



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

A G E N D A

REGULAR COUNCIL MEETING

Date: November 20, 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
 - 4.2 Minutes of September 25, October 2, and October 23, 1980
 - 4.3 Contracts (ERA - Eastside Corridor)
5. RESOLUTIONS
 - 5.1 Resolution No. 80-200, For the Purpose of Endorsing Tri-Met's Five-Year Transit Development Program (TDP) and Amending the Transportation Improvement Program (TIP) (7:35)
 - 5.2 Resolution No. 80-199, For the Purpose of Endorsing an Urban Initiatives Grant Application for Pioneer Square and Amending the Transportation Improvement Program (TIP) (7:55)
 - 5.3 Resolution No. 80-198, For the Purpose of Appointing an Agent of Record for Casualty and Liability Insurance (8:10)
 - 5.4 Resolution No. 80-201, Approving and Authorizing the Position of Solid Waste Public Involvement Coordinator (8:25)
 - 5.5 Resolution No. 80-196, For the Purpose of Recommending a Continuance of the City of Troutdale's Request for Compliance with the LCDC Goals (8:40)

- 5.6 Resolution No. 80-189, For the Purpose of Amending the By-Laws of the Housing Policy Alternatives Committee (8:55)
- 5.7 Resolution No. 80-202, Instructing Staff to Charge "Compacted Rates" for Drop Box Loads Which Have Been Mechanically Processed (9:10)

6. MOTIONS

- 6.1 Ratifying Council appointments to Trustees of Friends of the Washington Park Zoo (9:25)

7. REPORTS

- 7.1 Executive Officer Report (9:35)
- 7.2 Committee Reports (9:45)

8. GENERAL DISCUSSION (10:00)

ADJOURN



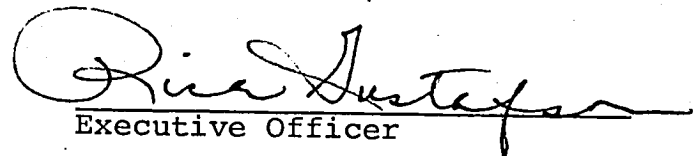
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C O N S E N T A G E N D A

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

Action Requested: Concur in staff findings

4.2 Minutes of September 25, October 2, October 23, 1980

Action Requested: Approve minutes as circulated

4.3 Contracts

Action Requested: Approve execution of contracts

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Environmental Impact Statement, Highway Project - Hillsboro (#810-7)</p> <p><u>Applicant:</u> City of Hillsboro</p> <p><u>Project Summary:</u> Study environmental impacts of projects to alleviate traffic congestion in a section of TV Highway. Two alternatives are proposed. 1) Widen TV Highway between 21st Avenue and Oak Streets to provide continuous left-turn lane; 2) implement a Ninth/Tenth Avenue couplet system between Cedar Street and Baseline Street with continuous left-turn lane on Tenth between Cedar and 21st Avenue. A draft and final environmental impact statement will be prepared as a result of the studies.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$881,500 (DOT, Fed. Highway Admin.)</p>	<p>\$118,500</p>			<p>\$1,000,00</p>

Agenda Item 4.1



METRO

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

MEMORANDUM

Date: November 12, 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:** Skill Training Center Sponsor: Community of Spanish Speaking People of Oregon (COSSPO), #809-6
Applicant: City of Portland, Bureau of Economic Development
Project Summary: This project involves purchase of land and a building by the Bureau of Economic Development. Selection of a specific site will be made after funds have been approved. The building will then be rehabilitated and leased to COSSPO as a skill training center. This center will provide a focus for COSSPO's current activities, which include three training programs funded by CETA, allow them to expand language and pre-vocational skills training and give them the opportunity to develop new programs.
Federal Funds Requested: \$120,000 - Economic Development Administration (EDA) - Because of cost underruns on previous grants, the City is requesting permission to reprogram funds already committed.
Staff Response: Metro received negative comments on both skill center projects (#809-6 and #809-7 below) from the Portland Opportunities Industrialization Center (POIC), a prevocational training agency in northeast Portland. Their concerns were program-specific and not germane to the A-95 Review process. The comments were forwarded to the applicant and funding agency, but since both projects are consistent with local/regional plans and policies, we recommended favorable action.
- 2. Project Title:** Skill Training Center Sponsor: Boilermakers Training Tech, #809-7
Applicant: City of Portland, Bureau of Economic Development
Project Summary: Purchase of land and construction of an addition to an existing building by the City to be leased to the Boilermakers' Union Training Tech. The Boilermakers currently operate a training facility in northwest Portland which is too small to handle their employment capacity. The expanded facility at a site adjacent to their present

