall be by the establishment of a lien docket and the recording of assessment liens. (Any agreement shall provide for) Deferred payment of assessments shall be in ten (10) equal semi-annual installments, not exceeding five (5) years, at a net effective interest rate of eight percent (8%) per annum payable semi-annually, and elderly homestead deferral shall be as provided for under Ordinance No. 79-78 as amended by Ordinance No. 80-93.

TM:bk  
9033/33



GORDON E. SHADBURNE · MULTNOMAH COUNTY COMMISSIONER

July 24, 1980

MEMORANDUM

TO: Members, METRO Council  
FROM: Commissioner Gordon Shadburne  
SUBJECT: Johnson Creek Local Improvement District

Given widespread concern voiced by the public relative to METRO's Johnson Creek LID plan, I respectfully urge the Council to rescind its previous action of June 27 and instead propose a Special District for flood and drainage control.

My foremost reason for proposing a Special District lies in the arena of public input. Creation of a Special District, as you know, requires voter approval. In this way, METRO will have a clear and undisputed mandate from landowners residing within the Johnson Creek drainage basin.

A number of very telling charges were levied at recent public meetings on the Johnson Creek LID, charges that have yet to be answered or rectified. Large scale confusion over METRO's remonstrance procedures was repeatedly voiced, as was contention over the LID's boundaries and proposed assessments for improvements.

The public, needless to say, desires an opportunity to cast a binding vote on this issue. I have received tremendous amount of support, both from my own constituents in District 5 and the community at large, for a formal statement from the County towards this end.

I have therefore introduced a resolution requesting you and your colleagues on the Council to promote the Special District concept -- and a subsequent public vote -- in lieu of the LID.

Thank you for allowing this opportunity to interject my thoughts on this matter.

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the matter of requesting )  
METRO to rescind their action ) RESOLUTION  
creating the Johnson Creek )  
Local Improvement District )

WHEREAS; the Metropolitan Service District Council (hereinafter referred to as METRO) voted on June 27, 1980, to create a local improvement district to control flood and drainage problems within the Johnson Creek basin; and

WHEREAS, METRO thereafter sent notices of proposed assessments for flood control improvements to property owners residing within the Johnson Creek Local Improvement District; and

WHEREAS, a significant number of affected property owners have registered concern over METRO's remonstrance procedures and have been confused by language contained in said notices; and

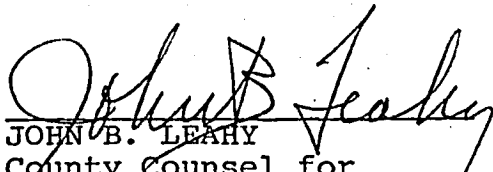
WHEREAS, METRO has received overwhelming public sentiment in opposition to their current plan relative to formation of the Johnson Creek Local Improvement District; now, therefore, it is

RESOLVED, that the Board of County Commissioners hereby requests the Metropolitan Service District Council to rescind its action creating the Johnson Creek Local Improvement District and instead propose a Special District for flood and drainage control, subject to a vote of the affected parties.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

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

APPROVED AS TO FORM:

  
JOHN B. LEAHY  
County Counsel for  
Multnomah County, Oregon



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646


## MEMORANDUM

Date: July 22, 1980  
To: Metro Council  
From: John LaRiviere  
Regarding: Johnson Creek Local Improvement District (LID) Assessment Remonstrances--Status Report as of 12pm, July 22, 1980.

The remonstrance process for the assessment phase differs from the process for forming the LID in that it has no binding affect on the Council decision. Remonstrances at this point are primarily a means of providing input from property owners as to the method of distributing the cost of the project among the property within the district.

Because of this fact we have followed a different method of processing remonstrances. No attempt was made to verify whether the remonstrances represented the property within the LID or to determine whether duplicate remonstrances were submitted. All remonstrances were read and classified and tallied in the general categories listed below. Unique remonstrances which deserved some response have been filed separately and are available for Council review.

Also included in the summary is a total of notices which could not be delivered because of incorrect addresses. Metro staff has attempted to redeliver any notices it was possible to determine a correct address from readily available sources. In addition a large proportion of the undeliverable notices were sent to lending institutions which are no longer responsible for forwarding them. Steps have been taken to make the necessary address changes at the assessors office to correct this problem.

<u>Category</u>	<u>Total</u>	<u>% of Properties</u>	<u>% of Remonstrances Received</u>
I. Elderly	65	.2%	2.4%
II. Special Requests	101	.3%	3.7%
III. Feel Outside District	350	1%	12.9%
IV. No Benefit Perceived	145	.4%	5.3%
V. General Remonstrances	811	2.3%	24.8% 
VI. Others	313	1.1%	14.4%

<u>Category</u>	<u>Total</u>	<u>% of Properties</u>	<u>% of Remonstrances Received</u>
VII. Unclassified	855	2.4%	31.4%
VIII. Late Remonstrances	<u>119</u>	<u>.3%</u>	<u>----</u>
Total	2760	8.0%	<u>----</u>
Undeliverable	542	1.5%	

Category Definitions

- I. Elderly-- remonstrances from people on fixed incomes indicating financial hardship.
- II. Special Requests-- pertinent or informative letters requiring some response.
- III. Outside of District-- remonstrances from people who feel they are outside of the basin or have no drainage to Johnson Creek.
- IV. No Benefit Perceived-- Self-explanatory
- V. General-- remonstrances which state LID is illegal, unfair, unconstitutional or simply opposing assessment.
- VI. Others-- short comments such as, "put LID to a vote" or "do not like this project."
- VII. Unclassified-- those received too late to categorize for this report.

JRL:kl



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 Aid Interstate Funds to Provide A  
Pavement Overlay on the Marquam Bridge and Approaches

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution 80-167 authorizing a maintenance project in the amount of \$1,808,000 of Federal Aid Interstate funds to provide pavement overlay on the Marquam Bridge and approaches.
- B. POLICY IMPACT: This action will result in an improved roadway surface and upgrade its condition to an acceptable level.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: The Oregon Department of Transportation has requested the Transportation Improvement Program (TIP) be amended to include this project. In addition to overlaying the travel surface, bridge expansion joints will be repaired and raised to match the new pavement surface.
- B. ALTERNATIVES CONSIDERED: Deterioration of the roadway surface (unless corrected) can be expected requiring eventual maintenance costs in excess of those currently needed.
- C. CONCLUSION: Metro staff recommends approval of the attached resolution.

BP:ss  
8790/135  
7/24/80

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING ) RESOLUTION NO. 80-167  
FEDERAL AID INTERSTATE FUNDS TO )  
PROVIDE A PAVEMENT OVERLAY ON ) Introduced by Joint Policy  
THE MARQUAM BRIDGE AND APPROACHES ) Advisory Committee on  
Transportation

WHEREAS, Through Resolution No. 79-80 the Metro Council adopted the Transportation Improvement Program (TIP) and its annual element; and

WHEREAS, From time to time new projects must be entered into the TIP upon approval of Metro Council; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that \$1,808,000 in Federal Aid Interstate Highway funds be authorized in the TIP to provide for pavement overlay on the Marquam Bridge and its approaches; and

WHEREAS, The purpose of this project is to renew the roadway wearing surface and repair and raise the tension joints to match the new pavement; now, therefore,

BE IT RESOLVED,

1. That \$1,808,000 in Federal Aid Interstate funds be authorized to provide for pavement overlay of the Marquam Bridge and its approaches.

2. That the TIP be amended to reflect this authorization as set for in Exhibit "A."

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

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of July, 1979.

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

BP:ss  
8791/135

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) OREGON DEPARTMENT OF TRANSPORTATION  
 LIMITS Willamette River (Marquam) Bridge, I-5 LENGTH 1.0 mile  
 DESCRIPTION Provide a pavement overlay on the Marquam Bridge and bridge approaches. Repair and raise the expansion joints to match the new pavement surface. This maintenance project will renew the roadway wearing surface.

PROJECT NAME Willamette River (Marquam) Bridge, I-5  
 ID No FAI5  
 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 \_\_\_\_\_

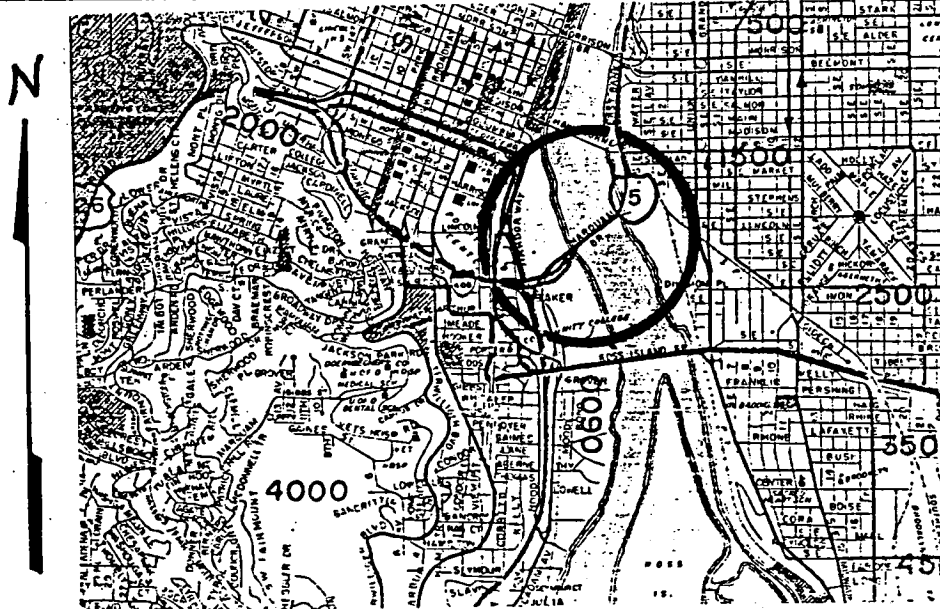
## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL			10	2,400		2,410
FEDERAL			8	1,800		1,808
STATE			2	600		602
LOCAL						

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 10,000  
 CONSTRUCTION 2,400,000  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_  
 TOTAL \$ 2,410,000

## LOCATION MAP



## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE RRR 75  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION \_\_\_\_\_  
 NON FEDERAL  
 STATE 25 LOCAL \_\_\_\_\_

EXHIBIT "A"

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 Aid Interstate Funds to Add an Ice  
Detection System to the Fremont Bridge

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution authorizing \$138,000 of Federal Aid Interstate funds to add an Ice Detection System to the Fremont Bridge.
- B. POLICY IMPACT: This action will provide for early detection of icing conditions on the Fremont Bridge and will enable the Oregon Department of Transportation (ODOT) maintenance forces to take timely corrective action. Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) have reviewed and approved the project.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: The Fremont Bridge is subject to early icing due to its elevation and steel construction. ODOT has requested the Transportation Improvement Program be amended to include this project to install ice detectors on the bridge. These detectors will provide for early warning of icing conditions and enable maintenance forces to take corrective action in advance and to reduce traffic tie-ups.
- B. ALTERNATIVES CONSIDERED: 1) do nothing, or 2) implement the project and improve detection of icing conditions.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution based on the favorable safety and traffic flow benefits.

BP:bk  
8787/33

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 80-168
FEDERAL AID INTERSTATE FUNDS TO	)	
ADD AN ICE DETECTION SYSTEM TO	)	Introduced by the Joint
THE FREMONT BRIDGE	)	Policy Advisory Committee
		on Transportation

WHEREAS, The Metro Council adopted Resolution No. 79-80 which endorsed the FY 1980 Transportation Improvement Program (TIP); and

WHEREAS, The TIP includes projects which utilize Federal Aid Interstate funds; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that the TIP be amended to include a new project which will utilize \$138,000 in Federal Aid Interstate funds; and

WHEREAS, This project will provide for installation of Ice Detectors on the Fremont Bridge as a means of alerting ODOT maintenance forces in a timely manner; and

WHEREAS, Obligation of the funds will take place in FY 1980; now, therefore,

BE IT RESOLVED,

1. That \$138,000 in Federal Aid Interstate funds be authorized for the Fremont Bridge Ice Detection System identified in Exhibit "A."

2. That the TIP and its annual element be amended to reflect this authorization.

3. That the Metro Council finds the project in

accordance with the region's continuing, cooperative and comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1980.

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

BP:bk  
8788/33

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation  
 LIMITS Fremont Bridge Ice Detection System, I-405 LENGTH \_\_\_\_\_  
 DESCRIPTION Install ice detectors in the top deck of the Fremont Bridge and its approaches. These detectors will be connected by radio telemetry to State Police Headquarters. The objective is to provide a system to alert ODOT Maintenance forces, through the State Police, of icing conditions on the bridge.

The Fremont Bridge is subject to early icing due to its elevation and because the main span roadway is essentially a steel plate with a wearing surface of asphalt.

PROJECT NAME Fremont Bridge  
Ice Detection System, I-405  
 ID No FAI405  
 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)

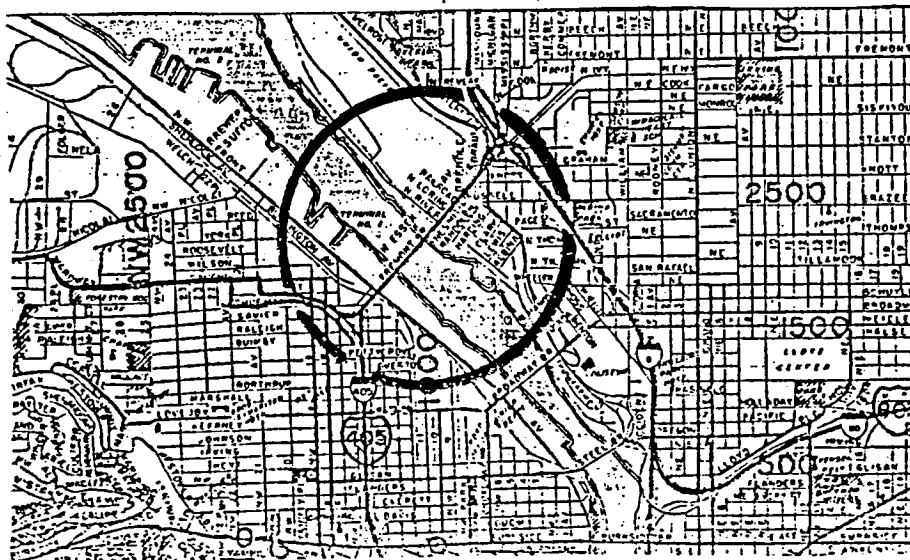
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	_____	_____	150	_____	_____	150
FEDERAL	_____	_____	138	_____	_____	138
STATE	_____	_____	12	_____	_____	12
LOCAL	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 5,000  
 CONSTRUCTION 145,000  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 150,000

## LOCATION MAP



## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_ 92  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION \_\_\_\_\_

NON FEDERAL  
 STATE 8 LOCAL \_\_\_\_\_

EXHIBIT "A"



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 City of Portland Federal Aid Urban System Funds  
for a Citywide Signal Systems Analysis Project

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution 80-169 authorizing \$330,000 of City of Portland Federal Aid Urban System funds to conduct a citywide signal systems analysis.
- B. POLICY IMPACT: This action will result in undertaking a comprehensive study of the existing system, and design of the system as an out growth of the study. The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee (JPACT) have reviewed and approved this project.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: The first traffic signals were installed in Portland in the late 1920's. Today the signal system consists of approximately 700 signalized locations controlled by a variety of devices. While attempts are made to coordinate signal timing in the Central Business District (CBD) and along major routes, this unmatched collection of traffic signal control devices which has accumulated over the years is causing costly delays for motorists in both time and fuel consumption.

The purpose of this study is to take a comprehensive look at the entire signal system and to outline a five-year Transportation Systems Management Improvement Program. This program will identify improvements to the existing signal network.

The study will consist of two phases:

Phase I:

- 1. An analysis of the existing signal system to determine deficiencies in signal control equipment, timing, and coordination, and to provide an assessment of future needs;

2. An assessment of existing equipment deficiencies as they relate to reliability and existing standards (MUTCD) for signal installations;
3. An assessment of special transit needs and any additional provisions to meet future transit needs;
4. An assessment of special pedestrian/bicycle needs;
5. An examination of the energy consumption of present equipment to assess ways to reduce energy needs for the existing and future signal systems;
6. An analysis of the existing signal system to determine how well it reflects the Downtown Circulation Policy and the Arterial Streets Policy, and to tie the existing and future systems into these City policies, and into policies of abutting jurisdictions in Multnomah, Clackamas and Washington Counties.

The final result of Phase I will be a recommended program for improvement of the existing system including:

1. Equipment changes (including control devices, interconnect);
2. Signal additions, removals, relocations;
3. Performance standards to reduce system failure and liability problems.

Phase II:

Phase II will consist of the design of the system(s) recommended in Phase I.

- B. ALTERNATIVES CONSIDERED: The alternative to this study is to let the existing system continue to grow and change without a clear overall coordination of the varied signal installations.
- C. CONCLUSION: Metro staff recommends authorization of funding for this project based on potentially favorable benefits derived in the form of time savings to the motoring public, reduced air pollution, reduced signal system energy requirements, reduced fuel consumption, reduced accidents, improve transit and pedestrian movements and reduced maintenance costs.

BP:ss  
8592/92  
7/24/80

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING ) RESOLUTION NO. 80-169  
CITY OF PORTLAND FEDERAL AID URBAN )  
SYSTEM FUNDS FOR A CITYWIDE SIGNAL ) Introduced by the Joint  
SYSTEMS ANALYSIS PROJECT ) Policy Advisory Committee on  
Transportation (JPACT)

WHEREAS, The City of Portland has identified deficiencies in its signal system in the form of equipment, timing and signal coordination; and

WHEREAS, The City of Portland has determined that a comprehensive study of the existing signal system is necessary to recommend methods for its better utilization and to provide guidelines and plans for its future expansion; and

WHEREAS, The City of Portland has requested that \$330,000 of the Federal Aid Urban (FAU) funds be authorized to conduct such a study; and

WHEREAS, These funds are available in the City of Portland's FAU contingency; and

WHEREAS, The City Council has approved this project in its Capital Improvement Program; and

WHEREAS, The Metro Systems Planning Analysis indicates that the study project will lead to solutions to the identified transportation objectives set forth in Exhibit "A"; now, therefore,

BE IT RESOLVED,

1. That \$330,000 of Federal Aid Urban System Funds be authorized from the City of Portland's FAU contingency to conduct the Citywide Signal System Analysis Project.

2. That the TIP and its annual element be amended to reflect this authorization as set forth in Exhibit "B."

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 \_\_\_\_ day of July, 1980.

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

BP:ss  
8593/92

SYSTEMS REPORT FOR CITY WIDE SIGNAL SYSTEM PROJECT

**Objectives:** The purpose of the study is to improve the existing signal network so as to provide a highly coordinated, interconnected signal system capable of providing a smooth vehicle flow throughout the City signal network, and close ties into abutting signal systems in the surrounding county areas.

**Approach:** This project will consist of a two-phase study. Phase I consists of retaining a consultant to perform a comprehensive study of the existing signal system, with the final product being a recommended five-year improvement program. Phase II consists of the consultant's design of the new system(s) recommended in Phase I.

**Anticipated Results:** We anticipate improvements of the existing signal system which will provide time savings to the motoring public, reduce air pollution, reduce signal system energy requirements, reduce fuel consumption, reduce accidents, improve transit and pedestrian movement, and reduce maintenance costs.

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

**PROJECT DESCRIPTION**  
 RESPONSIBILITY (AGENCY) CITY OF PORTLAND  
 LIMITS City Wide LENGTH N.A.  
 DESCRIPTION A two phase comprehensive study of the City of Portland's existing signal system which will lead to a recommended 5 year Transportation Systems Management improvement program. The purpose of the study is to improve the existing signal network so as to provide a time savings to the motoring public, reduce air pollution, save energy, reduce accidents, improve transit and pedestrian connections, and reduce maintenance costs.