location, will consist of five classrooms and adjoining parking lot.

Federal Funds Requested: \$235,000 (EDA) - Because of cost underruns on previous grants, the City is requesting permission to reprogram funds already committed.

Staff Response: (See Staff Response for (1) above.)

3. Project Title: Community Energy Planning Initiative Project, #809-18

Applicant: Washington County Community Action Agency

Project Summary: This project will develop a model energy conservation policy to be included in Washington County's Comprehensive Land Use Plan. The policy will be unique in that it will reflect the energy conservation needs of low-income residents in the County. It is anticipated that the policy will become a model for other counties and the state.

Federal Funds Requested: \$300,000 - Community Services Administration (CSA)

Staff Response: Favorable action.

4. Project Title: Construction of a New Grade School, #809-19

Applicant: Sauvie Island School District #19

Project Summary: Construction of a new Grade School to replace the school destroyed by fire in January 1980, and located at the same location. The school, after completion, will also serve as a community center for the entire island. The proposed new building will utilize passive solar energy and include 19,000 sq. ft. of classroom and related activity spaces.

Federal Funds Requested: \$700,000 - Farmers' Home

Administration (FmHA) - Applicant is requesting a low-interest loan to supplement the fire funds received and the projected bond sale.

Staff Response: Favorable action.

5. Project Title: Interstate Firehouse Cultural Center, #810-3

Applicant: City of Portland, Commissioner of Public Safety

Project Summary: Project to restore and remodel the Interstate Avenue Fire Station (5340 N. Interstate) which will be used as a community center for senior citizen groups, cultural activities and visual and performing arts programs. The building is a Portland historic landmark which opened in 1911 and has basically stood vacant since 1960.

Federal Funds Requested: \$420,000 - Department of Interior, Heritage Conservation and Recreation Service, (HCRS)

Staff Response: Favorable action.

6. Project Title: Comprehensive Community Energy Plan for Inner Southeast Portland, #810-4
Applicant: Portland Action Committees Together, Inc.
Project Summary: Project to conduct a comprehensive energy assessment of inner southeast Portland, including current energy use, extent of energy needs and potential for alternative energy development. The program will be designed to educate the community about these needs and about conservation techniques. It will train residents to conduct energy assessments for homes in southeast Portland and include an alternative energy demonstration project.
Federal Funds Requested: \$30,000 (CSA)
Staff Response: Favorable action.

7. Project Title: Waluga Park Athletic Field Improvements, #810-5
Applicant: City of Lake Oswego
Project Summary: Project includes improvements to existing Little League ball field such as replacing existing outfield fence, adding subsurface drainage system, importing sand/top soil mix, regrading and lawn seeding.
Federal Funds Requested: \$25,000 (HCRS)
Staff Response: Favorable action.

8. Project Title: FY 81 Energy Crisis Intervention Program, #810-6
Applicant: Portland Action Committees Together, Inc.
Project Summary: To assure energy-related support systems are responsive to the needs of the poor. Program will provide energy crisis intervention when other resources are not available and will work with the Public Utilities to get energy for low-income communities. The program will also encourage self-help community projects.
Federal Funds Requested: \$40,000 (CSA)
Staff Response: Favorable action.

LZ/gl
1063B/182

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

September 25, 1980

Councilors in Attendance

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

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Andrew Jordan
Jill Hinkley
Caryl Waters
Paula Godwin
Isaac Regenstreif
John LaRiviere
Sonnie Russill
Michael Holstun
Pat Oldham
Marilyn Holstrom
Mel Huie
Walter Monasch
Michael Butts
Judy Bieberle
Jim Sitzman
Warren Iliff
Tom Miller
Cynthia Wichmann

Others in Attendance

Melvyn P. Friendly
Terry Oliveri
Donald L. Lamb
Bruce Etlinger
Phil Adamsak
Michael Alesko
Beth Blunt
Bob Blunt
George A. Hubel
Ken McFarling
Bob Weil
Ray Polani
Henry Kane
Don McIntire
Douglas R. Allen
Richard C. Levy
Brenda Gates-Monasch
Paul Bay
U.D. Caramella
Donna Stuhr
Tom Dennehy
Winston Kurth
Linda-Cristal Johnson
Jim McCreight
James Corbett
Gene Manning
Al Meyer
Rick Daniels

CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Presiding Officer Kafoury at 5:45 p.m. in the Council Chamber, 527 S.W. Hall Street, Portland, Oregon 97201.

SELECTION AND APPOINTMENT OF DISTRICT I COUNCILOR

Presiding Officer Kafoury announced that eight persons had applied for the vacancy and described the process by which the successful candidate would be selected. Each candidate would be given three minutes to address the Council and an opportunity to respond to questions from Councilors. The following candidates were heard and questioned: Mr. James S. Corbett; Mr. Melvyn C. Friendly; Ms. Linda-Cristal Johnson; Mr. Donald L. Lamb; Mr. Jim McCreight; Mr. Bob Oleson; and Mr. Anthony L. Oliveri.

Presiding Officer Kafoury reported that an eighth candidate, Ms. Jill Tanner, had withdrawn. It was explained that voting would be by written ballot and would continue until one candidate received the votes of a majority of the Council (i.e., seven votes), with those receiving no votes or the least number of votes on each ballot being dropped from subsequent ballots.

On the first ballot, each Councilor was asked to vote for one or two candidates. Results were as follows: Corbett-1; Lamb-1; McCreight-1; Oleson-8; Oliveri-5. Mr. Friendly and Ms. Johnson were removed from the ballot.

The second ballot was taken, each Councilor being asked to vote for one candidate. Results were: Corbett-1; McCreight-1; Oleson-5; Oliveri-3. Messrs. Lamb, Corbett, and McCreight were removed from the ballot.

The third ballot was taken, each Councilor being asked to vote for one candidate. Results were: Oleson-7; Oliveri-3. Since Mr. Oleson received the requisite number of votes, he was declared to be the appointee to the District 1 seat on the Council.

A recess was declared.

After declaration of a quorum, the meeting was reconvened at 7:45 p.m.

The Clerk administered the Oath of Office to Mr. Bob Oleson and he was seated as Councilor representing District 1.

1. INTRODUCTIONS

There were no introductions at this meeting.

2. WRITTEN COMMUNICATIONS TO COUNCIL

Presiding Officer Kafoury announced that several communications had

been received concerning recycling centers, and that they would be copied and distributed to Councilors.

3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

Mr. Don McIntire, 929 S.E. Phoebe Court, Gresham, addressed the Council in his capacity as nominal chairman of the Up the Creek Committee. He suggested that the Council repeal the ordinance establishing the Johnson Creek L.I.D. before the petition signatures are validated, and establish a service district instead. He felt that a service district election would be less expensive because a much smaller area would be involved in the voting.

Mr. Gustafson responded that the Secretary of State had informed him that once the signatures were turned in, control of the ordinance was lost by the governing body.

Mr. Jordan explained the legal precedents, concluding that an attempt to repeal the ordinance would make the Council subject to litigation.

Mr. Tom Dennehy quoted from one of the cases cited by Mr. Jordan.

Members of the Council discussed the issue with Mr. McIntire, who challenged the cost estimates for the election.