**PROJECT NAME** City Wide Signal System  
 ID No Various  
 APPLICANT City of Portland

**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 80/81	FY 81/82	FY 82/83	FY 83/84	FY 84/85	TOTAL
TOTAL	75	300				375
FEDERAL	66	264				330
STATE						
LOCAL	9	36				45

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING \$ 375,000  
 CONSTRUCTION \_\_\_\_\_  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 375,000

**LOCATION MAP**

**SOURCE OF FUNDS (%)**

FEDERAL

FAUS (PORTLAND) 88  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION \_\_\_\_\_

NON FEDERAL

STATE 6 LOCAL 6

Exhibit "B"

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 Replacement of the Fanno  
Creek Bridge on Scholls Highway

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution No. 80-170 authorizing \$510,000 of federal funds to replace the Fanno Creek Bridge on Scholls Highway.
- B. POLICY IMPACT: This action will enable the Oregon Department of Transportation (ODOT) to replace the Fanno Creek Bridge using Transition Quarter funds. These funds were appropriated by Congress to cover the "extra" quarter of the year in 1976 when the federal fiscal year ending changed from June 30, to September 30. Any unused balance of these funds remaining after September 30, 1980, will lapse. The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have reviewed and approved this project.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: The ODOT has requested the Transportation Improvement Program be amended to include this project. Preliminary engineering has been completed using State funds. Right-of-way acquisition and construction are to commence in the next two to three months and will use Transition Quarter funds (only available to the State) for their implementation.

The Fanno Creek Bridge is currently two lanes and is heavily used by construction vehicles and by Tri-Met buses. Widening to four lanes would provide for arterial continuity on Scholls Highway and would provide a structure capable of handling heavy vehicles and high traffic volumes.

- B. ALTERNATIVES CONSIDERED: There are no suitable alternatives. The existing bridge is of wood and will eventually require load limits or complete closure to heavy vehicles. Such an alternative would mean that the preliminary engineering funds have been wasted and would mean loss of the Transition Quarter funds to this region.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution based on the needs of the area served, safety and route continuity.

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 80-170
FEDERAL FUNDS FOR REPLACEMENT	)	
OF THE FANNO CREEK BRIDGE ON	)	Introduced by the Joint
SCHOLLS HIGHWAY	)	Policy Advisory Committee on
		Transportation (JPACT)

WHEREAS, Through Resolution No. 79-80, the Metro Council adopted the Transportation Improvement Program (TIP) and its annual element; and

WHEREAS, From time to time new projects must be entered into the Transportation Improvement Program upon approval of Metro Council; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that \$510,000 in Federal Transition Quarter funds be authorized to cover right-of-way acquisition and replacement of the Fanno Creek Bridge; and

WHEREAS, These Transition Quarter funds must be federally obligated by September 30, 1980, or they will lapse; and

WHEREAS, Preliminary engineering is complete and the ODOT can commence right-of-way acquisition and construction as soon as obligation of funds takes place; now, therefore,

BE IT RESOLVED,

1. That \$510,000 of Federal Transition Quarter funds be authorized for right-of-way and construction of the Fanno Creek Bridge replacement.

2. That the Transportation Improvement Program (TIP) and its annual element be amended to reflect this authorization as set forth in 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 day of July, 1980.

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

BP:ss  
8596/92

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

**PROJECT DESCRIPTION**

RESPONSIBILITY (AGENCY) Oregon Department of Transportation  
 LIMITS Fanno Creek Bridge, Scholls Highway LENGTH 0.1  
 DESCRIPTION Replace the existing two-lane bridge with a new 64-foot-wide structure providing four travel lanes plus shoulders. Widen the roadway approaches to the bridge.  
The purpose of this project is to replace a narrow, deteriorating wooden bridge which is rapidly becoming inadequate to handle the high traffic and truck volumes in this fast-growing area of Washington County.

PROJECT NAME Fanno Creek Bridge, Scholls Highway  
 ID No FAU9234  
 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)**

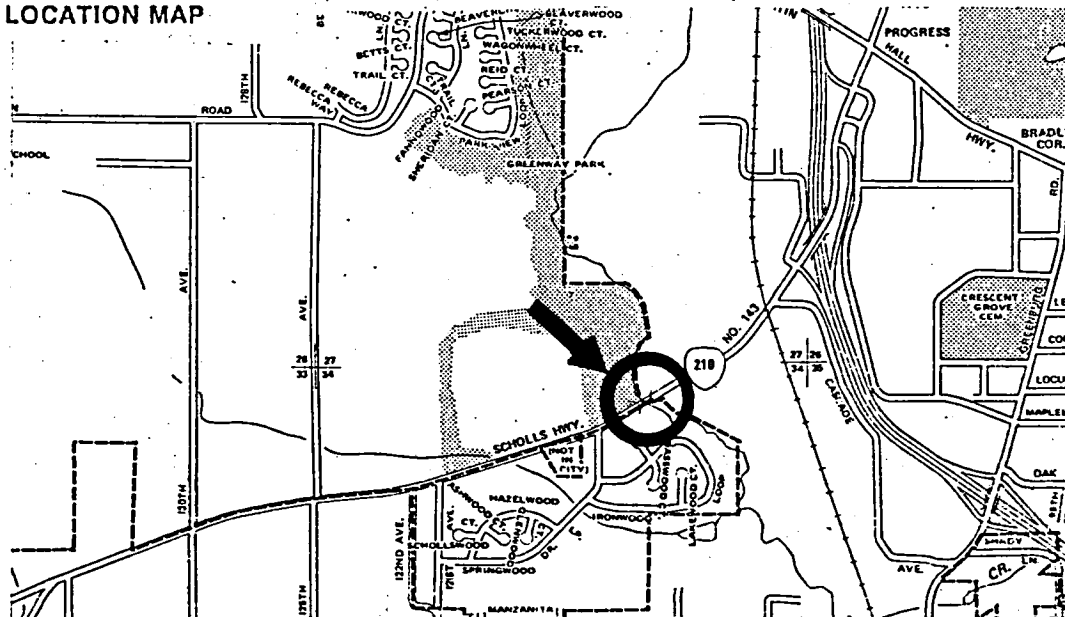
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL			580			580
FEDERAL			510			510
STATE			70			70
LOCAL						

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING \$ \_\_\_\_\_  
 CONSTRUCTION 263,000  
 RIGHT OF WAY 39,000  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN; SIGNS, LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES 278,000  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 580,000

**LOCATION MAP**



**SOURCE OF FUNDS (%)**

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE SUBSTITUTION \_\_\_\_\_  
 Transitional Quarter 88%  
 NON FEDERAL  
 STATE 12% LOCAL \_\_\_\_\_

EXHIBIT "A"

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CHANGING THE ) RESOLUTION NO. 80-171  
DESIGNATION OF REGISTERED AGENT )  
FOR RECEIPT OF LEGAL SERVICE ) Introduced by the Council  
 ) Coordinating Committee

WHEREAS, Metro is required to designate a registered office and a registered agent for service of any process, notice or demand required or permitted by law; and

WHEREAS, the designation on file with the Secretary of State is no longer accurate and needs to be corrected to designate a new agent; now, therefore,

BE IT RESOLVED,

1. That the registered agent for the Metropolitan Service District is Cynthia M. Wichmann.
2. That notice of this designation be sent to the Secretary of State as required by ORS 198.340.
3. That Metro Resolution No. 79-120, paragraph 2 is hereby repealed.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of July, 1980.

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

7/24/80

NOTICE OF DESIGNATION  
OF  
REGISTERED OFFICE AND REGISTERED AGENT

I, Marjorie Murlin Kafoury, Presiding Officer  
of the Council of this district, a municipal corporation, organized under  
the provisions of ORS Chapter 198, certify that:

1. Pursuant to a resolution of the District Board, duly adopted, the  
registered office of this district is:

527 S.W. Hall Street, Portland, Oregon 97201

(Address of Registered Office)

(Zip Code)

2. The registered agent in Oregon at such registered office is:

Cynthia M. Wichmann, Clerk of the Council

(Name of Registered Agent)

IN WITNESS WHEREOF, this district has caused this instrument to be executed  
in its name by the Secretary, Financial Officer, or Chairman of the Board of the  
District this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

Metropolitan Service District

(Name of District)

By \_\_\_\_\_

(Secretary, Financial Officer, or Presiding Officer of the Council)

STATE OF OREGON )

) ss

County of Multnomah )

I, E. Andrew Jordan, a Notary Public, do hereby  
certify that on the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_, personally appeared  
before me, Marjorie Murlin Kafoury, who declares that she is Secretary, Financial  
Officer, or Presiding Officer of the district executing the foregoing document,  
and declares that the statements contained are true.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year  
above written.

\_\_\_\_\_  
NOTARY PUBLIC FOR OREGON

My Commission Expires \_\_\_\_\_

INSTRUCTIONS:

The registered office must be a street address and not a post office box. Form must  
be signed by a Notary Public and have his seal affixed thereto. A new form must be  
filed each time a change is made in either the registered office or the registered  
agent.

The form must be sent to the Secretary of State, Salem, Oregon 97310.

There is no fee for filing this form.

7/24/80

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: Confirmation Procedure

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached confirmation procedure.
- B. POLICY IMPACT: This action will implement the confirmation procedure as required by the Personnel Rules.
- C. BUDGET IMPACT: All positions are included in the FY 80 budget.

II. ANALYSIS:

- A. BACKGROUND: The Metro Personnel Rules require that the position of Legislative Liaison have confirmation by the Metro Council. No procedure exists for this purpose, therefore, adoption of a procedure is necessary in order to recruit to fill the position.
- B. ALTERNATIVES CONSIDERED: A confirmation procedure is required by the Council.
- C. CONCLUSION: Metro staff recommends adoption of the procedure.

SW:ss  
8784/D1

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 80-172  
CONFIRMATION PROCEDURE )  
 ) Introduced by the Council  
 ) Coordinating Committee

WHEREAS, The Personnel Rules require a confirmation procedure for positions listed in Article 2, Section 8E of the Personnel Rules; and

WHEREAS, The attached procedures have been developed and approved by the Council Coordinating Committee; now, therefore,

BE IT RESOLVED,

That the Metro Council approves the attached confirmation procedure for the applicable positions listed in Article 2, Section 8E of the Personnel Rules.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of July, 1980.

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

SW:bk  
8916/33





METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

*revised  
write  
up*

## MEMORANDUM

Date: July 2, 1980  
To: Metro Council  
From: Executive Officer Rick Gustafson  
Regarding: Confirmation Procedure

The Personnel Rules require that appointment to certain positions require the confirmation of the Metro Council.

The approaching first such appointment, that of Legislative Liaison (Lobbyist), requires that a procedure be adopted by the Council for formal confirmation of such appointments. The following procedure is suggested for adoption:

### Personnel Office:

Recruit candidates for interview by Executive Officer.  
Normal recruitment procedures will be followed.

### Executive Officer:

Notify Council Coordinating Committee that recruitment is underway and forward a copy of the job description for information.

Select a candidate for presentation to the Council Coordinating Committee.

Prepare background material on the candidate for presentation to the Council Coordinating Committee.

### Material would include:

Memorandum to Committee regarding the selection (reason for selection).

Copy of background material applicable to the position for Legislative Liaison (Lobbyist).

Conflict of Interest form.

Financial Disclosure Statement.

*> x*

Memorandum  
July 2, 1980  
Page 2

Council Coordinating Committee:

Reviews employment material presented by Executive Officer. ORS 192.410 to 192.500 exempts from disclosure data used as an examination for employment. Confidentiality of candidates would be maintained.

Reviews material presented by Executive Officer. Meets with candidate selected by Executive Officer. Makes recommendation to the Council at the next regularly scheduled Council meeting after interview with the candidate.

Council:

Acts on the recommendation of the Council Coordinating Committee within 30 days of receipt. Action will be to approve or deny, not modify, Council Coordinating Committee recommendation.

If applicant is not approved by Council, the Executive Officer will start the process again with a second candidate until confirmation is achieved.

SW/gl  
8602/D3



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 2, 1980  
To: Metro Council  
From: Executive Officer Rick Gustafson  
Regarding: Confirmation Procedure

The Personnel Rules require that appointment to certain positions requires the confirmation of the Metro Council.

The approaching first such appointment, that of Legislative Liaison (Lobbyist), requires that a procedure be adopted by the Council for formal confirmation of such appointments. The following procedure is suggested for adoption:

### Personnel Office:

Recruit candidates for interview by Executive Officer.  
Normal recruitment procedures will be followed.

### Executive Officer:

Notify Council Coordinating Committee that recruitment is underway and forward a copy of the job description for information.

Select a candidate for presentation to the Council Coordinating Committee.

Prepare background material on the candidate (~~for presentation to the Council Coordinating Committee~~) and distribute to the Council for discussion at the Council Coordinating Committee.

### Material would include:

Memorandum to Committee regarding the selection (reason for selection).

Copy of background material applicable to the position for Legislative Liaison (Lobbyist).

Conflict of Interest form.

Financial Disclosure Statement.

Memorandum  
July 2, 1980  
Page 2

Council Coordinating Committee:

Reviews employment material presented by Executive Officer. ORS 192.410 to 192.500 exempts from disclosure data used as an examination for employment. Confidentiality of candidates would be maintained.

Reviews material presented by Executive Officer. Meets with candidate selected by Executive Officer. Makes recommendation to the Council at the next regularly scheduled Council meeting after interview with the candidate.

Council:

Acts on the recommendation of the Council Coordinating Committee within 30 days of receipt. Action will be to approve or deny, not modify, Council Coordinating Committee recommendation.

If applicant is not approved by Council, the Executive Officer will start the process again with a second candidate until confirmation is achieved.

SW/gl  
8602/D3

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: Establishing the Order of Business for Regular Council Meetings

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached orders of business for regular Council meetings.
- B. POLICY IMPACT: This action will establish agenda formats as provided for in Ordinance No. 80-87.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: On April 10, 1980, the Council adopted Ordinance No. 80-87, which amended Ordinance No. 79-65 to provide that "The general order of business for the Council shall be prescribed by resolution." Since that time a number of agenda formats have been considered and tested. The one presented for your approval is the result of an evolutionary process and seems to provide an optimum mix of flexibility and predictability.
- B. ALTERNATIVES CONSIDERED: Retention of the old order of business.
- C. CONCLUSION: Metro staff recommends adoption of the attached resolution.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING ) RESOLUTION NO. 80-173  
THE ORDER OF BUSINESS FOR REGU- )  
LAR COUNCIL MEETINGS ) Introduced by the Council  
 ) Coordinating Committee

WHEREAS, Ordinance No. 80-87 provides that the general order of business for the Council shall be prescribed by Resolution; and

WHEREAS, the Council Coordinating Committee has recommended adoption of the following order of business for regular Council meetings; now therefore,

BE IT RESOLVED, that the following are prescribed as general orders of business for the Council:

Long Agenda (Normally to be used at the second meeting in the month)

Call to Order  
Introductions  
Written Communications to Council  
Citizen Communications to Council on Non-Agenda Items  
Consent Agenda  
Ordinances:  
    First Readings/Public Hearings  
    Second Readings  
Resolutions  
Motions  
Other Business  
Reports  
General Discussion  
Adjourn

Short Agenda (Normally to be used at the first meeting in the month)

Call to Order  
Citizen Communications to Council on Non-Agenda Items  
Consent Agenda

Ordinances  
Resolutions  
General Discussion  
Adjourn

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of July, 1980.

---

Presiding Officer

Beaverton  
Site

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

208

TO: Metro Council  
FROM: Council Coordinating Committee  
SUBJECT: Report to Management - FY 1980 Audit

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: This report is presented for Council review. No action is requested.
- B. POLICY IMPACT: The Report to Management evaluates the progress made in improving the management of Metro's financial system. The report concludes that significant progress has been made in responding to comments made in the FY 1979 report. A memorandum is attached which discusses the report in detail.
- C. BUDGET IMPACT: Implementation of certain recommendations will require additional expenditures totalling up to \$45,000.

II. ANALYSIS:

- A. BACKGROUND: The Report to Management is one part of the total audit report required by State law to be provided to the Executive Officer and Council. This report evaluates the internal management of the financial system. The remaining part of the report, the actual audit of Metro's financial records and statements, will be presented to the Council this fall. To assure that progress was being made in correcting the problems found during last year's audit, the Executive Officer requested Metro's auditors, Coopers & Lybrand, to perform the management audit before the end of the current fiscal year. The management audit was performed four months earlier than last year. The audit of the financial records will begin in mid-August, one month earlier than last year.
- B. ALTERNATIVES CONSIDERED: The report makes recommendations for improvements in the financial system which will require the expenditures of up to \$45,000. A recommendation will be made to the Council in September on the implementation of the improvements.
- C. CONCLUSION: Receive and review the FY 1980 report to management.

CS:ss  
8782/D1





**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 2, 1980  
To: Rick Gustafson  
From: Charlie Shell  
Regarding: FY 1980 Audit: Report to Management

The staff has reviewed the Report to Management prepared by Coopers & Lybrand and has prepared the following response to the comments and recommendations. The response indicates action which the staff is currently or in the near future will be taking and the areas where additional funds will be needed to satisfy the auditors recommendations.

1. Status of Comments from the FY 1979 Report:

a. Accounting Systems and Control Procedures:

With the implementation of the new accounting hardware system during the first quarter of FY 1981, the staff will be able to maintain grant billing on a more timely basis.

b. Fixed Asset Ledger:

The fixed asset ledger was not implemented because the installation of a new accounting software system was considered a higher priority. The staff will be prepared to make a recommendation on implementing a system during the mid-year budget review. Development of a system could cost up to \$40,000.

c. Payroll Control:

Both the Zoo and Accounting Division staff will monitor time cards more closely to assure that they are signed by both the employee and the supervisor.

2. Improvements in Internal Controls:

Written accounting procedures will be prepared as soon as the new accounting software system is installed.

Memorandum  
July 2, 1980  
Page 2

3. Internal Audit Function:

The Finance Director currently performs most of the functions of an internal auditor. This role will be increased during the next fiscal year.

4. Evaluate Adequacy of Internal Controls Over New Data Processing Applications:

The Finance Director has been monitoring the development of the new data processing system. To assure adequate internal controls, the staff will evaluate the costs and benefits of an independent review and make a recommendation by September, 1980. Such a review could cost up to \$5,000.

CS:ss  
8780/D1



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 15, 1980  
To: Metro Council  
From: Executive Officer  
Regarding: A-95 Review Report

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

1. Project Title: Career Employment Opportunities for Farm Worker Youth with the Employment Service (#803-38)  
Applicant: Oregon Human Development Corporation  
Project Summary: Farm worker youth would be recruited for work experience positions with the Employment Service. These positions would be part-time during the school year and full-time in the summer. The program would emphasize career opportunities for farm worker youth with the Employment Service.  
Federal Funds Requested: \$300,000 (Office of Farm Worker Programs, Department of Labor)  
Staff Response: Favorable action.
2. Project Title: Community Food and Nutrition Program (#804-7)  
Applicant: North Community Action Council, Inc.  
Project Summary: To counteract conditions of starvation or malnutrition among the poor of north and northwest Portland. The program will conduct activities in program categories of access, self-help, nutrition and consumer education.  
Federal Funds Requested: \$30,000 (Community Services Administration)  
Staff Response: Favorable action.
3. Project Title: Nutrition Education and Emergency Delivery System (#804-9)  
Applicant: Clackamas County Community Action Agency  
Project Summary: To improve the nutritional status of target population by increasing access to federal food programs, monitoring pertinent federal and State regulations and continuing self-help programs.  
Federal Funds Requested: \$50,000 (Community Services Administration)  
Staff Response: Favorable action.