Mr. Gene Manning, Executive Advisor of the Up the Creek Committee, asserted that the total election costs to the taxpayer would not be significantly affected by referral of the ordinance, since the Metro expenditure would lessen the costs to other jurisdictions with issues on the ballot.

Mr. Gustafson pointed out that if the Metro election is the only issue on the ballot in a district it would be a direct cost to the taxpayer, as those precincts would not otherwise be open. He described the basis on which cost estimates were made and reported on the status of Metro actions with regard to the election.

4. CONSENT AGENDA

Coun. Kirkpatrick moved, seconded by Coun. Schedeen, that the Consent Agenda be approved as distributed. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

5. ORDINANCES

5.1 PUBLIC HEARING on Ordinance No. 80-102, For the Purpose of Adopting and Implementing a Regional Waste Treatment Management Plan and Amending Chapter 3.04 of the Metro Code

Coun. Williamson moved, seconded by Coun. Kirkpatrick, that Ord. No. 80-102 be adopted.

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ord. No. 80-102 for the first time by title only.

Coun. Williamson explained that this Ordinance re-adopts the CRAG Regional Waste Treatment Plan, updated and slightly revised. He reminded Council that this action is required annually in order to maintain eligibility for "Section 208" funds, and reported that the Regional Planning Committee recommended adoption.

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

Coun. Peterson asked whether the Plan was acceptable to the east Multnomah County communities, in particular Troutdale and Gresham. Mr. LaRiviere explained that their concerns would be addressed in the near future and that further revisions could be made at that time.

5.2 PUBLIC HEARING on Ordinance No. 80-103, For the Purpose of Regulating the Execution of Public Contracts

Coun. Deines moved, seconded by Coun. Kirkpatrick, that Ord. No. 80-103 be adopted.

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ord. No. 80-103 for the first time by title only.

Coun. Deines described prior practice with regard to contracts and outlined the provisions of the Ordinance. He explained that the Coordinating Committee had adjusted the amount to \$50,000 from the figure proposed by staff, and had agreed to recommend adoption.

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

5.3 Reconsideration of or Amendment to Ordinance No. 80-98, An Ordinance Adopting Housing Goals and Objectives and Providing for the Implementation Thereof

Coun. Banzer moved, seconded by Coun. Schedeen, that Ord. No. 80-104, An Ordinance Amending Housing Goals and Objectives, be adopted.

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ord. No. 80-104 for the first time by title only.

Coun. Deines, who introduced the Ordinance, explained that its adoption would restore to the Housing Goals and Objectives the language adopted by the Regional Planning Committee with regard to Goal 22, Fair Housing. He felt that the language adopted by Council would cause considerable difficulty for local constituencies, and that it conferred secondary status on persons not falling within the categories listed.

The public hearing was opened.

Mr. George Hubel, 904 S.E. 69th, Portland, supported the ordinance. He felt there were basic problems with the language that had been

inserted into Goal 22, particularly with regard to sexual preference, and that moral codes should not be mandated by law.

There being no other persons who wished to testify on this matter, the public hearing was closed.

Coun. Rhodes announced her intention to support the ordinance.

6. RESOLUTIONS

6.1 Resolution No. 80-180, For the Purpose of Recommending a Continuance of the City of Wood Village's Request for Acknowledgment of Compliance with the LCDC Goals

Coun. Schedeen moved, seconded by Coun. Williamson, that Res. No. 80-180 be adopted.

Mr. Butts summarized the staff report, outlining those areas in which deficiencies existed.

Coun. Williamson reported that representatives of the City of Wood Village had concurred with the staff recommendations.

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

6.2 Resolution No. 80-181, For the Purpose of Recommending a Continuance of the City of Gresham's Request for Acknowledgment of Compliance with the LCDC Goals

Coun. Schedeen moved, seconded by Coun. Williamson, that Res. No. 80-181 be adopted.

Coun. Schedeen reported that, as anticipated, Gresham had met the deficiencies which had been the basis for recommending continuance, and moved, seconded by Coun. Williamson, to amend Res. No. 80-181 as follows:

- a) that the title be changed by substituting the words "an Acceptance" for the words "a Continuance."
- b) that the words "now therefore" be substituted for the final word "and" in the fifth paragraph, and that the sixth paragraph be deleted.
- c) that Item No. 1 be rewritten to read as follows: "That the Metro Council recommends to LCDC that Gresham's request for compliance acknowledgment be approved."

Coun. Schedeen introduced Mr. Al Meyer, Mayor of Gresham, and Mr. Rick Daniels, Gresham's Planning Director.

A vote was taken on the motion to amend Res. No. 80-181. All Councilors present voting aye, the motion carried.

Following discussion, a vote was taken on the motion to adopt Res. No. 80-181 as amended. All Councilors present voting aye, the motion carried.

6.3 Resolution No. 80-182, For the Purpose of Adopting a Five Year Operational Plan

Coun. Deines moved, seconded by Coun. Rhodes, that Res. No. 80-182 be adopted.

Coun. Rhodes called attention to Attachment B, which listed proposed amendments to the Five Year Operational Plan, and moved, seconded by Coun. Deines, to amend the Plan accordingly. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

Ms. Brenda Gates-Monasch expressed general support for the Plan.

A vote was taken on the motion to adopt Res. No. 80-182. Coun. Burton voted no; all other Councilors present voting aye, the motion carried.

6.4 Resolution No. 80-183, For the Purpose of Establishing Hydrocarbon Reduction Targets for Oregon Portions of Portland/Vancouver SMSA

Coun. Williamson moved, seconded by Coun. Kirkpatrick, that Res. No. 80-183 be adopted. It was the consensus of the Council to place this item at the bottom of the agenda.

There was a brief recess, during which Coun. Berkman left the meeting.

6.5 Resolution No. 80-175, For the Purpose of Refining the Corridor Improvement Strategy in the McLoughlin Blvd. Corridor

Coun. Williamson moved, seconded by Coun. Kirkpatrick, that Res. No. 80-175 be adopted.

Coun. Burton asked whether the investment of funds to provide bus lanes over the near term would represent a commitment that could jeopardize the later development of a light rail system. Mr. Cotugno responded, discussing details of the engineering planning and explaining that the purpose of the resolution was to broaden the scope of the project in order to accommodate a wider range of potential solutions to the problems of McLoughlin Blvd.

Mr. Douglas Allen, 2247 S.E. 51st Ave., Portland, questioned the validity of portions of the staff report and suggested that a cost-benefit study was necessary before funds are committed to the project.

Mr. Gustafson discussed a demonstration study on light rail which he had done in 1974, concluding that the prospects of light rail are more encouraging now and emphasizing that adoption of the resolution would keep open the option of implementing a light rail system whenever it becomes feasible. He added that the resolution did not commit

funds to any specific approach, but rather provided ODOT more flexibility in considering alternatives.

There was discussion of the degree of commitment to light rail.

Mr. Ray Polani, 2717 S.W. Spring Garden St., Portland, addressed the Council in his capacity as chairman of Citizens for Better Transit. He enumerated details of the strategy which caused concern, stressing the importance of providing for later convertibility to light rail.

Mr. Ken McFarling, 7417 S.E. 20th, felt that light rail is a viable alternative at present, given his belief that even with a relatively low ridership it would be cheaper than buses.

Following discussion, a vote was taken on the motion. Coun. Burton voted no; all other Councilors present voting aye, the motion carried.

6.6 Resolution No. 80-184, For the Purpose of Reallocating Interstate Transfer Funds from the Highway 212 East Reserve and the I-505 City Reserve

Coun. Williamson moved, seconded by Coun. Kirkpatrick, that Res. No. 80-184 be adopted. Coun. Williamson explained that the Regional Planning Committee had not taken a position on this matter; however, JPACT recommended approval.

Mr. Winston Kurth, representing Clackamas County Department of Environmental Services, reported that the Clackamas County Board of Commissioners, in their resolution no. 80-17-63, supported the reallocation of State Highway 212 money and urged adoption of this resolution.