4. Project Title: Community Food and Nutrition Project File (#804-10)  
Applicant: Urban Indian Council, Inc.  
Project Summary: The program will increase access to and participation in food and nutrition programs through monitoring, coalition building and advocacy.  
Federal Funds Requested: \$150,000 (Community Services Administration)  
Staff Response: Favorable action.
5. Project Title: CETA Funding for FY81 (#804-11)  
Applicant: Clackamas County  
Project Summary: Projects will provide employment and training services for eligible unemployed and/or economically disadvantaged County residents.  
Federal Funds Requested: To be established by Congressional formula (Dept. of Labor)  
Staff Response: Favorable action.
6. Project Title: Comprehensive Employment and Training Act Title 4 Summer Youth Employment Program (#804-12)  
Applicant: Clackamas County  
Project Summary: Provides employment and training for eligible disadvantaged youth during summer months.  
Federal Funds Requested: \$595,112 (U.S. Department of Labor)  
Staff Response: Favorable action.
7. Project Title: Multnomah/Washington County CETA Programming (#805-2)  
Applicant: Multnomah/Washington County CETA Consortium  
Project Summary: Notification of intent to modify the consortium's plan for CETA programs in order to better serve the target area population.  
Federal Funds Requested: None  
Staff Response: Favorable action.
8. Project Title: Community Services Administration Basic Grant Supplement (#805-5)  
Applicant: Clackamas County Community Action Agency  
Project Summary: To provide additional support for operation of Clackamas County Community Action Agency programs which assist low-income residents.  
Federal Funds Requested: \$10,000 (Community Services Administration)  
Staff Response: Favorable action.

9. Project Title: Title IV Summer Youth Employment Program (SYEP), (#805-7)  
Applicant: City of Portland.  
Project Summary: SYEP is a program designed to provide training and employment opportunities for disadvantaged youth in the City of Portland.  
Federal Funds Requested: \$1,687,950 (Department of Labor)  
Staff Response: Favorable action.
  
10. Project Title: Oregon State Training Support Program (#805-9)  
Applicant: Department of Human Services, Salem  
Project Summary: Statewide program which supports local alcohol and drug programs by providing information resources, training events and technical assistance.  
Federal Funds Requested: \$38,964 (National Institute on Drug Abuse)  
Staff Response: Favorable action.
  
11. Project Title: CETA (#805-10)  
Applicant: City of Portland  
Project Summary: Modification to annual plans under CETA reflecting programmatic changes and additional funds received by the City of Portland to provide training to unemployed, underemployed or economically disadvantaged residents of Portland.  
Federal Funds Requested: None  
Staff Response: Favorable response.
  
12. Project Title: Area Aging Plan -- 1980-81 (#805-12)  
Applicant: Washington County Area Agency on Aging  
Project Summary: Annual aging plan for programs for the elderly combining State, federal, county and city funds.  
Federal Funds Requested: \$426,989 (Department of Health, Education and Welfare)  
Staff Response: Favorable action.
  
13. Project Title: Summer Youth Employment Program (805-14)  
Applicant: Department of Human Resources, Employment Division, Salem.  
Project Summary: Provide youth, ages 14-21, with well-supervised work experience and structured training opportunities which will enable participating youth to remain in school, return to school or identify career objectives for ultimate transition to unsubsidized employment.  
Federal Funds Requested: \$2,304,504 (U.S. Department of Labor)  
Staff Response: Favorable action.

14. Project Title: Administration for Native Americans (#805-15)  
Applicant: Urban Indian Council, Inc.  
Project Summary: Administrative support to the Urban Indian Council enables agency to meet, with minimal resources, the multiple administrative demands of the various social services provides to 12,000 Portland Indians.  
Federal Funds Requested: \$72,000 (Human Development Services, Administration for Native Americans)  
Staff Response: Favorable action.
15. Project Title: Three-Year Plan to provide Coordinated Service System for the Aged (#805-16)  
Applicant: Clackamas County  
Project Summary: Clackamas County is soliciting comment on a synopsis of preliminary goals, three-year and one-year objectives and a one-year budget. This summary is preliminary to a final plan for developing a comprehensive coordinated service system for Clackamas County residents 60 years of age and older.  
Federal Funds Requested: \$549,352 (Department of Health, Education and Welfare, Administration on Aging).  
Staff Response: Favorable action.
16. Project Title: Community Food and Nutrition Program (CFNT) (#805-19)  
Applicant: Oregon Human Development Corporation  
Project Summary: This is a food and nutrition program for low-income, migrant and seasonal farm workers in the state of Oregon with the primary emphasis on stimulating nutritional self-sufficiency for program participants.  
Federal Funds Requested: \$61,000 (Idaho Migrant Council)  
Staff Response: Favorable action.
17. Project Title: Parent/Child Center (#805-20)  
Applicant: Parent/Child Services, Inc.  
Project Summary: A comprehensive developmental program for low-income families with children between the ages of zero and three.  
Federal Funds Requested: \$283,891 (Health and Human Services)  
Staff Response: Favorable action.
18. Project Title: Innovative Grant for Community Energy Conservation (#805-24)  
Applicant: City of Portland  
Project Summary: The program will include financing alternatives for residential retro-fitting for renewable resource application, with special emphasis on analysis,

marketing and financing of energy conservation for small and minority-owned commercial enterprises.  
Federal Funds Requested: \$1,000,000 (Department of Housing and Urban Development, Community Planning and Development)  
Staff Response: Favorable action.

19. Project Title: Northwest Service Center Building Renovation (#805-25)  
Applicant: Northwest Service Center, Inc.  
Project Summary: Funds for the conversion of an historic church into a community service and art center. The building is located on N.W. Everett between 18th and 19th Streets.  
Federal Funds Requested: \$75,000 (Department of Housing and Urban Development)  
Staff Response: Favorable action.
20. Project Title: Citizen Participation (#805-26).  
Applicant: Multnomah County Community Action Agency  
Project Summary: Two-year research and demonstration project to involve citizens in the design review and advanced planning of 1,500 units of public housing to be constructed in Multnomah County during the next five years.  
Federal Funds Requested: \$40,000 (Community Services Administration)  
Staff Response: Favorable action.
21. Project Title: City/County Area Agency on Aging Annual Plan of services (#805-27)  
Applicant: City of Portland  
Project Summary: Project will provide an array of social, health and nutritional services to the elderly of Portland and Multnomah County under the Older Americans Act and Oregon Project Independence.  
Federal Funds Requested: \$1,798,619 (Administration on Aging)  
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: Release of Draft Five Year Operational Plan

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: The first full draft of the Five Year Operational Plan will be forwarded under separate cover. The Council is requested to review the document and approve release for public hearing. The Council is also asked to approve the following schedule for Plan adoption:

July 24	Council releases Plan
August 18	Coordinating Committee holds public hearing
August 28	Council first reading of ordinance
September 4	Council second reading and adoption of ordinance

- B. POLICY IMPACT: The operational Plan will establish policies for the operation of Metro for the next five years. It includes policy statements on level of activity, funding sources and timing of involvement for all areas of Metro involvement. The Plan, which will be adopted by ordinance, is proposed for adoption in September.
- C. BUDGET IMPACT: The Plan is being prepared with existing funds. Through the formulation of this plan, revenue needs to cover the loss of local dues and additional costs of new programs have been calculated. In future years this effort should facilitate the preparation of the annual budget.

II. ANALYSIS:

- A. BACKGROUND: The preparation of the Operational Plan was initiated in January, 1980 on the recommendation of the Finance Task Force and at the direction of the Council. A detailed two-part survey has been conducted to aid in drafting the Plan. Over 300 local elected officials, business representatives, planning professionals and other community leaders were involved in selecting preferred areas of involvement and indicating five year priorities. Based on survey results, internal discussions and the Council's tentative finance strategy, a working draft of the Plan has been laid out.
- B. ALTERNATIVES CONSIDERED: All existing and authorized areas of involvement have been analyzed. Other functions, which have been suggested for Metro responsibility or are now provided on a regional basis in other parts of the country, were also considered.



- C. CONCLUSIONS: Council review and release of the draft Five Year Operational Plan and approval of the proposed schedule will establish key dates for the adoption process and provide full opportunity for public review of the Plan.

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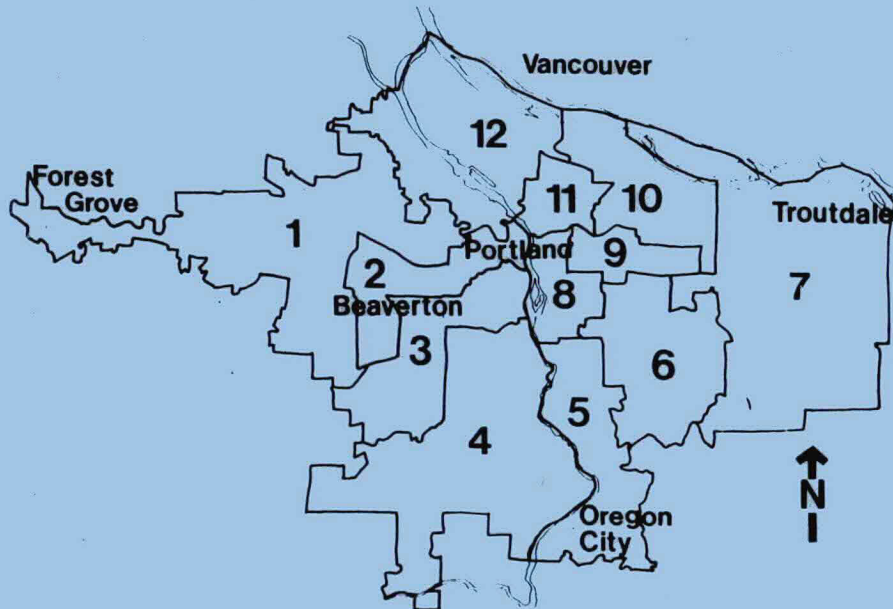
THE NEXT  
FIVE YEARS  
OPERATIONAL  
PLAN  
DRAFT



**METRO**  
JULY 1980

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# Metropolitan Service District



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Executive Officer

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## INTRODUCTION

Metro's Five-Year Operational Plan establishes a broad mission statement which describes the general direction and role of Metro in the metropolitan area in the long-term and for the next five years.

The plan lays out policies which establish a blueprint for operation of Metro. The plan provides a description of anticipated areas of involvement and funding needs for those programs. Policy statements of the plan establish the intended uses of local funds and Council priorities among functions.

Policies are organized by function. A five-year statement is provided for the current and planned areas of involvement. For each area, activities and timing of involvement are spelled out. Anticipated funding sources and factors which may influence Metro's role are also described.

Those functions in which Metro's will not become involved for the next five years are outlined in the Appendices along with conditions for reconsideration. Criteria against which functions and activities have been measured and will be evaluated for future involvement are fully listed in the plan. Each year the plan will be reviewed and open for amendment in conjunction with the budget adoption process. This is a Council working document to be revised with changing conditions.

For the next five years, this plan will serve as the basis for consideration of new functions and activities. The plan will also provide the starting point for preparation of the annual budget. Plan policies are to be reviewed regularly and may change with changing conditions. The Five-Year Operational Plan will be the foundation for Metro's policy direction.

## I. ABOUT METRO

### A. Background

The need for cooperation on a regional basis was recognized by Portland area residents decades ago with the creation of the Metropolitan Planning Commission in 1959. The Commissions' purpose was to provide regional information and long-range planning studies for local jurisdictions. In 1963, a governmental reorganization study was conducted by the Metropolitan Study Commission. The State Legislature established the Commission to study problems crossing governmental boundaries and to look at regional government organization. Their work resulted in the formation of the Columbia Region Association of Governments (CRAG) in 1966. The Boundary Commission and the old Metropolitan Service District (MSD) were created in 1969, also the result of Study Commission recommendations.

MSD's jurisdiction focused on the existing urban area. The governing body was composed of local elected officials representing the cities and counties of the district. The agency was authorized to provide sewer, solid waste, drainage and public transportation services plus operate the Zoo.

CRAG, initially organized as a voluntary association of governments, provided planning for the region's growth and served to keep local governments in the metropolitan area eligible for federal grants. In the early seventies, the agency's progress and experience were evaluated and it was concluded that State legislation to bolster CRAG's role was needed. Such legislation was passed in 1973 establishing CRAG as the regional planning and coordination agency with mandatory membership.

Further revisions to the region's governmental structure were the focus of a study funded by the National Academy of Public Administration under a Housing and Urban Development (HUD) grant with local match monies. The Tri-County Local government Commission, which conducted the study, concluded that there was a need for legislative changes to provide for a more accountable decision-making body with broadened powers and responsibilities and taxing authority. To achieve this, the Commission recommended a bill which was passed by the legislature with some revisions in 1977 and approved by the voters in May, 1978. Its approval provided for the consolidation of CRAG and MSD which was accomplished by abolishing CRAG and incorporating its functions under a reorganized MSD.



## B. Metro Legislation

The reorganized Metropolitan Service District (Metro) began operation on January 1, 1979. Metro is headed by a directly-elected 12 member Council and Executive Officer. Councilors are elected on a non-partisan, part-time basis from single member districts for four-year terms. The Executive Officer is elected at-large and serves on a full-time basis. The District's boundaries include mainly the urban and urbanizing portions of three separate counties.

Metro's legislation continues the authority for functions assigned under the former MSD. These include the following:

1. Acquire, construct, alter, maintain and operate interceptor, trunk and outfall sewers and pumping stations and facilities for treatment and disposal of sewage.
2. Dispose of and provide facilities for disposal of solid and liquid wastes.
3. Control the flow and provide for the drainage of surface waters, by means of dams, ditches, dikes, canals and similar necessary improvements.
4. Provide public transportation and terminal facilities for public transportation.
5. Operate and maintain Zoo facilities.

Similar to the responsibilities once held by CRAG, Metro's statute sets out the following mandates:

1. Adopt regional land use planning goals and objectives.
2. Serve as the plan review and coordination body for land use planning activities within the district.
3. Adopt functional plans for air quality, water quality, transportation and other areas and activities having significant impact upon the development of the metropolitan area.

In addition, with voter approval of a tax base or income tax, Metro would be allowed, though not required, to assume new areas of responsibility. These could include any of the following:

1. Acquire, develop, alter and operate water supply and distribution systems;

2. Plan, coordinate and evaluate the provision of human services including programs for aging, health care, manpower, mental health and children and youth;
3. Acquire, develop and operate parks, open space and recreational facilities;
4. Acquire, develop and operate multipurpose sports/convention/entertainment complexes;
5. Provide programs for adult and juvenile justice and facilities for adult and juvenile detention;
6. Provide support activities such as book acquisition and technical assistance to local libraries.

The new regional government may also assume local "aspects" of functions with agreement of affected local governments. New functions can be assumed with voter approval. Metro still may, at any time, order transfer of the transit system to its control. The revised legislation also provides for absorption of all functions of the Portland Metropolitan Area Boundary Commission by Metro following voter approval.

At this time, Metro is primarily involved with planning, coordination and plan review activities. Metro operates the Washington Park Zoo and the St. John's Landfill. Other projects include construction of a resource recovery plant and formation of a local improvement district to alleviate Johnson Creek's drainage problems.

Plan work is underway for the following functions: land use, energy, housing, transportation, economic development, solid waste, sewers, drainage, water supply, criminal justice, and air quality.

C. Federal Designations

In addition to the duties and powers outlined by the State Legislature, Metro has assumed a major role in meeting the functional and areawide planning requirements of various federal programs as follows:

Metropolitan Planning Organization (MPO), Metro has been designated by the Governors of Oregon and Washington to be responsible for cooperate transportation planning in the Portland/Vancouver Standard Metropolitan Statistical Area (SMSA). Metro also reviews and evaluates projects to implement these plans.

Areawide "208" Waste Treatment Management Planning Agency, designated by the Environmental Protection Agency (EPA) as the planning and coordinating agency for waste treatment and water quality management for Clackamas, Multnomah and Washington Counties.

Areawide Planning Organization (APO), CRAG was recognized by Housing and Urban Development (HUD) from 1967 as recipient of HUD "701" planning assistance monies. Metro has continued the designation and is responsible for housing planning and review of community development block grants for the Oregon three-county area plus Clark County in Washington.

Metro is the LEAA regional planning unit promoting long-range planning. Metro reviews and prioritizes LEAA grant applications for approval by the Oregon Law Enforcement Council.

A-95 Clearinghouse since 1967 under CRAG, Metro was designated by OMB for Clackamas, Multnomah, Washington and Columbia Counties in Oregon and Clark County in Washington. Metro is responsible for review and coordination of federal grants.

Areawide Solid Waste Planning Agency, Metro has been designated by EPA.

Lead Air Quality Planning Organization, designated by EPA.

#### D. Funding Sources and Alternatives

Metro has broad taxation, assessment and bonding powers granted by the State Legislature. With voter approval, Metro may establish a property tax base, a resident and non-resident income tax or a corporate or business income tax. Metro may impose fees and user charges for services in general and, specifically, may collect solid waste license fees, charges for use of public transit, taxes for operation of public transit and assessments for drainage control. Also, revenue and general obligation bonds may be issued by Metro.

Basically, Metro has three major types of funding sources which Metro now uses or could use. These are 1) regionwide tax, 2) user fees and local dues, and 3) other sources.

The first type of funding source would most logically be used to support general regional responsibilities which benefit all citizens and to match grants. A regionwide tax could be a general property tax base, a serial levy or income tax.

A five-year, \$2 million serial levy which expires in July, 1981, has been the primary source of support for the Metro Zoo. In May, 1980, the voters approved a new three-year operating and capital serial levy for the Zoo.

With voter approval, a tax base fully eligible for tax relief could be established. Once approved, it would provide an ongoing source of funding which could be increased up to six percent each year. Metro's legislation authorizes (but does not mandate) involvement in several new functions if a tax base is approved. Metro does not now have a tax base.

With voter approval, a resident and non-resident or corporate or business income tax could be established. Once approved, it would provide an ongoing source of funding. The tax rate could not be increased without a vote. Metro's legislation authorizes (but does not mandate) involvement in several new functions if an income tax is approved. Metro does not now have an income tax.

The second type of funding source would best be used to support services directly benefitting specific user groups and local governments. This would include direct user fees and service charges or dues from local governments.

CRAG, one of Metro's predecessor agencies, was partially funded by a 50¢ per capita assessment on member cities and counties plus Tri-Met and the Port of Portland. When Metro was formed, the Legislature continued this

assessment authority until July, 1981. Two percent of Metro's revenues are from this source. These monies have been used to match federal and state grants and to provide liaison and information services to local governments. Unless legislative action is taken, this funding will terminate.

Currently solid waste user fees and zoo admission charges are the only funds Metro derives from user fees. Metro has the general authority to collect user charges for services. This authority could be utilized if Metro assumes new areas of responsibility. Fees and user charges must be approved by the Metro Council, but voter approval is not required.

The third type of revenues are derived from diverse sources. Grants are mainly used for planning work in response to state and federal requirements and priorities. Bonds and local improvement districts would be used primarily for capital improvement projects.

Fifty-five percent of Metro's General fund (monies other than those for the zoo and solid waste) revenues are drawn from grants provided by federal and state agencies and private organizations. Federal and state grants are primarily used for planning and coordination work in housing, transportation, land use, economic development, criminal justice and public facilities. Grants are available without voter approval but generally require a dollar match by Metro. Only certain activities are eligible for grant support, therefore, grant funded programs respond to federal and state priorities which are not always the same as local priorities and needs.

Bonds are issued primarily for major capital improvements. Metro has the authority to issue general obligation and revenue bonds. Voter approval of general obligation bonds would authorize Metro to levy taxes needed to cover a bond debt. Debt service on general obligation bonds is paid from property taxes and/or project revenues. Revenue bonds, which do not require voter approval, are paid with revenue generated by the project. Metro has not issued any bonds at this time.

A local improvement district (LID) may be established by ordinance of the Metro Council subject to remonstrance. Taxes are levied against property within the LID which is dissolved when the debt is paid. Formation of an LID is in process for the Johnson Creek basin.

E. Accomplishments

During the first 18 months of its existence, Metro has several successes to report. The State Land Conservation and Development Commission (LCDC) acknowledged Metro's Urban Growth Boundary, the first of its type in this country. A workable solution to McLoughlin Boulevard traffic congestion was identified. Other transportation work included determination of five alternatives for Westside Transit Improvements. An LID has been formed in the Johnson Creek Basin to solve long-term regional drainage problems. Many new improvements have been made at Metro's Washington Park Zoo. Expansion of the elephant exhibit and the addition of "Night Country" featuring nocturnal animals have contributed to a large increase in attendance. A leader in regional solid waste issues, Metro is continuing work on a resource recovery facility, recycling centers and siting a new landfill. Plans were approved for assisted housing, air quality and criminal justice.