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

6.7 Resolution No. 80-185, For the Purpose of Authorizing Federal Funds for Projects Involved in the McLoughlin Blvd. Corridor Improvement Strategy

Coun. Williamson moved, seconded by Coun. Deines, that Res. No. 80-185 be adopted.

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

6.8 Resolution No. 80-186, For the Purpose of Adopting the FY 1981-84 Transportation Improvement Program and the FY 1981 Annual Element

Coun. Williamson moved, seconded by Coun. Schedeen, that Res. No. 80-186 be adopted.

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

6.9 Resolution No. 80-187, For the Purpose of Establishing a Reporting Relationship Between Council Appointed Task Forces and Council Substantive Committees

Coun. Deines moved, seconded by Coun. Rhodes, that Res. No. 80-187 be adopted.

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

7. MOTIONS

7.1 Appointment of Members to Fill Vacancies on WRPAC

Coun. Williamson moved, seconded by Coun. Peterson, that appointment of Eleanor Adelman, Bruce Warner, Peter Harvey, Michael Grant, Robert M. Lee, and Dee Patrick to the Water Resources Policy Alternatives Committee be ratified.

Mr. LaRiviere described the process by which potential members were selected.

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

Coun. Deines left the meeting.

7.2 Approval of Agreement with Friends of the Washington Park Zoo

Coun. Rhodes moved, seconded by Coun. Kirkpatrick, that the contract with Friends of the Washington Park Zoo be approved. Coun. Rhodes reported that the contract had been approved by both the Services and Coordinating Committees, and was also acceptable to the Friends of the Zoo.

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

Appointment to SWPAC

Coun. Rhodes moved, seconded by Coun. Peterson, that Shirley Coffin and Warren Rosenfeld be appointed to SWPAC. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

6.4 Resolution No. 80-183, For the Purpose of Establishing Hydrocarbon Reduction Targets for Oregon Portions of Portland/Vancouver SMSA

Council was reminded that a motion had been made to adopt this resolution. Following discussion, a vote was taken on the motion. All Councilors present voting aye, the motion carried.

S.E. Recycling Site

Coun. Rhodes moved, seconded by Coun. Banzer, that Council support the selection of the 39th and Powell location as the site for the southeast recycling center. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

Writ of Mandamus and Notice of Election

Executive Officer Gustafson reported that a writ of mandamus was being filed against Mr. Radakovich and Multnomah County in an attempt to put the referral of the Johnsons Creek L.I.D. on the November ballot. He asked Council to ratify that action.

Mr. Jordan explained the process in detail.

Coun. Banzer moved, seconded by Coun. Rhodes, that the Council ratify the filing of a writ of mandamus against Mr. Radakovich. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

Coun. Banzer moved, seconded by Coun. Kirkpatrick, that the Council ratify the filing of a notice of election with Multnomah County. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

9. REPORTS

Executive Officer Report - Mr. Gustafson's report covered the following topics:

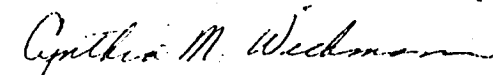
- 1) Building expansion is proceeding well.
- 2) Metro won third place in the city-wide softball tournament.
- 3) The tax base is gaining endorsements from several organizations.

Presiding Officer Kafoury asked for ratification of her appointment of Bob Oleson to the Regional Planning Committee.

Coun. Kirkpatrick moved, seconded by Coun. Schedeen, that Council ratify the appointment of Bob Oleson to the Regional Planning Committee. A vote was taken on the motion. Coun. Oleson abstained; all other Councilors present voting aye, the motion carried.

There being no further business, the meeting was thereupon adjourned.

Respectfully submitted,


Cynthia M. Wichmann
Clerk of the Council

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

October 2, 1980

Councilors in Attendance

Vice Presiding Officer Jack Deines
Coun. Mike Burton
Coun. Bob Oleson
Coun. Charles Williamson
Coun. Craig Berkman
Coun. Corky Kirkpatrick
Coun. Jane Rhodes
Coun. Betty Schedeen
Coun. Ernie Bonner
Coun. Cindy Banzer

Others in Attendance

Ken Bunker
Bob Weil
Jon Frewing

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Denton Kent
Mike Holstun
Andrew Cotugno
Andrew Jordan
Denton Kent
Caryl Waters
Paula Godwin
Marilyn Holstrom
Isaac Regenstreif
Wayne Coppel
Jim Sitzman
Walter Monasch
Cynthia Wichmann

CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Vice Presiding Officer Deines at 7:35 p.m. in the Council Chamber, 527 S.W. Hall St., 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.

2. CONSENT AGENDA

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

3. ORDINANCES

3.1 Ordinance No. 80-102, For the Purpose of Adopting and Implementing a Regional Waste Treatment Management Plan and Amending Chapter 3.04 of the Metro Code ("208" Waste Water Plan) (Second Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ord. No. 80-102 for the second time by title only.

Coun. Rhodes mentioned that the Gresham Tri-City Sewer Consortium report indicated that it was more economically feasible for sewerage to be processed at several small local plants rather than one large plant. Mr. Kent elaborated on the report, commenting that when all factors were considered the results were inconclusive. He added that it was being recommended to WRPAC that the Sewer Consortium's work be endorsed as in accord with the "208" Plan, subject to agreement of Council.

At the request of Coun. Bonner, Messrs. Monasch and Kent described the composition and workings of WRPAC.

There was a vote on the motion to adopt Ord. No. 80-102. All Councilors present voting aye, the motion carried.

3.2 Ordinance No. 80-103, For the Purpose of Regulating the Execution of Public Contracts (Second Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ord. No. 80-103 for the second time by title only.

Following discussion, a vote was taken on the motion to adopt Ord. No. 80-103. Couns. Bonner and Rhodes voted no; all other Councilors present voting aye, the motion carried.

3.3 Ordinance No. 80-104, An Ordinance Amending Housing Goals and Objectives (Second Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ord. No. 80-103 for the second time by title only.

It was noted that this ordinance had been introduced by Coun. Deines rather than Coun. Banzer.

A vote was taken on the motion to adopt Ord. No. 80-104. All Councilors present voting aye, the motion carried.

Johnson Creek

Couns. Banzer and Schedeen introduced an unnumbered resolution "For the Purpose of Deferring Any Further Action on the Johnson Creek Local Improvement District Until Approved by the Voters."

Coun. Banzer outlined the provisions of the proposed resolution and discussed the importance of Council dealing with this issue. Coun. Banzer moved, seconded by Coun. Schedeen, that the resolution be adopted.

Coun. Schedeen expressed her conviction that the proposed action was necessary in order to counteract inaccurate statements being made by the press and to reassure the residents of the flood basin that there would be no assessments until there had been an opportunity to vote on the issue.

Coun. Berkman asked whether the resolution might have the effect of suggesting that Metro was backing away from finding a solution to the Johnson Creek problem. He also felt that a popular vote would be irrelevant, since it was of questionable legality and would involve the entire Metro area. He urged that the L.I.D. not be jettisoned until a realistic alternative approach was found.

Coun. Burton felt that since the assessment had already been tabled and the Council had supported the referendum, the only immediate effect of the resolution was to direct the Regional Services Committee to search for alternatives. He was also concerned about possible ramifications should it be determined that a popular vote of any kind on this issue was not legally binding.

Coun. Kirkpatrick opposed the motion, remarking that the issue was not particularly clear cut and stressing the importance of standing by decisions.

Coun. Williamson felt the resolution was unnecessary, since the Council as a whole supported the concept of a vote. He thought some provisions of the resolution could be overly restrictive.

Coun. Rhodes suggested that the resolution be referred to the Regional

Metro Council
Minutes of October 2, 1980

Services Committee. She emphasized the importance of Council not hamstringing itself with regard to future undertakings such as the gathering of public information.

Couns. Schedeen and Banzer withdrew their second and motion.