## II. PLAN DEVELOPMENT

Efforts to define and clarify the regional role in the Portland metropolitan area were initiated by Metro's predecessor, CRAG, over two years ago. In recognition of the need to sort local and regional responsibilities, the CRAG staff initiated research on alternative approaches to delineating regional roles. Following discussions with local planners and tests of its applicability, the CRAG Board approved the document "A Process for Defining the Regional Role in the Portland Metropolitan Area." The key part of the report is a set of criteria for defining regional functions.

Building on the work started by CRAG, the Metro Council began the preparation of its Five-Year Operation Plan in January, 1980. This undertaking grew out of a recommendation of Metro's Finance Task Force. The Task Force, which was charged with analyzing options and recommending a strategy for future Metro funding, advised the Council to develop and adopt a work plan setting a direction for Metro prior to seeking general tax support.

A two-part survey of Metro's constituent groups was conducted as the first step in drafting the Operational Plan. The opinions of elected officials, the business community, planning professionals, Metro staff and interested citizens were sought to help define Metro's responsibilities for the next five years and the manner in which they should be financed. About 2,000 people were invited to participate. 400 accepted the invitation and another 100 contacted Metro requesting to be included. In total 366 participated in Part One and 308 in Part Two of the survey.

The survey asked for opinions on the appropriateness of Metro involvement in current, authorized and other potential functions. Participants selected a preferred mission statement and indicated funding sources. Priorities among areas were also chosen. The survey provided a means of assessing the positions of different constituent groups regarding Metro's future. In addition to serving as an educational tool, the survey provided community leaders an opportunity to comment on the role of Metro as the new regional government during the next five years.

The plan was drafted based on results of the survey, internal discussions and Council direction.

### III. CRITERIA AND INFLUENCING FACTORS

The following sets of criteria are established to layout the important factors and considerations in identifying regional functions and activities, determining Metro's role and evaluating timing of involvement and appropriate funding sources.

Criteria have been listed which are intended to serve as indicators of regional functions. Each potential new function or activity should be measured against each criteria.

Clearly all criteria cannot be met simultaneously. Economic efficiency demands often conflict with political accountability. At the same time, criteria may complement one another. For example, economies of scale and geographic adequacy are mutually compatible. Therefore, the Council must determine the relative weights and values of each criterion and decide trade-offs. Generally, those functions requiring maximum choices for citizens and close political accountability should be under local control. Redistributive activities or those needing economies of scale or a large geographic area should be conducted at the regional level. Where a function has both local and areawide dimensions, extensive coordination will be needed to establish primary and support activities or the sequencing of responsibilities. In sum, these criteria describe general principles to be considered in determining appropriate regional responsibilities. The accompanying sets of criteria are to aid in further delineating Metro's role, the best timing of Metro's involvement and funding options.



## CRITERIA FOR IDENTIFYING REGIONAL FUNCTIONS

1. Are the benefits of the function consumed primarily by the citizens of the region rather than one jurisdiction?
2. Do major long term impacts of the function extend beyond one jurisdiction?
3. Is performance of the function at the regional level required by state or federal legislation, rules or regulations?
4. Is regional assumption of the function required for regional or local funding eligibility?
5. Will efficiency resulting in lower costs be gained through economies of scale at the regional level?
6. Is regional involvement in the best interests of the region as a whole for allocating or securing scarce resources (e.g., grant monies, energy)?
7. Is regional involvement in the best interests of the region as a whole for protecting unique resources (e.g., geothermal sites, open space)?
8. Does the geographic extent of the function require an areawide basis for effective performance?
9. Are a regional agency's legal, administrative, technological and/or technical capacities required to perform the function adequately? (Requires study)
10. Is the fiscal capacity of a regional agency required to perform the function adequately?
11. Is regional involvement needed for setting standards?
12. Is regional involvement needed for providing uniformity for the region?
13. Is regional involvement needed to resolve conflicts between jurisdictions in the region?
14. Is regional involvement necessary to resolve conflicts in the timing, phasing, and/or sequencing of one function which may adversely impact another activity (e.g., timing of development with services)?
15. Is the function of an inter-regional nature?
16. Is an areawide, long-range perspective needed to monitor and cope with cumulative and/or long-range impacts (e.g., where issues may not become apparent unless examined in the context of the whole)?

## CRITERIA FOR METRO INVOLVEMENT

1. Is the function or activity regional in nature? (See regional criteria).
2. Is the function or activity within the scope of Metro's legislation or intergovernmental agreement authority.
3. Are Metro's legal, administrative, technological or technical capacities needed or required to perform the function? (Requires study)
4. Is Metro's fiscal capacity needed or required to perform the function? (Requires study)
5. Other governmental units and/or the private sector are unable to address the problem?
6. Is funding available or can it be generated and maintained?
7. Does the degree of the problem require Metro's involvement for a solution?
8. Does the function, activity or problem primarily affect the Metro region?
9. Is the function or activity an integral part of other Metro programs, plans, policies?
10. Can other major interrelated activities also be assumed by Metro?
11. Can the function or activity practically be absorbed and integrated within Metro's organization and program structure?
12. Will Metro involvement provide more accountability?
13. Will Metro involvement provide the best conditions and opportunities for public involvement?
14. Is involvement important to the implementation of Metro policies and attainment of Metro's goals?
15. Is the function or activity within the framework of Metro's mission statement?

## CRITERIA FOR TIMING OF INVOLVEMENT

1. When can the function or activity best be integrated within Metro's organization and program structure?
2. When can the functions or activity be undertaken within establish budget policies?
3. How immediate is the problem?
4. What is the level of priority for this function or activity?

## CONSIDERATIONS IN EVALUATING FINANCE OPTIONS

1. Equity
2. Certainty
3. Elasticity
4. Duration
5. Type of functions, activities and needs to be funded
6. Level of Metro needs, amount requested
7. Eligibility for tax relief
8. Public acceptance
9. How understandable by voters
10. Election costs compared to tax request amount
11. Administrative costs

#### IV. MISSION

Based on a direct responsibility to the citizens of the region, Metro will preserve and enhance the quality of life through (1) efficient and effective use of regional resources and policy leadership on issues affecting the future growth and development of this interdependent metropolitan region. (2)

Within established budget policies and at limited expense to tax payers, Metro will:

- A. Provide policy leadership on issues clearly identified as regional either by law or degree of impact on development of the area.
- B. Approve, and in some cases promote, actions which are consistent with adopted regional policies.
- C. Provide for the delivery of regional services to the households and businesses of the region.

## V. GENERAL POLICIES

Metro will provide the long-range, comprehensive perspective on issues of regional impact in the Portland metropolitan area. This perspective will consider all constituent groups and represent the regional public interest. As guardian of the regional public interest, Metro will work to educate the public on regional issues and will work closely with local governments. Metro will provide services to local governments which are mandated or more efficient on a regional basis. Metro will also utilize its legal, fiscal, technical and administrative capacities to assist local jurisdictions in addressing issues of regional concern and in implementing Metro policies.

Regional planning and services for the Metro area will include analysis and implementation of strategies to meet the challenges that will confront the region in coming decades. Metro will take actions to maximize the flow of federal dollars to the region including retention of federal designations. However, policies and actions will go beyond the requirements of federal regulations and grant programs. Short-term needs of program administration will not become determining factors in long-term decision-making.

Metro's planning and service functions cannot be all encompassing. There are many specialized areas of public interest for which superior competence will continue to rest with other agencies. For the next five years policies will be developed and refined and plans adopted for functions as identified in this plan. A limited range of direct services will be provided. It is the desire of the Council to focus efforts in order to demonstrate competence and best serve the public. Quality work on existing programs and projects will be the priority over involvement in new areas.

Among all areas of involvement, priorities for the next five years will be as follows:

1. Identification and implementation of solutions to regional solid waste problems;
2. Planning, project development, funding and funding allocation to meet regional transportation needs;
3. Implementation of land use policies and integration with other Metro policies;
4. Maintenance and upgrading of the Washington Park Zoo;
5. Planning and program development to address environmental issues, especially air quality, water quality and energy needs; and
6. Capital improvements programming to project and plan for capital infrastructure needs.

Among areas of potential new activity requiring taxbase support, the following 10 priority areas have been identified:

Land Use  
Drainage  
Sewers  
Energy  
Economic Development

Housing  
Plan Review  
Tri-Met Study  
Goals and Objectives  
Boundary Commission

Policies of this plan will be carried out within the following budget framework:

1. Planning work and general support will be maintained within a set funding limit.
2. Local government dues and fees will be sought for planning and coordination work. This will comprise 13.5 percent of the general fund.
3. A minimum funding level of 55 percent from grants will be maintained in the general fund.
4. Some tax funds will be earmarked for investigating new initiatives from the Council, local governments and others.
5. New undertakings requiring ongoing expenditures outside the budget will be funded either by revenues from other jurisdictions or by voter approval of funds specifically for the new service.
6. \$4.5M, annual levy, from the approved Zoo serial levies will be transferred to a tax base request. The serial levies will be terminated. All capital project commitments under the levy will be met.
7. A separate ongoing Zoo capital program will be budgeted.

## VI. POLICIES ON AREAS OF INVOLVEMENT

This section provides a full policy statement on Metro's involvement in existing and potential functions over the next five years. For each function, the following information is provided:

1. Description of activities considered for Metro responsibility;
2. Metro's current authority, level of service and funding;
3. Background information on other agencies, public and/or private, now involved in the function;
4. Major related regional issues;
5. Results from application of the criteria;
6. Five-year policy statement on Metro's role, timing of involvement, source of funding and factors which may influence Metro's role.

## AIR QUALITY

I. Regional Service Aspects Considered: Planning, Coordination, Plan Review, Regulation, Operation of Programs

II. Current Status:

A. Current Metro Involvement:

1. Legislative authority: Metro is the federally designated air quality planning agency for the region. Metro is required by statute to prepare a functional plan for air quality. Once an air quality plan is developed by Metro and adopted by the State, DEQ is responsible for ensuring its implementation.
2. Current level and type of service: Metro, DEQ and the City of Portland are sharing the responsibility in planning ways to meet state and federal air quality standards. Metro is carrying out efforts to prepare a plan for controlling emissions from mobile sources with the objective of plan adoption by December, 1981.
3. Estimated FY 1981 Direct Costs: \$46,847 from grants.
4. Current constituency: Federal government (EPA), State government (DEQ) and the public.

B. Other Service Providers:

DEQ -- adopts Statewide air quality plan; regulates polluters using federal planning and regulatory funds.  
Tri-Met -- conducts carpool/vanpool promotion program; owns, plans, funds, and constructs transit services and facilities with bus fares, federal operating and capital improvement grants, employer payroll tax.

III. Regional Issues, Problems, Needs: With the transition to automobiles having more strict emission controls, air pollution emissions will decrease through time. However, additional controls will be needed on both mobile and stationary sources if ambient air quality standards are to be met (1987 for federal standards and 1992 for state standards).

IV. Results of Application of Criteria

Policies regarding Metro's role in air quality are based on the following criteria findings:

Regional Criteria Met --

- . Planning and programs benefit all of the region's citizens.
- . The geographic extent of problems requires action on an areawide basis to be effective.



- . Attainment of air quality standards is required by the State and federal governments.
- . Air quality impacts extend beyond one jurisdiction.

Metro Criteria Met --

- . State statutes require Metro to prepare a functional plan for air quality.
- . Air quality is closely related to other Metro functions including transportation and energy.
- . Metro is the designated lead agency.
- . Other related functions important to implementing Metro policies can also be assumed (e.g., operation of public transportation and carpool programs).
- . The function is within the scope of Metro's mission statement.

#### V. Metro Five-Year Policy Statement

##### A. Role, Type and Level of Service:

1. Complete development of plan which will result in achievement of air quality standards.
2. Obtain consensus from affected jurisdictions to implement conservation measures and controls specified in the plan.
3. Maintain designation as lead air quality planning agency.
4. Assist efforts to establish, fund and operate programs directed at conserving travel and, thereby, reducing air pollution emissions (new activity to be combined with transportation conservation program).

##### B. Relative Priority: High

##### C. Constituency to be Served: Federal government (EPA), State government (DEQ), and the general public

##### D. Timing of Involvement: In FY 1982, efforts will be made to develop plans and obtain commitments for transportation control measures. In subsequent years, efforts will be made to fund and operate transportation conservation programs in conjunction with transportation programs (portion of this effort could involve conducting the carpool promotion program operated by Tri-Met).

##### E. Funding Source: Grants

##### F. Factors Which May Influence Metro's Role: New energy crises; establishment of new federal conservation programs.

## TRANSPORTATION

I. Regional Service Aspects Considered: Plan, coordinate, review plans, authorize federal funding, obtain and allocate funds for transportation projects, provide public transportation services, construct and operate related terminal and parking facilities.

### II. Current Status:

#### A. Current Metro Involvement:

1. Legislative authority: Metro is federally designated as the lead transportation planning agency for the region. Metro is required to prepare a functional plan for transportation.

In addition, Metro is now authorized to assume Tri-Met's responsibilities for providing public transportation.

2. Current level and type of service: Metro carries out all authorized responsibilities with the exception of operating public transportation services. Metro now has three types of roles in transportation planning:
  - a. Technical Support -- Metro evaluates the use and effectiveness of transportation facilities and services in the region.
  - b. Coordination -- When adopted, Metro's regional transportation plan will provide a framework for local plans and policies.
  - c. Federal Funding Authorization -- Metro authorizes all federal transportation funds available to the region for transit and highways.
3. Estimated FY 1981 Direct Costs: \$806,604 grants and matching funds.
4. Current constituency: Federal government (Federal Highway Administration and the Urban Mass Transportation Administration), Oregon Department of Transportation, Tri-Met, Local Jurisdictions, the public.

#### B. Other service providers:

1. Local jurisdictions -- own and maintain highways; plan, fund and construct highway improvements on facilities under their jurisdiction; prepare local comprehensive plans which include transportation

elements; and, in a few cases, own and operate parking facilities. They receive a percentage of the gas taxes collected by the State; some have their own gas tax; some use Systems Development Charges and General funds.

2. Tri-Met -- owns and operates public transit services, funds special transportation service; plans, funds, and constructs specific transit improvements. Funding is from bus fares; federal operating and capital improvement grants; employer payroll tax.
3. Oregon Department of Transportation -- owns and maintains highways; plans, funds and constructs highway improvements under State jurisdiction; administers transit and aviation funding programs. Funding sources are gasoline taxes; vehicle registration fees; general funds.
4. Port of Portland -- owns, operates and maintains port and aviation facilities; plans, funds and constructs improvements to port and aviation facilities. General funds; user fees; federal capital improvement grants (airports) support these services.

III. Regional Issues, Problems, Needs: A number of mobility, economic, land use, environmental, social and energy issues are directly affected by the region's transportation system. In many cases, these can only be addressed at a regional level due to the fact that transportation problems do not respect jurisdictional boundaries. The future relationship between Tri-Met and Metro has yet to be resolved. Transit, highways and streets are major public infrastructure investments which should be incorporated into a regional capital improvement program.

IV. Results of Application of Criteria: Policies regarding Metro's role in transportation are based on the following criteria findings:

Regional Criteria Met --

- . Regional Involvement is required by the federal government.
- . Regional involvement is needed to secure funds and allocate them.
- . There is a need to ensure consistency between jurisdictions.
- . There is a need to coordinate the timing of transportation projects with other functions.

Metro Criteria Met --

- . State statutes require Metro to prepare a functional plan for transportation.
- . State statutes allow Metro to operate public transportation.
- . Metro's fiscal capacity is needed to raise funds for high priority projects.

- . Transportation is an integral part of other Metro programs and plan work such as land use, housing, air quality and energy.
- . Involvement is with the framework of Metro's mission statement.

## V. Metro Five-Year Policy Statement

### A. Role, Type and Level of Service:

1. Maintain and update the Regional Transportation Plan and monitor local plans to ensure consistency.
2. Conduct energy analyses, develop and help implement energy conservation measures.
3. Authorize and maintain accounting of federal transportation funds. Ensure flow of federal funds.
4. Coordinate the refinement of various transportation projects.
5. Analyze various problem areas and assist in the resolution of outstanding issues.
6. Provide technical assistance to various jurisdictions and agencies addressing transportation problems.
7. Ensure adequate coordination to maintain federal planning certification.
8. Upgrade data base and analysis procedures to ensure sensitivity to emergency issues, proposed policies and changing values and travel behavior patterns.
9. Maintain MPO designation.
10. Study the organizational, fiscal, technical and other impacts of a merger with Tri-Met.
11. Develop new funding sources and allocate to priority projects (new activity).

### B. Relative Priority: High

### C. Constituency to be Served: The federal government, State, local jurisdictions and the general public

### D. Timing of Involvement: Continuing efforts to 1) refine policies, 2) resolve outstanding issues, 3) coordinate plans, 4) ensure allocation of funds to high priority areas, 5) develop and implement techniques which conserve energy and reduce traffic congestion and air pollution emissions, and 6) ensure an understanding of outstanding

transportation problems, their underlying causes and the impacts of alternative solutions.

Begin development of new funding sources to meet high priority needs (FY 1982). Study Tri-Met merger (FY 81).

- E. Funding Sources: Federal funds will be maintained at about the same level. Matching fund requirements will not change with a continuation of matching shares from ODOT and Tri-Met likely (subject to negotiation).
- F. Factors which May Influence Metro's Role:
  - . The degree of effort to raise and allocate new funds may be larger than anticipated.
  - . Merger with Tri-Met could result in major organizational and financial changes for Metro.
  - . Changes in federal funding programs would directly impact Metro.

## GOALS AND OBJECTIVES

I. Regional Service Aspects Considered: Preparation, adoption and enforcement of regional Goals and Objectives.

### II. Current Status:

#### A. Current Metro Involvement

1. Legislative authority: Metro is required by law to adopt planning goals and objectives. Metro may require local plan changes to achieve conformance with these goals and objectives. Metro goals cannot conflict with LCDC goals.
2. Type and level of service: In 1976, CRAG adopted goals and objectives addressing 10 subject areas. CRAG's goals apply only to the preparation of regional plans not local plans. Until new goals and objectives are adopted, those adopted by CRAG remain in effect. A phased program to develop Metro goals and objectives is underway. A Council Task Force will consider the process and direction for goals and objectives during FY 1981.
3. Estimated FY 1981 direct costs: \$19,050 from local dues.
4. Current constituency: Under the existing CRAG goals and objectives there is no direct constituent. All citizens and local governments are indirectly affected.

#### B. Other Service Providers

The Land Conservation and Development Commission has adopted statewide planning goals and guidelines. The goals must be met by cities and counties in preparing and implementing comprehensive plans. LCDC goals serve as the basis for all land use decisions. The preparation and enforcement of these goals is funded by the State of Oregon. Metro goals cannot conflict with LCDC goals.

### III. Regional Issues, Problems and Needs:

- . The full scope of Metro goals and objectives has not been determined.
- . The process for implementation and monitoring compliance must be developed.
- . The level of effort and cost for formulating goals and objectives must be determined.
- . The relationship of Metro and LCDC goals must be worked out.

#### IV. Results of the Application of Criteria

Policies regarding Metro's role in goals and objectives are based on the following criteria findings.

Regional and Metro criteria met --

- . Adoption of goals and objectives is required by State statute.
- . Goals and objectives are an integral part of all of Metro's functions.

#### V. Metro Five-Year Policy Statement

- A. Role, Type and Level of Service:
  - 1. Metro will prepare, adopt, implement and enforce land use planning goals and objectives.
  - 2. Metro will regularly monitor compliance with the goals.
- B. Priority: High.
- C. Constituency to be Served: Local governments and the general public.
- D. Time of Involvement: FY 1981 (develop approach), FY 1982 (prepare), FY 1983 (adopt and begin compliance monitoring)
- E. Funding Source: Tax base.
- F. Factors Which May Influence Metro's Role: Determination of the need for an expanded scope for Metro's goals and objectives, and availability of local funds to complete the work.

## PLANNING COORDINATION

I. Regional Service Aspects Considered: Communicating LCDC goals, legislation and programs to affected citizens, interest groups and local agencies; coordination of interjurisdictional planning conflicts; required review/comment on local planning programs to LCDC; and providing technical assistance local jurisdictions.

### II. Current Status

#### A. Current Metro Involvement

1. Legislative Authority: Metro is designated by statute as the area coordination agency.
2. Type and Level of Service: Metro is currently providing coordination services as required. This includes communicating goals to affected parties, resolution of conflicts, ensuring consistency between plans and review of planning programs for LCDC. Metro reviews and coordinates the comprehensive plans for 27 area jurisdictions.
3. Estimated FY 1981 Direct Costs: \$26,000
4. Current Constituency: Primary -- local governments, LCDC; secondary -- public, special interests.

#### B. Metro Area Setting

All cities and counties are required to coordinate their planning efforts. However, as the designated coordination body Metro provides the major planning coordination in the region. One additional coordinator is funded jointly by the three area counties to serve that portion of the region outside of the Metro boundaries.

Two Metro coordinators work approximately one-half time to provide the tasks outlined above. Funding for this work is currently provided through an LCDC grant.

### III. Regional Issues, Problems, Needs

There are many unanswered questions about the future of the State planning program and local coordination requirements of such a program.

IV. Results of Application of Criteria: Policies regarding Metro's role in planning coordination are based on the following criteria findings:

Regional Criteria Met --

- . Benefits accrue to all citizens of the region.



- . Performance at the regional level is required by law.
- . Regional involvement aids in the allocation of LCDC planning grant monies.
- . The geographic extent of coordination work requires a regional basis for effective performance.
- . Regional involvement is needed to ensure plan consistency between jurisdictions.
- . Coordination is inter and intra-regional in nature.

Metro Criteria Met --

- . Planning coordination is required of Metro by law.
- . Other governmental units are less able to conduct this activity on their own.
- . Coordination is an integral part of Metro's work.
- . The function is already a part of Metro's organization and program structure.
- . Metro's role as planning coordinator is important to the implementation of Metro policies and plans.
- . Coordination is within the framework of Metro's mission statement.

V. Metro Five-Year Policy Statement:

- A. Role, type and level of service: At a minimum, Metro will be involved in assisting in plan completion, assuring coordination and compatibility between adjacent jurisdictions plans, and articulation of regional planning standards to be used in the local planning process.

Depending on the post-acknowledgment process approved by LCDC, it may also be necessary to monitor and assess plan amendments, monitor and assess local land use actions, and/or work with jurisdictions to bring plans back into compliance when necessary.

Metro will maintain designation as the coordination agency for the region.

- B. Relative priority: Medium
- C. Constituency to be served: Local governments, LCDC, interest groups, public.
- D. Timing of Involvement: Ongoing
- E. Funding source: State grants.
- F. Factors Which May Influence Metro's Role: cutback of coordination funds by LCDC, change in LCDC role and function, and local governments do not complete required comprehensive plans.

## LAND USE/PLAN REVIEW

I. Regional Service Aspects Considered: Planning, plan review, UGB maintenance, coordination.

### II. Current Status

#### A. Current Metro Involvement

1. **Legislative Authority:** Metro is required to adopt and maintain an Urban Growth Boundary. Metro's plans and policies cannot violate State goals. Metro is the designated plan review and coordination agency for the region.
2. **Type and Level of Service:** Metro has adopted a regional UGB. In addition, Metro has a Land Use Framework Element (LUF) which sets forth appropriate uses, facilities and services for rural and natural resources areas outside the UGB. Efforts are also underway to maximize transitway investment through supportive land use patterns. Related aspects of transportation, air quality and land use planning work are integrated.
3. **Estimated FY 1981 Direct Costs:** plan review - \$59,383, land use - \$144,366 from LCDC grant, HUD grant and local dues.
4. **Current Constituency:** Local governments, LCDC, the public.

B. **Other service providers:** The State of Oregon (LCDC) has enacted Statewide Goals for land use. Enforcement of the goals requires that all cities and counties prepare comprehensive land use plans and implementing measures. All such plans and measures must comply with the goals. Most jurisdictions have completed or are nearing completion of their plan work. LCDC provides planning grants to qualified jurisdictions. Over \$3 million has been provided by LCDC over the last five years for planning in the Metro area.

### III. Regional Issues, Problems, Needs

- . Need to streamline the development process within the UGB.
- . Availability of urban land for development.
- . Future of LCDC program and planning grants is uncertain.

IV. Results of Application of Criteria: Policies regarding Metro's role in land use are based on the following criteria findings.

## Regional Criteria Met --

- . Benefits of a UGB and land use planning are enjoyed by all citizens of the region.
- . Long term impacts extend beyond one jurisdiction.
- . Plan review and adoption of a UGB are required to be performed at the regional level.
- . The geographic extent of regional land use issues requires an areawide perspective to address them.
- . Regional involvement is needed to provide uniform assumptions in maintaining the UGB.
- . There is a need to ensure consistency between jurisdictions.
- . An areawide perspective is needed to monitor and cope with cumulative impacts of UGB policies.

## Metro Criteria Met -

- . Adoption and implementation of a UGB are required of Metro by State statute.
- . Metro's legal and technical capacity are needed to perform regional land use planning.
- . Local governments are unable to address regional land use issues alone.
- . The UGB and land use policies are the basis of much of Metro's planning work.
- . Land use work is within the framework of Metro's mission statement.

## V. Metro Five Year Policy Statement:

### A. Role, Type and Level of Service:

1. Incorporate the Land Use Framework Element (LUFEE) and land use policies with housing and economic development into a Metropolitan Development Plan.
2. Maintain the Urban Growth Boundary (UGB).
3. Undertake projects to stimulate urban land availability.
4. Coordinate land use and public investment.
5. No major new activities are planned.

### B. Relative priority: High

### C. Constituency to be served: Local governments, private sector and the general public.

### D. Timing of Involvement: All activities are ongoing. No major new activities are planned.

### E. Funding sources: Tax base, grants, local service fees.

F. Factors Which May Influence Metro's Role: Greater growth than anticipated, local jurisdictions do not complete required comprehensive plans, level of state funding available to locals for plan maintenance and update, and level of state funding available for Metro to monitor goal compliance.

## ECONOMIC DEVELOPMENT

I. Regional Service Aspects Considered: Planning, coordination, plan review, technical assistance, project development.

### II. Current Status

#### A. Current Metro Involvement

1. **Legislative Authority:** If declared a matter of regional significance by the Council, Metro may adopt a regional economic development plan.
2. **Type and Level of Service:** Metro is identifying economic development problems and roles for public sector agencies. A committee is monitoring the affect of the UGB on land availability and prices.
3. **Estimated FY 1981 Direct Costs:** \$245,993 from federal grants and local dues.
4. **Current Constituency:** Private sector, development interests and public sector agencies involved in economic development.

#### B. Other service providers:

1. The federal government (EDA), Oregon Department of Economic Development (DED), Port of Portland, counties and major cities, private sector.
2. **Type and Level of Service:** The EDA provides grants for planning and development work. The State maintains economic data and provides low interest loans for areas of slow growth and high unemployment. The Port's involvement includes movement of people and goods, industrial land development and industrial development technical assistance. Counties and cities are involved through preparation of overall economic development plans, employment agreements and tax subsidies. Most economic development is done by private land developers, industrialists, financial institutions and construction contractors.

### III. Regional Issues, Problems, Needs

- . Lack of coordination in economic development efforts.
- . Availability of commercial and industrial land.
- . Maximizing public investment.

IV. Results of Application of Criteria: Policies regarding Metro's role in economic development are based on the following criteria findings.

## Regional Criteria Met --

- . Major long-term impacts extend beyond one jurisdiction.
- . The geographic extent of major economic development issues extends beyond local jurisdiction boundaries.
- . Regional involvement is needed to ensure consistency and resolve conflicts between jurisdictions.
- . Regional involvement is needed to resolve conflicts between economic development needs and other development and public investment plans.
- . An areawide perspective is needed to monitor cumulative impacts of policies and decisions.

## Metro Criteria Met --

- . Economic development activities can be conducted within the scope of Metro's legislative or intergovernmental agreement authority.
- . Metro's technical capacities are needed to assist local governments.
- . Economic development is an integral part of Metro's land use, housing and public facilities functions.
- . This is currently a part of Metro's organization and program structure.
- . Involvement in addressing regional economic development issues is important to implementing other Metro policies.
- . This function is within the framework of Metro's mission statement.

## V. Metro Five Year Policy Statement:

### A. Role, Type and Level of Service:

1. Monitor economic impacts of the adopted Urban Growth Boundary.
2. Provide economic impact analysis for proposed Metro policies and project alternatives.
3. Provide leadership in facilitating economic development efforts and coordination of public and private sector ventures.
4. Identify and assist with development projects. (New activity, high priority)
5. Adopt Commercial/Industrial Land Demand Plan.

### B. Relative priority: High

### C. Constituency to be served: Development interests, local governments and the public.

- D. Timing of Involvement and Demand Plan: Technical assistance - FY 82, Project development: FY 83.
- E. Funding sources: Federal and state grants, tax base, local service fees.
- F. Factors Which May Influence Metro's Role: Level of support from local government and affected private interests, funding availability, and the state of the economy.

## HOUSING

I. Regional Service Aspects Considered: Planning, coordination, program operations, direct services providing funding, plan review and technical assistance.

### II. Current Status:

#### A. Current Metro Involvement:

1. Legislative Authority: Metro may plan for housing if determined a matter of regional significance. Other activities may require legislative changes.
2. Current Level and Type of Service: Metro has the lead role in determining the fair-share allocation of publicly supported housing. Metro has adopted an Areawide Housing Opportuntiy Plan (AHOP). Regional housing goals and policies will also be adopted.

Metro is the HUD designated Areawide Planning Organization (APO).

3. Estimated FY 1981 Direct Costs: \$78,301 from a HUD 701 grant and local dues.
4. Current Constituency: Federal government (HUD), local governments, private sector and the public.

B. Other Service Providers: Other service providers include the federal government (HUD), State Housing Division, local housing authorities, private sector, local governments and LCDC. The private development community produces and finances most of the region's housing, within the zoning, subdivision, design review, facilities and other related policies of local governments. HUD, the State Housing Division and local housing authorities regulate, finance and construct publicly support housing. LCDC has established a housing goal which must be addressed by local governments in their planning work.

### III. Regional Issues, Problems and Needs:

- . Market level housing allocation.
- . Costs of new housing, Metro role in affordable housing.
- . Integrating housing needs and demands with infrastructure development to implement the UGB.
- . Condo conversions removing rental housing from the market.
- . Need or demand for rent controls.

IV. Results of Application of Criteria: Policies regarding Metro's role in housing are based on the following criteria findings.



Regional Criteria Met --

- . Benefits of Metro's housing work are consumed by all citizens of the region.
- . Preparation and maintenance of a AHOP must be done at the regional level to gain bonus funds.
- . Regional involvement is needed to set regionwide standards or minimum requirements to meet housing needs.
- . An areawide perspective is needed to monitor and cope with cumulative impacts of local government housing policies.
- . Regional fiscal capacity may be needed to provide housing loans.

Metro Criteria Met --

- . If declared a matter of regional significance, Metro can plan for housing.
- . Metro's legal and technical capacities are needed to address regional housing problems and needs.
- . Metro's fiscal capacity may be needed to provide housing loans.
- . Other governmental units and the private sector are better able to address regional housing problems with Metro's involvement.
- . Housing problems are major and immediate.
- . Implementation of Metro housing policies and allocation of housing is important to maintaining the UGB.
- . The level of effort needed to address regional housing issues can be absorbed in Metro's organization and program structure.
- . The function is within the framework of Metro's mission statement.

V. Metro Five-Year Policy Statement:

- A. Role; Type and Level of Service: Metro will take action to address identified regional housing issues and needs through the following activities:
1. Market level housing allocation;
  2. AHOP maintenance;
  3. Capital improvements programming;
  4. Land market monitoring;
  5. Review and comment.
  6. All housing policies will be integrated into an overall Metropolitan Development Plan.
  7. Metro will take actions necessary to retain the HUD designation as Areawide Planning Organization (APO).

8. Technical assistance to local governments to streamline development and to the private sector to promote infill. (New activity, high priority)
9. The need for affordable housing demonstration projects, and condominium conversion strategy will also be explored. (New activity, high priority)
10. A housing finance program will be considered but only if funds are available (new activity, lower priority).

B. Relative Priority: High.

C. Constituency to be Served: Each activity serves a specific constituent group. In total those groups are the general public (renters, home owners, low-income), the private sector, local governments and the federal government (HUD).

D. Timing of involvement: Policy development & implementation - ongoing, Technical Assistance FY 82, Demonstration Projects FY 83, Finance Program FY 84 (if funds available).

E. Funding sources: Tax base, grants, local service fees, state general fund, bonds.

F. Factors which may influence Metro's role: withdrawal of local jurisdictions from the AHOP program, level of federal funding, degree of continued problems with affordability and availability of housing, and level of support from local governments and development community for Metro involvement.

## CRIMINAL JUSTICE

### I. Regional Service Aspects Considered:

Planning, coordination, program operation, construction and operation of detention facilities and providing funding.

### II. Current Status

#### A. Current Metro Involvement:

1. Legislative authority: Metro is presently authorized to perform planning, coordination and financing of approved criminal justice programs. With approval of a tax base, Metro could build and operate detention facilities and provide direct criminal justice services.
2. Current level and type of service:
  - a. Metro is the designated LEAA planning unit for State Administrative District 2.
  - b. Presently engaged in developing three-year application for federal funds to finance local justice system projects.
  - b. Managing 22 contracts for currently operating and funded improvement projects totalling \$1,600,000.
  - c. Collecting, analyzing and assembling documentation relating to a needs assessment for establishing a regional jail.
  - d. Developing specialized grant programs to deal with jail overcrowding, lack of data on juvenile and adult offenders.
3. Estimated FY 1981 Direct Costs: \$109,564 from grants and local dues.
4. Current Constituency: City and county justice agencies. Private agencies providing justice system services.

- B. Other service providers: For planning and coordination on a multi-agency regional basis there is no other formal program. Program operation, construction and operation of detention facilities has, in the past, been done primarily by the State, cities and counties.

Each of the approximately 50 local criminal justice agencies in the area does planning which ranges from

minimal for annual budget needs to rather extensive two to three year plans. The complete justice system includes police, jails, courts, juvenile, prosecution and defense.

Currently 95 percent of funding is from local property taxes. The remaining five percent is from a combination of State and federal grants and contractual arrangements for services.

### III. Regional Issues, Problems and Needs:

- . There is no statutory requirement for emergency services and justice agencies to coordinate.
- . There is a need to coordinate public safety and justice system budgets.
- . Areas of overlapping services or jurisdictions need written agreements on day-to-day and emergency operations.
- . Construction and operation of detention facilities is inadequate in terms of facility size and humane treatment.

### IV. Results of Application of Criteria:

Policies regarding Metro's role in criminal justice and public safety are based on the following criteria findings:

#### Regional Criteria Met --

- . The benefits of public safety and justice planning are consumed by all citizens of the region.
- . The current level of coordination and planning work is required by the State and federal levels for receipt of project funds.
- . Efficiencies will be gained with increased planning and coordination requirements.
- . Regional involvement is needed to set regionwide planning standards.
- . Regional involvement is needed to set regionwide planning standards.
- . Regional involvement is needed to ensure consistency and coordination between jurisdictions and between different parts of the service delivery system.
- . Cumulative impacts of the policies and actions of all service providers need to be monitored.

#### Metro Criteria Met --

- . Local governments have been unable to deal with public safety and coordination problems.
- . Criminal justice is already a part of Metro's program structure.
- . The function is within the framework of Metro's mission statement.

V. Metro 5-Year Policy Statement:

A. Role, Type and Level of Service:

1. Metro will provide planning assistance, coordination and some research and analysis for multi-agency and regional issues.
2. Continuing efforts will be devoted to encouraging and assisting agencies in determining system impacts of plans, projects and budgets.
3. Metro will maintain designations as the LEAA planning unit.
4. Coordination and support will be provided for legislative changes designed to improve the performance and responsiveness of the public safety and justice agencies. (New activity, lower priority)
5. Review of local public safety plans. (New activity, lower priority.)
6. Comprehensive land-use plans will be reviewed as they concern provision of public safety and justice services. (New activity, lower priority.)
7. Metro will not become involved in conducting programs nor constructing and operating detention facilities.

B. Relative priority: Low.

C. Constituency to be served: Local communities, public safety and justice agencies.

D. Time of Involvement:

- . Application for federal dollars - FY 1981.
- . Regional Jail Application Review - FY 1981.
- . Contract and Project Administration - Continuing.
- . Public safety and justice system plans required - FY 1984.

E. Funding Sources: Federal and State Grants, Contract Fees and Local Service Fees.

F. Factors Which May Influence Metro's Role: Elimination of grant funding support, legislation requiring stronger involvement, drastic changes in the local economy, and request(s) for more involvement by local governments.

## 911 SYSTEM

### I. Regional Aspects Considered

Planning, plan review coordination, operations.

### II. Current Status

- A. **Current Metro Involvement:** Metro participates in various area 911 committees and serves as a coordination link for local jurisdictions proceeding to implement "911."
- B. **Other service providers:** Other service providers include Washington County, Multnomah County, and the Tualatin Fire District. The "911" system provides emergency answering and routing service for public safety functions. "911" is in operation in some parts of the Metro area.

Funding comes from local property tax, grants, phone tax and contract services.

### III. Regional Issues, Needs, Problems

There is no statutory requirement for planning or coordination. There is no requirement that a "911" system be implemented.

### IV. Results of Application of Criteria

Policies regarding Metro's role in the "911" system are based on the following criteria findings.

#### Regional Criteria Met --

Benefits go to all citizens of the region.  
Efficiencies might be gained through local planning and areawide coordination.  
The geographic extent of the service requires an areawide basis for effective performance.  
Regional involvement would ensure consistency and avoid duplication.  
The "911" system could become an interregional function.

#### Metro Criteria Met --

Other governmental units are less able to address coordination problems and issues.

### V. Metro Five-Year Policy Statement

#### A. **Role; Type and Level of Service:**

1. Metro will continue coordination efforts.

2. Support will be provided for legislative changes requiring "911" and Metro review of implementation plans. (New activity, lower priority.)

B. Relative Priority: Low.

C. Constituency to be Served: Local government service agencies, general public.

D. Timing of Involvement: Coordination -- ongoing, legislative changes FY 1981, review plans FY 1982.

E. Funding Sources: Grants, local service fees and tax base.

F. Factors Influencing Five-Year Policy:

- . Lack of grant funding.
- . Lack of approval for legislative change.
- . Level of support from local governments.

## SEWERS

I. Regional Service Aspects Considered: Plan, coordinate, review plans, regulate, finance, construct and operate facilities.

### II. Current Status:

#### A. Current Metro Involvement

1. Legislative authority: Plan, coordinate, acquire, construct, operate and maintain sewage facilities. A functional plan for water quality is required by state statute.
2. Current level and type of service: Regional planning, local coordination and plan review (A-95 and LCDC Goal Compliance). Metro is the federally designated areawide "208" water quality planning agency. A "208" waste treatment management plan has been adopted.
3. Estimated FY 1981 Direct Costs: \$47,600 from local dues and interdepartmental transfers.
4. Current constituency: Federal government (EPA), State government (DEQ and Health Division), local governments, special districts, special interest groups (home builders and developers), and the general public

B. Other service providers: There are 34 management agencies identified in Metro's "208" Waste Treatment Management Plan who are authorized to provide sewage treatment and/or collection service, these include, cities, counties and special districts. Some providers have adequate facilities and financial capabilities to meet present and projected needs while others do not and may face building moratoriums.

Federal grants (this funding source has become unreliable), local assessments (LID or special district), user fees and general obligation bonds are used to finance facilities.

### III. Regional Issues, Problems, Needs:

- . Need to provide infrastructure necessary to support land use and urban growth policy implementation.
- . Existing facilities are reaching capacity.
- . Potential building moratoriums if additional capacity is not provided.
- . Need to incorporate sewer planning with capital improvements programming.



- . Federal funds being cut back and existing state and local funding mechanisms inadequate to meet local needs.

IV. Results of Application of Criteria: Policies regarding Metro's role in sewers are based on the following criteria findings:

Regional Criteria Met --

- . Benefits of water quality planning benefit all citizens of the region.
- . Performance of water quality planning is required at the regional level by EPA to maintain funding eligibility for the region.
- . Fiscal capacity of the regional level is needed to secure local funding.
- . Regional involvement is needed to coordinate the phasing of sewers with other services such as streets, water and schools.

Metro Criteria Met --

- . Water quality planning is required of Metro by State Statute.
- . Metro's fiscal capacity may be needed to raise funds for local projects.
- . Sewers are an integral part of Metro's work on land use, growth management and housing.
- . Water quality work is already integrated with Metro's organization and program structure.
- . Planning for sewers including capital improvements programming, is critical to implementing Metro's policies this function is within the framework of Metro's mission statement.

V. Metro Five-Year Policy Statement

A. Role, Type and Level of Service:

1. Implement Regional Waste Treatment Management Plan.
2. Review and coordinate local plans.
3. Maintain "208" planning agency designation.
4. Incorporate policies into regional capital improvements program.
5. Help to secure new financing for finance local projects. (New activity, high priority.)
6. No involvement in constructing or operating facilities.

B. Relative Priority: High

- C. Constituency to be Served: Federal, state and local governments, special interest groups and general public.
- D. Timing of Involvement: Plan implementation, review and coordination - Ongoing, facilities financing - FY 83.
- E. Funding Sources:
  - 1. Planning - Local dues, tax base, surcharge on sewerage service fees.
  - 2. Project finance program - grants, serial levy, bond, special assessments (LID or Special Districts), tax base, user fees.
- F. Factors Which May Influence Five-Year Role: Unwillingness or inability of local provider(s) to construct and/or operate required facilities leading to building moratoriums, local provider requests Metro to assume operation of sewerage facilities, level of effort required to raise funds for local projects.

## DRAINAGE

I. Regional Service Aspects Considered: Plan, coordinate, review plans, construct and operate facilities.

### II. Current Status:

#### A. Current Metro Involvement:

1. Legislative authority: To provide for drainage and flood control including planning, construction, operation and maintenance of facilities.
2. Current level and type of service:
  - a. Development of a Regional Stormwater Management Plan as a component of the "208" Water Quality Management Plan.
  - b. Preparation for planning, construction, operation and maintenance of flood control and drainage facilities in the Johnson Creek Basin.
  - c. Plan review for compliance with Interim Johnson Creek Basin Stormwater Runoff Plan.
3. Estimated FY 1981 Direct Costs: \$49,281.
4. Current constituency: Federal government (EPA), State government (DEQ), local governments and floodplain property owners.

B. Other service providers: City and county public works departments, State Highway Department, drainage control districts and local improvement districts provide drainage facilities and deal with drainage problems.

The types of services provided include planning, design review, project development, technical assistance, regulation, program operation, facilities construction and operation. All of these services are provided to a greater or lesser extent by the various providers. These services are generally limited to drainage problems within the local jurisdictions.

In the past, major funding for drainage facilities has been provided by new development or as an adjunct to roadway construction. Where specific drainage facilities have been constructed, they have been paid for by either a Local Improvement District (LID), or in some instances through the issuance of general tax-supported bonds. Public support for bonds has been low in Oregon.

III. Regional Issues, Problems, Needs: Increased urban development is negatively impacting the quantity and quality of water in urban streams, decreasing their resource value and increasing the frequency and damage costs of flood events. Local government jurisdictions do not cover entire drainage basins and no State or federal management programs exist. Drainage management needs to be incorporated into a regional capital improvements program.

IV. Results of Application of Criteria: Policies regarding Metro's role in drainage are based on the following criteria findings:

Regional Criteria Met --

- . The long-term impacts of drainage problems extend beyond one jurisdiction.
- . The geographic extent of drainage problems requires area-wide solutions to be effective.
- . Regional fiscal, legal, administrative and technical capacities seem to be needed to solve drainage problems.
- . Regional involvement is needed to resolve conflicts between drainage and the sequencing of other functions such as land development and sewers.
- . An areawide perspective is needed to monitor and cope with the cumulative impacts of development on drainage.

Metro Criteria Met --

- . Metro has broad authorities to solve drainage problems.
- . Metro's legal, administrative, technical and fiscal capacities seem to be needed to solve drainage problems.
- . Local governments have been unable to solve basinwide drainage problems.
- . Drainage management is an integral part of Metro's capital improvements programming and water quality planning.
- . Metro's planned involvement in drainage can be integrated within the existing organization and program structure.
- . The function is within the framework of Metro's mission statement.

V. Metro Five-Year Policy Statement

A. Role, Type and Level of Service:

1. Adopt a regional drainage and stormwater management plan.
2. Coordinate basinwide drainage management between local governments. (New activity in new basins, high priority.)
3. Establish funding mechanisms to construct and operate drainage facilities throughout the Metro region. (New activity in new basins, high priority.)

4. Develop a regional capital improvements program including drainage.
- B. Relative Priority: High
  - C. Constituency to be Served: The general public, local jurisdictions, State government (DEQ) and the federal government (EPA).
  - D. Timing of Involvement: Johnson Creek Basin FY 1981, and Regional Drainage Management - 1982.
  - E. Funding Sources: Federal Grants (Match dependent on source agency), Local Service Fees, Special Assessments (LID), and Tax base  
Construction and operation - Special Assessments
  - F. Factors Which May Influence Metro's Role: Ability to generate local revenue to construct and operate drainage facilities, degree of flooding problems, passage of enabling legislation for formation of Drainage Utility Districts, and level of financial and political support, for affected local governments to solve drainage problems.

## WATER SUPPLY

I. Regional Service Aspects Considered: Plan, coordinate, review plans, construct and operate supply and distribution systems.

### II. Current Status:

B. Other service providers: There are 60 water purveyors, mainly cities and water districts, in the Metro region in addition to private water systems. The Portland Water Bureau provides water for two-thirds of the metropolitan population. Hillsboro is the other major supplier. Other agencies involved in water supply, planning or regulation include EPA, U.S. Forest Service, Bureau of Reclamation, Corps of Engineers, State Health Division, Water Resources Department and Boundary Commission. Water supply in the Metro region is plentiful and of good quality for municipal and industrial use, so there has been little need for regional planning.

Funds for planning, construction and operations are derived from federal grants, local assessments, user fees.

#### A. Current Metro Involvement

1. Legislative authority: Metro may prepare a regional water supply plan if identified by the Council as a matter of regional importance. Direct provision or regulation of services is allowed if a tax base is approved.
2. Current level and type of service: Metro's involvement in water supply at present is in regional plan development as the local sponsor of the Corps Metropolitan Area Water Resources Study. Metro is also involved in local plan review through A-95 and LCDC goal compliance process. Groundwater quality assessment (208) is scheduled for FY 81.
3. Estimated FY 1981 Direct Costs: \$99,281, water supply planning is not mandated by federal, state or local law and no grant monies are available.
4. Current constituency: Local jurisdictions, water purveyors and the public.

### III. Regional Issues, Problems, Needs:

- . Fragmented planning and implementation, uncoordinated source and development decisions.
- . Potential competition between purveyors for certain future water supply sources.
- . Management and protection of groundwater supply sources.

- . Many purveyors receive water under contractual arrangements and are dependent on their supplier to set reasonable rates and maintain a constant supply.
- . Over appropriation of surface and groundwater supplies.
- . Wholesale water rate regulation.
- . Water supply infrastructure needs to be incorporated into a regional capital improvements program.

IV. Results of Application of Criteria. Policies regarding Metro's role in water supply are based on the following criteria findings:

Regional Criteria Met -

- . Benefits of water supply planning accrue to all citizens of the region.
- . Regional involvement may be needed to ensure best use of scarce water resources.
- . The geographic extent of water supply problems requires an areawide basis for effective solutions.
- . There is a need to ensure consistency between availability of water service and other services.
- . There is need for an areawide, long-range perspective to monitor and cope with cumulative impacts of demands on water sources.

Metro Criteria Met -

- . Water supply planning is within the scope of Metro's existing authority, construction or operation of facilities require voter approval of a tax base or income tax.
- . Water supply planning is related to Metro's regional capital improvements programming and land use policies.
- . The function is already integrated in Metro's organization and program structure.
- . The function is within the framework of Metro's mission statement.

V. Metro Five-Year Policy Statement

A. Role, Type and Level of Service:

1. Adoption of a regional water supply plan.
2. Coordinate local and regional plans.
3. Review and comment on boundary change requests.
4. Compile data on water supply problems and needs.
5. Incorporate water supply policies into a regional capital improvements program.

6. No involvement in construction or operation of facilities.

- B. Relative Priority: Low
- C. Constituency Served: Local governments and general public.
- D. Timing of Involvement: Adoption of a regional water supply plan - FY 81, plan review and coordination - ongoing.
- E. Funding Sources: Local service fees and tax base.
- F. Factors Which May Influence Metro's Role: Inequitable and/or exorbitant increase in wholesale water rates, critical regional water supply shortages, conflict between purveyors over water supply rights, and local provider requests Metro to provide services.



## ENERGY

I. Regional Service Aspects Considered: Plan, coordinate, review plans, provide technical assistance and operate programs.

### II. Current Status:

#### A. Current Metro Involvement

1. Legislative authority: Preparation of a regional plan if determined a matter of metropolitan impact, review and coordination of local plans, evaluation of energy impacts of regional policies.
2. Current level and type of service: Review and coordinate local plans, preparation of regional energy policies (FY 81).
3. Estimated FY 1981 Direct Costs: \$23,824 from local dues, not including transportation related energy planning.
4. Current constituency: General public and local governments.

B. Other service providers: Other providers include federal, state and local governments, private industry and nonprofit organizations.

They provide planning, coordination, review/comment, project development, technical assistance and monitoring services. They also operate programs, construct and operate facilities, regulate and provide funding authorization.

Funding sources: Federal and state grants, stocks and bonds.

### III. Regional Issues, Problems, Needs:

- . Worldwide energy shortages apparent.
- . Additional hydroelectric sites in Oregon limited.
- . No oil refineries in State.
- . Mass transit improvements slower than anticipated.
- . Mandatory conservation measures imposed.
- . Emergency allocation plans may be required (development and implementation).

IV. Results of Application of Criteria: Policies regarding Metro's role in energy are based on the following criteria findings:

## PUBLIC INVOLVEMENT/LOCAL GOVERNMENT SERVICES

I. Regional Service Aspects Considered: Coordination, technical assistance, public involvement, review and comment.

### II. Current Status:

#### A. Current Metro Involvement

1. Legislative authority: Metro is required to provide opportunities for public involvement. Metro is the designated A-95 Review Clearinghouse.
2. Type and level of service: Metro comments on all requests for federal assistance and annexation proposals. A full public involvement program has been developed and is being implemented. Local government services include a technical assistance program for small cities and grants assistance.
3. Estimated FY 1981 Direct Costs: \$218,623
4. Current constituency: The general public and local governments.

B. Other Service Providers: Metro is the only A-95 Clearinghouse for the area, but local governments have the opportunity to comment on proposals. All cities and counties are required to have a public involvement program.

### III. Regional Issues, Problems and Needs:

- . Most of the region's smaller jurisdictions have ongoing needs for technical assistance in policy development and accessing funds and information.
- . The interface between regional and local public involvement needs to be examined.
- . Use of Metro's review responsibilities as a tool in policy implementation may need to be bolstered.
- . Metro's role in human services and health-related A-95 Reviews should be more clearly defined.

### IV. Results of Application of Criteria

Policies regarding Metro's role in public involvement and local government services are based on the following criteria findings:

#### Regional Criteria Met --

- . Such programs are required.
- . Regional involvement is needed for securing grant monies for local governments.

- . Regional agency administrative and technical capacities are needed to assist local governments.

Metro Criteria Met --

- . These programs are within Metro's authority and are required.
- . Metro's administrative and technical capacities are valuable in assisting local governments.
- . Public involvement and local government services are an integral part of all Metro programs.
- . Public involvement and local government services are important to the implementation of Metro's policies.
- . These activities are within the framework of Metro's mission statement.

V. Metro Five-Year Policy Statement

A. Role, type and level of service.

1. Full opportunities will be provided in all programs (for public involvement).
2. Designation as the A-95 Review Clearinghouse will be maintained.
3. Review and comment will continue to be provided on direct federal development projects, environmental impact statements, annexation proposals and requests for service extension.
4. Grants assistance and assistance to small cities will continue to be provided.
5. A State liaison program will be implemented.

B. Priority: High.

C. Constituency to be Served: The public, State and local governments.

D. Timing of Involvement: Ongoing.

E. Funding Sources: grants and tax base.

F. Factors Which May Influence Metro's Role: Level of demand for other local government services and Metro's relationship with the Boundary Commission.

## SOLID WASTE

I. Regional Service Aspects Considered: Plan, coordinate, review plans, regulate, construct and operate disposal facilities, regulate and franchise disposal sites, franchise collection.

### II. Current Status:

#### A. Current Metro Involvement:

1. **Legislative Authority:** State statutes authorize Metro to plan, construct and operate solid waste disposal facilities. These statutes also authorize Metro to control the flow of solid waste, franchise disposal facilities, impose fees and sell industrial revenue bonds to cover construction of facilities.
2. **Current level and type of service:** MSD developed and approved a Solid Waste Management Plan in 1974. This plan was incorporated into a statewide management program and stresses waste reduction, resource recovery and less dependency on landfills. Since 1977, Metro has been actively pursuing implementation of the plan. Major emphasis to date has been on current negotiations with Publishers Paper Co to construct and operate a resource recovery facility in Oregon City. In addition, Metro is attempting to site and place into operation new sanitary landfills as well as recycling centers and transfer stations. Metro is also developing a waste reduction/recycling plan that will be incorporated into the overall management system. On June 1, 1980, Metro assumed operational control of the St. Johns Landfill. In addition, the city of Troutdale has requested Metro operate the Troutdale Landfill. Some discussion has occurred with Multnomah County officials to administer a proposed collection franchise.
3. **Current funding:** To develop the original plan, Metro received a grant from the state of Oregon. In June, 1977, Metro imposed a user fee on all solid waste disposed within the District. This user fee provides approximately \$900,000 per year for program implementation. In addition, Metro received a grant from the Federal Environmental Protection Agency (EPA) to assist in implementing the resource recovery element for the management plan. Capital construction costs of the various facilities will be offset from funds derived from the State of Oregon Pollution Control Bonds and the sale of Industrial Revenue Bonds. During the first year of operation of the St. Johns and Troutdale Landfills, tipping fees will be in the range of \$5 million. Metro will also

realize funds from the solid recycled material from the recycling drop centers. It appears, at this time, that Metro's solid waste funding base is adequate to provide for plan implementation and capital construction.

4. Current constituency: During plan development, Metro's constituency has included the entire population of the District. Recently, through the role in landfill regulation, Metro's constituency has specifically included disposal site operators. However, as various elements of the plan are implemented, the constituency will change.

- B. Other Service Providers: Cities and counties currently regulate solid waste collection by franchise. Clackamas County has issued a disposal franchise that will be effective until 1982 when Rossman's Landfill reaches capacity at which time the County will no longer franchise disposal. The Department of Environmental Quality establishes minimum standards, reviews plans and provides regulation of solid waste disposal facilities.

All cities and counties with the exception of Multnomah County and the City of Portland currently franchise collection of solid waste. The majority of the waste disposed within the Metro area occurs at sanitary landfills. Some wastes are processed for material recovery while other material is separated at the source for recycling. Metro area disposal sites are generally owned and operated privately with the exception of St. Johns Landfill.

Disposal of solid waste is ultimately paid for by the generator of the waste. Revenue realized from recycled material offsets a portion of the cost to handle the material, however, in most cases a subsidy is required.

- III. Regional Issues, Problems, Needs: It is estimated that the Metro region produces approximately 816,000 tons of garbage each year. The majority of this waste is disposed by landfilling. Some material is recycled with other material being processed for materials recovery. Solid waste disposal cannot be addressed adequately at just the local level, but must be the responsibility of local, regional, state and federal governments. Tax incentives should be provided for recycling and minimum recycling standards should be set. Waste reduction is also needed.

IV. Results of Application of Criteria

Policies regarding Metro's future role in solid waste are based on the following criteria findings:

#### Regional Criteria Met --

- . A regional Metro's solid waste program benefits all citizens of the region.
- . Long-term impacts of solid waste management extend beyond jurisdictional boundaries.
- . The geographic extent of solid waste problem requires an areawide basis for effective solutions.
- . Some aspects of the region's solid waste problems are inter-regional in nature.

#### Metro Criteria Met --

- . Solid waste management is within the scope of Metro's legislation.
- . Metro's legal, administrative and technical capabilities have been valuable in addressing solid waste problems.
- . Local governments and the private sector have been unable to address the problems alone.
- . Solid waste management is already an integral part of Metro's organization and program structure.
- . This function is within the scope of Metro's mission statement.

#### V. Metro Five-Year Policy Statement

##### A. Role, Type and Level of Service:

1. Develop resource recovery facility.
2. Site new sanitary landfills.
3. Implement a system of transfer stations.
4. Promote source separation and recycling.
5. Operate disposal facilities.
6. Adopt Waste Reduction Plan.
7. Franchise disposal.
8. Consider franchising collection (new activity).

##### B. Relative Priority: High

- C. Constituency to be Served: Specific elements of Metro's Solid Waste Management Plan have different constituency. For example, transfer stations will receive waste from the general public as well as commercial haulers. Sanitary landfills, since they will be closed to the general public, will accept waste only from large transfer trucks. Recycling drop centers will receive source

separated material from the general public while the resource recovery facility in Oregon City will serve a mixture of commercial as well as private citizens. Collection of solid waste will serve the entire population as will any new laws regarding source separation and recycling. Overall, the primary constituency is the general public.

- D. **Timing of Involvement:** Resource recovery-operational by mid-1984, all transfer stations operational by mid-1984, Waste Reduction Plan FY 1981, consider franchising collection FY 1981, other tasks -- ongoing.
- E. **Funding Sources:** Metro's future funding for solid waste activities will come from a number of sources. Operational cost will be offset through the imposition of user and tipping fees charged at each facility. Franchise administration for both collection and disposal will be paid for by franchise fees. Capital costs will be realized through a combination of State of Oregon Pollution Control Bond funds, sale of Industrial Revenue Bonds and private capital. It appears that the ability of Metro to provide adequate funding through the imposition of user fees and the sale of revenue bonds is adequate to meet the current and near future needs of the District. However, Metro will also consider other types of funding that would be used not only to generate revenue, but would be used as a disincentive for waste generation. For example, Metro may consider establishing a tax on various types of throw away items or packaging. Tax incentives should also be explored for recycled material.
- F. **Factors Which May Influence Metro's Role:** Possible events include legislative modification, greater energy constraints (oil embargos, nuclear restrictions, etc.), and depletion of natural resources.

## ZOO

### I. Regional Service Aspects Considered: Plan, construct, operate Zoo facilities and programs.

### II. Current Status:

#### A. Current Metro Involvement

1. Legislative authority: State statutes authorize Metro to provide Zoo facilities.
2. Current type and level of service: The Zoo is a humane, scientifically based and conservation oriented zoological park and provides for the recreation and education of citizens for the Metro region. The Zoo is open every day of the year and provides outreach services to schools, parks, nursing homes and community groups in the metro area through its Zoomobile program.
3. Funding sources: Major funding is provided through a property tax serial levy and enterprise revenues. The present levy which expires July, 1981, provides approximately \$2 million a year with enterprise and other sources providing an additional \$1.7 million. In May, 1980, a \$15 million three-year levy was approved to begin in FY 1982.
4. Current constituency: The Zoo's primary constituencies are local residents who enjoy its recreational and educational benefits and tourists who visit Portland. Young children and family groups are frequent visitors.

- B. Other service providers: Metro is the only provider of Zoo services in the metropolitan area.

### III. Regional Issues, Problems and Needs:

Dependence on serial levies for operating the Zoo creates an unstable funding situation.

### IV. Results of Application of Criteria

Policies regarding Metro's role with the Zoo are based on the following criteria findings:

Regional criteria met --

- . The Zoo benefits all of the region's citizens.
- . The fiscal capacity of a regional agency is needed.



Metro criteria met --

- . Operations of the Zoo is within Metro's statutory authority.
- . Metro's fiscal capacity is needed to support the Zoo.

V. Metro Five-Year Policy Statement

- A. Role, Type and Level of Service: Metro plans to maintain, upgrade and operate the Washington Park Zoo in order to:
  - 1. Provide a unique educational and recreational opportunity through which the public can see and experience wild life in a naturalistic setting;
  - 2. Contribute to the perpetuation of animals in the wild and in the Zoo by learning more about captive and wild animals; and educating the public regarding conservation.
  - 3. Serve as a cultural institution to meet the needs of the public and to enhance the quality of life in the community.
- B. Relative Priority: High.
- C. Constituency: Metropolitan area residents and visitors.
- D. Timing of Involvement: Current and continuing.
- E. Funding Sources: Tax base, enterprise revenues and grants.
- F. Factors Which May Influence Metro's Role: Defeat of operation and maintenance tax measures, willingness of the state to assume responsibility for funding part of the Zoo costs, defeat of capital construction tax measures, inability to generate sufficient private funds for capital construction; and declining attendance.

## DISASTER PREPAREDNESS

I. Regional Service Aspects Considered: Planning, coordination, plan review, service delivery.

### II. Current Status

- A. Current Metro involvement: Metro has no specific legislative authority permitting involvement in this function and, thus, is not now involved in disaster preparedness, planning nor service delivery.
- B. Other providers: Clackamas, Multnomah and Washington Counties, the City of Portland, the Tri-County Community Council, the American Red Cross and numerous private groups provide emergency services and plan for disaster preparedness. Involved governmental units perform planning, coordination and some relief services. Private sector groups are oriented to direct service delivery. City and county work is supported by general fund monies and federal grants, private groups are funded by grants and/or contributions.

### III. Regional Issues, Needs and Problems:

- . No statutory requirement for disaster preparedness planning.
- . Lack of areawide coordination in planning and service delivery.

IV. Result of Application of Criteria: Policies regarding Metro's role in disaster preparedness are based on the following criteria findings:

- . Benefits and impacts are areawide.
- . Efficiencies may be mandatory planning.
- . The function could be interregional in nature.

#### Metro Criteria Met --

- . Other governmental units and the private sector are less able to address the issues alone.
- . Disaster preparedness is related to Metro's criminal justice, public safety and "911" work.
- . The function is within the framework of Metro's mission statement.

### V. Metro's Five-Year Policy Statement:

- A. Role; type and level of service.
1. Metro will seek legislative changes to require local planning and coordination for disaster preparedness (new activity, low priority).

2. Additional changes will be sought establishing Metro as the plan review and coordination agency for the region (new activity, low priority).

- B. Relative priority: low.
- C. Constituency served: Public and private sector service providers and the public.
- D. Timing of involvement: Legislative changes -- FY 1981, plan review and coordination -- FY 1983.
- E. Funding source: Grants with tax base match.
- F. Factors Which May Influence Metro's Role: Funding availability, legislative action, and support of affected local governments.

- . There is a need to avoid conflicts in timing between development and park and open space needs.

Metro Criteria Met --

- . Planning is within Metro's current authority.
- . Parks planning is related to Metro's housing, land use and public facilities work.

V. Metro Five-Year Policy Statement

A. Role; Type and Level of Service:

1. Plan review and coordination activities will be continued.
2. Parks needs will also be integrated with regional capital improvements programming.
3. Metro will develop policies regarding parks, open space and recreation to be adopted as part of a Metropolitan Development Plan. The anticipated level of effort will be less than development of a full functional plan (new activity, low priority).
4. Policies will be fully integrated with housing, economic development and land use policies (new activity, low priority).
5. Metro will not become involved in operating parks nor conducting recreation programs.

B. Relative Priority: Low.

C. Constituency Served: Local governments, public.

D. Timing of Involvement: Plan review and coordination -- ongoing. Policy development -- FY 1983.

E. Funding Sources: Tax base.

F. Factors Which May Influence Metro's Role: Continued ability and willingness of local governments to meet needs and demands, funding availability, and energy costs and availability impacting demand.

## PARKS, OPEN SPACE AND RECREATION

### I. Regional Service Aspects Considered

Planning, coordination, plan review, operation and construction of facilities, conducting programs.

### II. Current Status

- A. **Current Metro Involvement:** Metro may adopt a regional plan for parks and open space, if declared a matter of metropolitan impact by the Council. With voter approval of a tax base, Metro may develop and operate parks. Metro has no direct involvement in parks and recreation at this time.
- B. **Other Service Providers:** State Parks Division, the Tualatin Parks and Recreation District, cities and counties provide parks and the Metro area.

The State owns and operates major parks such as Tryon Creek State Park. Local governments own, operate and maintain a variety of types and sizes of parks and provide recreation programs. The City of Portland has an extensive parks system including Forest Park, the largest city park in the nation, and Washington Park, site of the International Rose Test Gardens and Metro's Washington Park Zoo.

### III. Regional Issues, Problems and Needs

- . Need to integrate parks planning with capital improvements programming.
- . Parks and open space are low priorities among area residents due partially to the abundance of parks and recreation opportunities.
- . Residents of Portland pay for parks which are enjoyed by citizens from throughout the region and the Northwest.
- . Energy costs and availability will make neighborhood parks increasingly important in the future.

### IV. Results of Application of Criteria

Policies regarding Metro's role in parks and open space and recreation are based on the following criteria.

Regional Criteria Met --

- . Major parks benefit all citizens of the region.
- . There is a need to protect unique resources (existing "regional" parks and potential future parks).

## BOUNDARIES

I. Regional Service Aspects Considered: Boundary Commission activities including review and approval of proposed boundary changes and certain service extensions and formation of special districts in the Metro area.

### II. Current Status

#### A. Current Metro Involvement:

1. Metro legislative authority: With voter approval, Metro may assume the functions of the Boundary Commission.
2. Current involvement: Metro's only role at this time is in reviewing and commenting on proposed boundary changes and service extensions. Proposals are reviewed against Metro plans and policies.
3. Current funding: Funding for review work is derived from local dues.
4. Constituency: Local governments, special districts, Boundary Commission.

#### B. Other Service Providers: The Portland Metropolitan Area Boundary Commission is one of three such agencies operated by the State. It was created in 1969 in order to:

1. Prevent the illogical extension of local government boundaries and services;
2. Assure adequate quality and quantity of public services and protect the financial integrity of local governments; and
3. Assure the logical provision of water and sewer service by nonmunicipal systems.

The Commission averages 200 boundary change requests and 18 public hearings per year. Most of its budget comes from the State's General fund. The Emergency Board approved \$135,847 for FY 1980 with instructions for the Commission to seek 206 funding from local governments. The Commission is also authorized to use \$21,000 in CETA funds. The current level of funding is guaranteed only through July, 1980.

### III. Regional Issues, Problems, Needs:

- . Voter approval is needed to assume Boundary Commission responsibilities.

- . The Boundary Commission now holds authority to approve changes in Metro's boundary. If Metro took over the Boundary Commission, this problem would have to be addressed.
- . Metro's boundary is smaller than that of the Boundary Commission.
- . State statute provides for the existence of the Boundary Commission only through June, 1981.
- . The organizational relationship of the Boundary function to the Council would need to be studied.

#### IV. Results of Application of Criteria

The policy to study Metro's role regarding the Boundary Commission is based on the following criteria findings:

##### Regional Criteria Met --

- . Long-term impacts of Boundary Commission functions extend beyond one jurisdiction.
- . The geographic extent of boundary changes requires an areawide basis for effective performance.
- . Regional administrative capacities are probably needed.
- . Regional fiscal capacity is needed.
- . Regional involvement is needed to resolve conflicts between jurisdictions.
- . Regional involvement is needed to ensure coordination between development and services.
- . An areawide perspective is needed to monitor the cumulative impacts of boundary changes and service extensions.

##### Metro Criteria Met --

- . With voter approval, Metro may assume Boundary Commission functions.
- . Metro's legal and administrative capacities may be needed.
- . Boundary changes and service extensions are an integral part of Metro's land use planning and capital improvements programming efforts.
- . Integration with Metro's organization and program structure must be studied.
- . Metro involvement may provide more accountability.
- . Involvement in boundary changes, service extensions and formation of special districts is directly related to the implementation of land use and public facilities policies.
- . This function is within the framework of Metro's mission statement.

#### V. Metro 5-Year Policy Statement:

- A. Role, type and level of service: Assume responsibility for functions of the Boundary Commission. (New activity, high priority.)

- B. Relative priority: High, especially if the Boundary Commission is dissolved or not funded.
- C. Constituency to be Served: Local governments, special districts.
- D. Timing of Involvement: FY 1982.
- E. Funding Sources: Tax base, application fees, State aid and local dues.
- F. Factors Which May Influence Metro's Role: Action of legislature for funding and continuation of the Boundary Commission, voter support for Metro take over, and results of study of Metro role.



## SPECTATOR FACILITIES

### I. Regional Service Aspects Considered:

Siting, financing, construction, operation, renovation, expansion and maintenance of existing and new facilities.

### II. Current Status

#### A. Current Metro Involvement:

1. Legislative authority: With approval of a tax base or income tax, Metro would be authorized to finance, build, operate and maintain sports, convention, exhibition, cultural and entertainment facilities.
2. Current level and type of service: Metro is not involved at this time. It was suggested earlier this year that Metro study the Expo Center. Also, Metro's Executive Officer is serving on the City of Portland's Spectator Facilities Task Force. This group is evaluating the region's sports and convention center needs. A recommendation on public and private sector roles, finance strategies and necessary legislative changes will be issued by the Task Force in October, 1980.

#### B. Other Service Providers: Portland and Multnomah County own and operate the Memorial Coliseum, Civic Auditorium, Civic Stadium, and the Expo Center.

Type and level of services: The Coliseum provides both convention and exhibition hall facilities and an arena used for a variety of sports and entertainment events. The Auditorium houses the Oregon Symphony. It is also used for cultural events such as opera, ballet, various dance companies, musicals and popular entertainers. The Stadium is primarily a sports facility but is also used for some religious and and entertainment purposes.

### III. Regional Issues, Problems, Needs:

Existing facilities are not adequate in meeting the demands and needs of the region. The Stadium and Expo Center are in need of major renovation and repairs. Several new facilities have been suggested including a performing arts center, a convention center and a new sports facility. The level of need, time and location for such facilities must be explored. The basic issue surrounding who should own and operate spectator facilities is who benefits and who should pay. Historically, the City and County have borne the costs. It appears that a broader funding base, one including the majority of users, would be more equitable.

#### IV. Results of Application of Criteria:

Policies regarding Metro's involvement in spectator facilities will be formulated following analysis and study of needs, costs, organization, policy integration and other important aspects.

Application of the criteria will be conducted at that time.

#### V. Metro 5-Year Policy Statement:

- A. Role, type and level of service: Building on determinations and recommendations of the study now underway, Metro will proceed to define its role following voter approval of a tax base (new activity, low priority).
- B. Relative priority: Low.
- C. Constituency to be Served: General public, business community and special regular users (sports franchises, etc.).
- D. Time of Involvement: Initiate study in FY 1982 following voter approval of a tax base.
- E. Funding Sources: Funds to study and refine Metro's role will be derived from tax base monies set aside for this type of work. Contributions from local governments may be sought to supplement Metro funds.
- F. Factors Which May Influence Metro's Role:
  - . Level of support from Portland and Multnomah County for Metro involvement in existing facilities.
  - . Amount of initiative by Metro for involvement in new facilities.
  - . Level of financial and political support from the business community for new facilities.
  - . New sports franchise(s), successful seasons for current franchises and other events, increasing demand for facilities.
  - . Results and recommendations of the Spectator Facilities Task Force and Metro study.

## VII. ANNUAL PLAN AMENDMENT PROCESS

The Operational Plan will be reviewed and open for amendment on an annual basis. Amendment proposals may be submitted by Metro Councilors, the Executive Officer or local governments between February 1 and March 31 each year.

Consideration of proposed amendments will be integrated with the formulation of the annual budget. A public hearing on amendment proposals will be held prior to adoption of the budget. In extraordinary cases, Council members and the Executive Officer may propose amendments at any other time, also subject to full Council review and a public hearing.

In addition to explaining the new condition(s) requiring a change, each amendment proposal must include the following information:

1. A request to increase involvement must identify the function and activity, potential funding sources, estimated costs, when Metro should become involved and who would be served.
2. A request to limit or decrease involvement must identify the function and activity, estimated cost savings and alternatives, if any, for carrying out the function.
3. Other requests must provide a brief explanation of the reasons for the amendment.

Conditions for considering a plan amendment:

1. Change in Funding Situation
  - a. Increased funding availability would allow Metro to enhance work on existing programs, initiate new programs or begin programs in new functions.
  - b. Decreased funding availability would require Metro to modify, cutback or delete existing programs and/or curtail planned involvement in new functions.
2. Change in Regional Needs
  - a. Metro might be best equipped to solve an unanticipated crisis.
  - b. With time, new problems may be identified.
3. Change in Regional Priorities

As the Council members and regional needs change, priorities may change.

One of the above conditions must be demonstrated for consideration of amendment to the Operational Plan.

**APPENDICES**

## APPENDIX A

The following functions were considered but deleted as potential areas of involvement for the next five years. Background information and factors which might influence Metro's role are attached here as documentation of the items considered by the Council.

## HISTORIC PRESERVATION

- I. Regional Service Aspects Considered: Planning, program coordination.
- II. Current Status: There is no concerted historic preservation planning in the Metro area. Preservation efforts are generally conducted on a site-by-site basis.

The agencies primarily responsible for historic preservation are the State of Oregon, City of Portland, the Oregon Historical Society and other local bodies as interested.

The non-profit Oregon Historical Society documents Oregon's history, promotes a consciousness of the State's past and maintains a museum and library. The State Historic Preservation Office under the State Parks Division facilitates the distribution of federal funds for rehabilitation and renovation and recommends buildings for the National Register of Historic Places. The City of Portland has an appointed Landmarks Commission overseeing planning, historic building and district designation and related design review.

- III. Metro Role: Metro provides technical assistance in completing applications for grants and reviews comprehensive plans for compliance with the inventory requirements of LCDC goals. The technical assistance is not specifically funded and the cost for the review function as it pertains to the inventory requirement has not been calculated.

Historic preservation concerns may be addressed in Metro's goals and objectives process or in the preparation of broad housing policies. The nature of historic preservation seems to relate more to local level of efforts. If declared a matter of significant impact on metropolitan development, the Council could prepare and adopt a plan for historic preservation.

- IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role include ALL of the following:
- A. Request by local governments.
  - B. Funding is available.
  - C. The Council declares the matter of regional significance.
  - D. Must meet regional and Metro criteria.

## HUMAN SERVICES

- I. Regional Aspects Considered: Planning and program coordination for aging, children/youth services, health care, manpower, mental health and other human services.
- II. Current Status: Major service providers in the Metro area include:

- . Child Care Coordinating Council (4C's)
- . Tri-County Community Council (private sector)
- . Multnomah-Washington CETA Consortium
- . City of Portland -- Human Resources Bureau
- . Multnomah County -- Human Resources
- . Project Health (part of Multnomah County)
- . Clackamas County Human Resources
- . Northwest Oregon Health Systems
- . Washington County Department of Public Health
- . United Way (private sector)
- . Oregon State Department of Human Resources

There are approximately 1,200 public and private agencies in this metropolitan area. The kinds of human services that agencies provide include: 1) day care; 2) food collection and distribution to low-income persons and the elderly; 3) summer jobs for youth; 4) training and employment for adults; 5) youth diversion and recreation; 6) information and referral for services; 7) health services such as immunizations, emergency, dental and family planning clinics; 8) mental health services such as alcohol and drug abuse recovery programs, classes and institutions for the mentally and emotionally disturbed, and for developmentally disabled; 9) community corrections; 10) aging services such as meals-on-wheels, escorts, friendly visits, homemakers and transportation; 11) vocational rehabilitation; 12) foster care and runaway homes; and 13) planning to help deliver direct human services.

There is no regional policy-maker for this vast array of human services. Each county is the lead public policy-maker and provider for human services within its jurisdiction. Private agencies determine their own priorities. Despite federal and state guidelines, there are great variances in policies and very little coordination across county lines. Sometimes there is little coordination within county lines. These variances, however, do appear to allow some local autonomy and flexibility to serve the local needs as established by the agencies.

While the counties are the primary providers of services within their boundaries, the private sector supplements the existing services, adds additional services that it sees as appropriate and contracts to provide services for the government. Data from Tri-County Community Council shows that about 75 percent of the funding for human services comes from the government. Yet, 90 percent of the services are provided by private agencies.

## HUMAN RIGHTS

- I. Regional Service Aspects Considered: Evaluating and conducting programs related to Equal Employment Opportunity (EEO), affirmative action, civil rights and Minority Business Enterprise (MBE).
  
- II. Current Status: While numerous organizations are involved in human rights issues or working to meet federal requirements in this field, the Metropolitan Human Relations Commission is the leader for the Portland area. The 15-member Commission has seven members appointed by Portland and seven by Multnomah County and the remaining member is selected by the Commission itself. Major efforts include annual progress reports on EEO, affirmative action and MBE programs, neighborhood mediation training, comprehensive plan policy review and housing checking on discrimination complaints. Washington and Clackamas Counties do not have similar commissions.  
  
Portland and Multnomah County contribute to the support of the Commission plus various federal funds cover staff work.
  
- III. Metro Role: Metro is not involved in human rights issues and has no direct authority to become involved. While there may be some benefits in establishing an areawide commission, there is little identified public support or need at this time.
  
- IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role include ALL of the following:
  - A. Request and support for involvement from local governments.
  - B. Funding is available.
  - C. Necessary legislative changes or inter-governmental agreements are established.
  - D. The Council identifies this as a priority.
  - E. Must meet regional and Metro criteria.



The total budget for the above identified local agencies in the metropolitan area is about \$100 million. The local agencies receive about 68 percent of the funds from the federal government, 5 percent from the State and 27 percent from local funding (about \$10.6 million is private contribution). The local agencies spend about 8 percent on administration and about 92 percent on programs.

In addition, an estimated 40 percent of the State's Human Services budget goes to Metro area programs. This totals over \$400 million of which 18 percent goes to administration.

III. Metro Role: Metro is currently authorized and performing planning and coordination for criminal justice and housing programs. Metro is designated as the A-95 Review Clearinghouse which involves review and comment on all federal funding applications. The current A-95 review emphasis is on physical services, yet the bulk of applications are for human services. Human services applications are sent to other agencies for review and comment. With voter approval of a tax base, Metro could plan and coordinate aging, youth, juvenile justice, health care, mental health, manpower and other human service programs.

While at some future time Metro may want to integrate human and physical services planning and work to better coordinate the provision of human services, this presents an entirely new area of involvement. Therefore, in keeping with the Council's general policies to focus on existing programs and projects and do well in current endeavors before taking on major new programs, Metro will maintain its existing minor role in human services.

IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role include ALL of the following:

- A. Service providers request and support Metro involvement.
- B. Funding is available.
- C. A tax base is established.
- D. The Council identifies this as a priority.
- E. Must meet regional and Metro criteria.

## LIBRARIES

I. Regional Service Aspects Considered: Coordination, planning, facility construction and maintenance, acquisitions, traditional and outreach services and technical processes.

II. Current Status:

Multnomah County contracts with the non-profit Library Association of Portland to operate programs. The Washington County Cooperative Library Services (WCCLS) coordinates the numerous public libraries in the county. Clackamas County, most cities and the county independently operate public libraries.

Multnomah county has 16 libraries and offers a variety of special programs including bookmobiles and delivery to shut-ins. Due to rapid growth, facilities are inadequate in some areas. The four-year old WCCLS coordinates and develops services for 11 public and seven special libraries, plus numerous libraries of public and private schools. This cooperative body also operates the West Slope Library and provides a variety of special services such as books-by-mail, an audio-visual program and reference and inter-library loan services. The ten city libraries of Clackamas County are operated independently but have loan agreements and other cooperative programs with the County and among themselves.

The Multnomah County general fund and small grants support libraries there. The FY 1981 budget is \$4.77 million. The WCCLS is supported by a serial levy which provides \$873,000 per year. The public libraries are separately zoned. The WCCLS levy is partly used to compensate for inequities in use of the system. For example, the Beaverton library has a heavy non-resident use and receives funds in proportion to the extra level of service. In Clackamas County, cities fund their own libraries plus each receives part of a countywide serial levy.

III. Metro's Role

Metro is authorized to provide acquisition services and technical assistance to libraries with voter approval of a tax base. Existing legislation does not allow Metro to conduct programs or operate facilities.

Metro is not now involved in library services. There does not appear to be a pressing need nor a substantial benefit to current service providers for Metro involvement at this time. This function is a low priority in relation to other Metro functions.

IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role would include ALL of the following:

- A. Request by local governments for Metro involvement.
- B. A tax base is approved.
- C. Funding is available.
- D. The Metro Council identifies this as a priority.
- E. Must meet regional and Metro criteria.

## MARINE TRADES/AIRPORTS

I. Regional Service Aspects Considered: Construction and operation of facilities.

II. Current Status:

The Port of Portland in cooperation with the private sector is responsible for constructing and operating port facilities including docks, marine terminals and airports. The Port is a three-county special district governed by an appointed Board. Funding is derived from docking fees, land leases and sales, taxes and bonds.

III. Metro's Role:

Metro is not involved in these functions. Metro has no legislative authority to become involved. At this time there appears to be little need or public support for a role in marine trades and airport facilities.

IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role would include ALL of the following:

- A. Request by the Port of Portland or local governments for involvement.
- B. Necessary legislative changes or intergovernmental agreements are established.
- C. Funding is available.
- D. The Metro Council identifies this as a priority.
- E. Must meet regional and Metro criteria.

## THE ARTS

I. Regional Service Aspects Considered: All visual and performing arts (e.g., films, opera, symphony, mime, textiles, ceramics, ballet, jazz).

### II. Current Status:

The Metropolitan Arts Commission has the lead role in the region in supporting the arts and facilitating access to the arts. Numerous non-profit organizations are responsible for individual aspects of the arts. Major supporting institutions are the Portland Art Association, the Oregon Symphony and the Portland Opera Association. Clackamas and Washington Counties have no similar agencies or organizations.

Formed in 1973, the Metropolitan Arts Commission has a 10-member Board, six appointed by Portland and four by Multnomah County. The Board oversees three program areas. First, project grants are awarded to qualified projects in the visual and performing arts. Second, funds are provided for services, usually performances and film showings. Third, the Commission serves as the pass-through agency for major institutional support grants.

The FY 1980 budget is \$325,000 -- 60 percent is contributed by Portland and 40 percent by Multnomah County.

### III. Metro's Role:

Metro is not involved in the arts. Metro has no specific legislative authority to become involved. While there may be some benefits in establishing an areawide arts commission, there appears to be little public support for Metro to pursue this now.

IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role would include ALL of the following:

- A. Request by local governments to become involved.
- B. Funding is available.
- C. Necessary legislative changes or intergovernmental agreements are established.
- D. The Metro Council identifies this as a priority.
- E. Must meet regional and Metro criteria.

## CABLE TV

I. Regional Service Aspects Considered: Planning, franchising and service delivery for cable television.

II. Current Status:

Currently, metropolitan area counties and larger cities are studying cable television. Portland has received proposals for a citywide cable system. Within the regulations set by the FCC, each city and county is responsible for its own planning, coordination and franchising. In Portland, actual service delivery is provided by a private company.

The highest allowed franchise is five percent of gross revenues. This would be the only source of income to the franchisor. Due to the start up time required and the numerous economic variables the local government franchisor may have to work at a deficit for at least three and possibly six years. Franchisee income is derived from subscriptions.

III. Metro's Role:

Metro is not involved in cable TV planning or services. Metro does not have outright authority to regulate or operate cable TV. The advanced stages of cable service planning in the region would limit Metro to an areawide coordinator role. Metro will not become involved at this time.

IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role would include ALL of the following:

- A. Request by local governments to become involved.
- B. Funding is available.
- C. Necessary legislative changes or intergovernmental agreements are established.
- D. The Metro Council identifies this as a priority.
- E. Must meet regional and Metro criteria.

## DATA PROCESSING/CENTRAL PURCHASING

I. Regional Service Aspects Considered: Establishment and maintenance of central computer and programs for data processing. Establishment of central, regionwide purchasing services.

### II. Current Status:

Each county has a separate department responsible for data processing. Washington County began a year ago and services only County departments and 13 title companies. Clackamas County assisted Washington County prior to its computer purchase and also serves title companies. Multnomah County's Data Processing Authority is available to all county and City of Portland departments plus Metro and Tri-Met. All data centers are supported by the general fund of their respective county. Service charges cover some costs.

All units of local government do their own purchasing.

### III. Metro's Role

Metro is not involved in providing centralized data processing or purchasing services. This could be accomplished through intergovernmental agreements. Though some efficiencies might be gained, there appears to be little support or need for this service at this time.

IV. Factors Influencing Metro's Role: Conditions for reconsideration of Metro's role would include ALL of the following:

- A. Cost efficiencies could be gained.
- B. Local governments request the service.
- C. The service would be self-supporting.
- D. The Metro Council identifies this as a priority.
- E. Must meet regional and Metro criteria.

## Appendix B

### METROPOLITAN SERVICE DISTRICT TOTAL FUNDING REQUIREMENTS

(Local and Grant Funds)

FY 81 Budget And Work Program		82	83	84	85	86	TOTAL
<b>I. CURRENT FUNCTIONS</b>							
Air Quality	Planning, adopt control measures	85,000	228,000	329,000	329,000	329,000	1,300,000
Transportation	Program & project planning, distribute funding, technical assist., adopt plan	944,000	1,048,000	1,130,000	1,293,000	1,436,000	5,851,000
Goals & Objectives	Develop approach	71,000	73,000	26,000	29,000	30,000	229,000
Plan Review/Coord.	Review/coordination	90,000	98,000	106,000	115,000	125,000	534,000
Land Use		170,000	192,000	222,000	244,000	273,000	1,101,000
Economic Development	Planning	373,000	403,000	386,000	423,000	464,000	2,049,000
Housing	Planning Finance & implementation	187,000 83,000	179,000 183,000	224,000 183,000	236,000 167,000	199,000 167,000	1,025,000 783,000
Criminal Justice & Public Safety	Planning, distribute funding	120,000	133,000	156,000	172,000	190,000	771,000
911 System	Coordination	10,000	11,000	12,000	13,000	14,000	60,000
Sewers	Planning, capital improvements program	54,000	110,000	123,000	137,000	152,000	576,000
Drainage	Establish funding mechanism, planning construction operations	241,000	239,000	234,000	231,000	229,000	1,174,000
Water Supply	Planning, capital improvements program	67,000	74,000	82,000	92,000	102,000	417,000
Energy	Planning	76,000	85,000	94,000	105,000	119,000	479,000
<b>II. GENERAL GOVERNMENT &amp; SUPPORT SERVICES</b>							
Council		94,000	106,000	120,000	137,000	155,000	612,000
Executive Mgt.							
Executive Office		350,000	388,000	431,000	471,000	534,000	2,174,000
Public Information		151,000	168,000	186,000	203,000	230,000	938,000
Local Government & Citizen Inv.		294,000	327,000	363,000	396,000	449,000	1,829,000
Management Svs.		1,148,000	1,298,000	1,449,000	1,663,000	1,884,000	7,442,000
<b>III. NEW FUNCTIONS</b>							
Parks & Recreation		0	25,000	0	0	0	25,000
Boundaries		75,000	84,000	94,000	105,000	118,000	476,000
Disaster Preparedness		0	11,000	12,000	13,000	14,000	50,000
<b>IV. STUDIES</b>							
Cultural/Entertainment Facilities		0	0	0	0	0	0
Tri-Met Merger		100,000	75,000	0	0	0	175,000
Investigative Work				100,000	50,000	50,000	200,000
<b>TOTAL</b>		<b>4,783,000</b>	<b>5,538,000</b>	<b>6,062,000</b>	<b>6,624,000</b>	<b>7,263,000</b>	<b>30,270,000</b>



METROPOLITAN SERVICE DISTRICT  
TOTAL LOCAL FUNDING REQUIREMENTS

(Current FY 81 level plus new program priorities)

FY 81 Budget And Work Program		82	83	84	85	86	TOTAL
<b>I. CURRENT FUNCTIONS</b>							
Air Quality	Planning, adopt control measures	0	0	0	0	0	0
Transportation	Program & project planning, distribute funding, technical assist., adopt plan	0	0	0	0	0	0
Goals & Objectives	Develop approach	71,000	73,000	26,000	29,000	32,000	231,000
Plan Review/Coord.	Review/coordination	34,000	35,000	36,000	37,000	38,000	180,000
Land Use		49,000	58,000	73,000	78,000	84,000	342,000
Economic Development	Planning	158,000	165,000	122,000	130,000	138,000	713,000
Housing	Planning	66,000	65,000	75,000	85,000	75,000	366,000
	Finance & implementation	25,000	55,000	55,000	55,000	50,000	240,000
Criminal Justice & Public Safety	Planning, distribute funding	24,000	27,000	40,000	44,000	49,000	184,000
911 System	Coordination	10,000	11,000	12,000	13,000	14,000	60,000
Sewers	Planning, capital improvements program	11,000	63,000	70,000	79,000	87,000	310,000
Drainage	Establish funding mechanism, planning construction operations	167,000	157,000	142,000	129,000	115,000	710,000
Water Supply	Planning, capital improvements program	22,000	24,000	27,000	30,000	33,000	136,000
Energy	Planning	76,000	84,000	95,000	105,000	113,000	473,000
<b>II. GENERAL GOVERNMENT &amp; SUPPORT SERVICES</b>							
Council		30,000	34,000	39,000	44,000	50,000	197,000
Executive Mgt.							
Executive Office		84,000	94,000	105,000	118,000	132,000	533,000
Public Information		0	0	0	0	0	0
Local Government & Citizen Inv.		111,000	124,000	139,000	156,000	174,000	704,000
Management Svs.		0	0	0	0	0	0
<b>III. NEW FUNCTIONS</b>							
Parks & Recreation		0	25,000	0	0	0	25,000
Boundaries		75,000	84,000	94,000	105,000	118,000	476,000
Disaster Preparedness		0	11,000	12,000	13,000	14,000	50,000
<b>IV. STUDIES</b>							
Cultural/Entertainment Facilities		0	0	0	0	0	0
Tri-Met Merger		100,000	75,000	0	0	0	175,000
Investigative Work				100,000	50,000	50,000	200,000
<b>TOTAL</b>		<b>1,113,000</b>	<b>1,264,000</b>	<b>1,262,000</b>	<b>1,300,000</b>	<b>1,366,000</b>	<b>6,305,000</b>

METROPOLITAN SERVICE DISTRICT  
LOCAL FUNDING REQUIREMENTS  
FOR  
NEW PROGRAM PRIORITIES

(Local funding requirements above current FY 81 Level)

FY 81 Budget And Work Program		82	83	84	85	86	TOTAL
<b>I. CURRENT FUNCTIONS</b>							
Air Quality	Planning, adopt control measures	0	0	0	0	0	0
Transportation	Program & project planning, distribute funding, technical assist., adopt plan	0	0	0	0	0	0
Goals & Objectives	Develop approach	50,000	50,000	0	0	0	100,000
Plan Review/Coord.	Review/coordination	25,000	25,000	25,000	25,000	25,000	125,000
Land Use		10,000	15,000	25,000	25,000	30,000	105,000
Economic Development	Planning	100,000	100,000	50,000	50,000	50,000	350,000
Housing	Planning Finance & implementation	30,000 25,000	25,000 55,000	35,000 55,000	35,000 50,000	20,000 50,000	145,000 235,000
Criminal Justice & Public Safety	Planning, distribute funding	0	0	10,000	12,000	14,000	36,000
911 System	Coordination	10,000	11,000	12,000	13,000	14,000	60,000
Sewers	Planning, capital improvements program	0	50,000	56,000	63,000	70,000	239,000
Drainage	Establish funding mechanism, planning construction operations	131,000	117,000	98,000	79,000	60,000	485,000
Water Supply	Planning, capital improvements program	0	0	0	0	0	0
Energy	Planning	50,000	56,000	63,000	70,000	79,000	318,000
<b>II. GENERAL GOVERNMENT &amp; SUPPORT SERVICES</b>							
Council		0	0	0	0	0	0
Executive Mgt.		0	0	0	0	0	0
Management Svs.		0	0	0	0	0	0
<b>III. NEW FUNCTIONS</b>							
Parks & Recreation		0	25,000	0	0	0	25,000
Boundaries		75,000	84,000	94,000	105,000	118,000	476,000
Disaster Preparedness		0	11,000	12,000	13,000	14,000	50,000
<b>IV. STUDIES</b>							
Cultural/Entertainment Facilities		0	0	0	0	0	0
Tri-Met Merger		100,000	75,000	0	0	0	175,000
Investigative Work				100,000	50,000	50,000	200,000
<b>TOTAL</b>		<b>606,000</b>	<b>699,000</b>	<b>635,000</b>	<b>590,000</b>	<b>594,000</b>	<b>3,124,000</b>

## Appendix C

### TERMS USED IN THE OPERATIONAL PLAN

**Planning:** Data collection and analysis, formulation of alternatives, policy development, coordination of policy development, monitoring, impacts assessment setting standards, priority setting.

**Coordination:** Bringing into common action or order through conflict resolution, communication and liaison.

**Review:** Monitoring (a coordination tool).

**Technical Assistance:** Direct staff aid.

**Operations:** Direct provision of a service or program to a constituent group.

**Construction/Maintenance:** Building and/or maintaining facilities.

**Regulation:** Direct policy enforcement.

**Funding:** Development and allocation of financial resources.

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

TO: Regional Planning Committee  
FROM: Executive Officer  
SUBJECT: Appointment of Members to the Water Resources Policy  
Advisory Committee (WRPAC)

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Appoint the following representatives  
as members of Metro's WRPAC.

1. Public Officials (appointed by respective agency)

Clackamas County	David J. Abraham ✓
Multnomah County	Oliver J. Domreis ✓
Washington County	Gary Krahmer ✓
City of Portland	Fred Whitfield ✓
Port of Portland	Bill Bach ✓
U.S. Army Corps of Engineers	Susan Bailey ✓
Oregon Water Resources Dept.	Steven C. Brutsher ✓
Oregon Dept. of Fish and Wildlife	(Vacant) ✓ IRV JONES
Oregon Dept. of Environmental Quality	Robert Gilbert ✓
U.S. Environmental Protection Agency	(Vacant) —
Clark County Regional Planning Council	(Vacant) —

2. Special Districts and Cities at Large (appointed by  
Metro Council)

Soil and Water Conservation Districts	Neal R. Thompson ✓
Sanitary Districts	Arnold T. Sandwick ✓ (Oak Lodge Sanitary District)
Water Districts	George Phoenix ✓ (Hazelwood Water District)
Cities in Multnomah County	W.E. Cameron ✓ (Gresham)
Cities in Washington County	(Vacant)
Cities in Clackamas County	(Vacant)

\$500,000 per year  
600,000  
Drainage mgf.

3. Special Interest Groups (appointed by Metro Council)
  - a. Environmental Organizations (3)
    - . Izaak Walton League -- William E. Bullard, Jr. ✓
    - . Western Environmental Trade Assoc. -- David Clark ✓
    - . The Nature Conservancy & Oregon Environmental Council -- Thomas G. Giese ✓
  - b. Water Recreation Organization (1) (Vacant)
  - c. Economic Interest Groups
    - . Construction Industry (Vacant)
    - . Home Builders Association -- Mike Robinson ✓
    - . Water Recreation Industry (Vacant)
    - . Portland General Electric (Vacant)

4. Citizens at Large (3) (appointed by Metro Council)
 

Washington County Clackamas County	James A. Sullivan ✓ Beth Blunt ✓ (League of Women Voters) (Vacant) ✓
Multnomah County	

- B. POLICY IMPACT: Appointment of these representatives to the WRPAC will provide communication between the various jurisdictions and comply with federal regulations pertaining to advisory groups as specified in 40CFR, Part 25.7(c).
- C. BUDGET IMPACT: This action will not have any impact on Metro's budget.

**II. ANALYSIS:**

- A. BACKGROUND: The purpose of the WRPAC is to advise the Metro staff and Council on technical and policy matters relating to Water Resources Management, including such elements as: Water Quality, Sewerage, Urban Drainage and Flood Control, Floodplain Management, Water Supply, Navigation, Fish and Wildlife Enhancement, Regional Harbor and Port Development, Water-Oriented Recreation, and Riverbank and Channel Stabilization to the extent authorized by State law, A-95 Review Guidelines or the Metro Council.

Specific responsibilities include:

1. Providing guidelines to the staff in the conduct of Metro's Water Resources Planning Program.

MSD COUNCIL  
ROLL CALL ROSTER



AGENDA ITEM

MEETING DATE

Roll Call

7/24/80

	<u>AYE</u>	<u>NAY</u>
<u>DISTRICT 5</u> Jack Deines	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 6</u> Jane Rhodes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 7</u> Betty Schedeen	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 8</u> Ernie Bonner	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 9</u> Cindy Banzer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 10</u> Gene Peterson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 12</u> Mike Burton	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 1</u> Donna Stuhr	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>DISTRICT 2</u> Charles Williamson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 3</u> Craig Berkman	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 4</u> Corky Kirkpatrick	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 11</u> Marge Kafoury	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TOTAL	<input type="checkbox"/>	<input type="checkbox"/>

MSD COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

\*1 5, 2

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Table

7/24/80

	<u>AYE</u>	<u>NAY</u>
<u>DISTRICT 7</u> Betty Schedeen	✓	
<u>DISTRICT 8</u> Ernie Bonner		✓
<u>DISTRICT 9</u> Cindy Banzer	✓	
<u>DISTRICT 10</u> Gene Peterson	✓	
<u>DISTRICT 12</u> Mike Burton	✓	
<u>DISTRICT 1</u> Donna Stuhr		
<u>DISTRICT 2</u> Charles Williamson		✓
<u>DISTRICT 3</u> Craig Berkman		✓
<u>DISTRICT 4</u> Corky Kirkpatrick		✓
<u>DISTRICT 5</u> Jack Deines	✓	
<u>DISTRICT 6</u> Jane Rhodes	✓	
<u>DISTRICT 11</u> Marge Kafoury		✓
TOTAL	6	5

MSD COUNCIL  
ROLL CALL ROSTER

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AGENDA ITEM

MEETING DATE

\*2

Withdrawn

7/24/80

	<u>AYE</u>	<u>NAY</u>
<u>DISTRICT 9</u> Cindy Banzer	_____	_____
<u>DISTRICT 10</u> Gene Peterson	_____	_____
<u>DISTRICT 12</u> Mike Burton	_____	_____
<u>DISTRICT 1</u> Donna Stuhr	_____	_____
<u>DISTRICT 2</u> Charles Williamson	_____	_____
<u>DISTRICT 3</u> Craig Berkman	_____	_____
<u>DISTRICT 4</u> Corky Kirkpatrick	_____	_____
<u>DISTRICT 5</u> Jack Deines	_____	_____
<u>DISTRICT 6</u> Jane Rhodes	_____	_____
<u>DISTRICT 7</u> Betty Schedeen	_____	_____
<u>DISTRICT 8</u> Ernie Bonner	_____	_____
<u>DISTRICT 11</u> Marge Kafoury	_____	_____
TOTAL	_____	_____



MSD COUNCIL  
ROLL CALL ROSTER

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AGENDA ITEM

MEETING DATE

*63 release of draft for public review  
w/ gp amendment*

7/24/80

AYE

NAY

DISTRICT 10

Gene Peterson

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DISTRICT 12

Mike Burton

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DISTRICT 1

Donna Stuhr

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DISTRICT 2

Charles Williamson

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DISTRICT 3

Craig Berkman

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DISTRICT 4

Corky Kirkpatrick

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DISTRICT 5

Jack Deines

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DISTRICT 6

Jane Rhodes

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DISTRICT 7

Betty Schedeen

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DISTRICT 8

Ernie Bonner

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DISTRICT 9

Cindy Banzer

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DISTRICT 11

Marge Kafoury

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TOTAL

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