Coun. Berkman suggested that it might be useful to prepare a detailed summary of Metro actions throughout the history of the Johnson Creek project and to communicate with the wider public on this issue. He stressed the importance, however, of refocusing the attention of the region on the benefits to be derived from the tax base.

Commenting that he felt it had not been made clear that there would be no assessment without a popular vote, Coun. Bonner moved, seconded by Coun. Schedeen, that the Metropolitan Service District shall not assess one nickel against any property owner in the Johnson Creek basin until there has been a vote taken on the issue.

Coun. Banzer moved, seconded by Coun. Schedeen, that the words "assess one nickel" be replaced with the words "make any assessments." A vote was taken on the motion to amend. Couns. Kirkpatrick and Bonner voted no; all other Councilors present voting aye, the motion carried.

Discussion of the motion as amended focused on 1) the possible legal difficulties involved in submitting the issue to the public, including whether the remonstrance process constituted a vote; 2) how a vote might be financed; 3) the deleterious effect that the precedent of forming a service district would have on Metro's involvement in formulating and implementing a regional drainage plan; and 4) possible actions on the part of the Legislature which could affect this particular issue.

Following discussion, a vote was taken on the motion. Voting aye were Couns. Deines, Schedeen, Bonner, Banzer, and Oleson; voting no were Couns. Kirkpatrick, Rhodes, Burton, Williamson, and Berkman. The motion failed.

Coun. Rhodes suggested that it would be appropriate to rescind the motion of Sept. 25, 1980, instructing General Counsel Jordan to take legal action in pursuit of placing the Johnson Creek referendum on the November ballot.

Executive Officer Gustafson explained that since the General Counsel's legal opinion was that the matter could not be submitted for a legally binding vote, it would be inconsistent for Metro to appear in court to argue for a November election.

Coun. Schedeen moved, seconded by Coun. Rhodes, that the General Counsel be directed not to pursue the issue of a November 4 ballot election for the Johnson Creek L.I.D.

Coun. Oleson left the meeting.

Coun. Burton suggested that pursuing the action could provide clarification of the legal question, pointing out that if there was a finding that the L.I.D. could be referred, a February election would be much more costly than the November election.

Coun. Berkman saw pursuit of the action as a symbol of Metro's commitment to a public vote; he pointed to the value of having an advisory vote even if it were not legally binding.

Coun. Williamson expressed concern about the substantial expenditure connected with a possible February ballot, versus taking advantage of the November election.

Coun. Banzer supported putting the issue on the November ballot but echoed the concerns about the costliness of a special election.

Coun. Bonner opposed the motion, calling for a popular vote as soon as possible at the least possible expense.

Mr. Jordan emphasized that the only issue being argued before the court the following day was whether the referendum could be placed on the November ballot. He explained that if the court ruled against the November ballot, the County would automatically place the referendum on the February ballot, necessitating further legal challenge. In the meantime, the State Attorney General had yet to comment on the question of the legality of submitting the matter to a public vote.

Coun. Rhodes urged support of the motion.

Coun. Deines reminded Council that a negative vote would result in Mr. Jordan appearing in court the following day.

A vote was taken on the motion. Couns. Rhodes, Kirkpatrick, and Deines voted aye; all other Councilors present voting no, the motion failed.

There was a brief recess, during which Couns. Berkman and Burton left the meeting.

4. GENERAL DISCUSSION

4.2 Regional Transportation Plan

Mr. Cotugno and Coun. Bonner reported on the current status of the Regional Transportation Plan, explaining that it was desirable to extend the schedule for some months in order to explore a number of issues more deeply. These include: 1) What should the transit system look like in terms of size, ridership, physical layout and cost? 2) How important is carpooling, and what kinds of programs would best promote it? (This involves consideration of air quality, vehicle inspection, and other industrial or vehicular controls.) 3) What are the financial implications of the plan for the highway system? 4) Does the RTP actually meet the objectives it lays out?

Metro Council
Minutes of October 2, 1980

Mr. Jon Frewing felt that the major policy issue was the extent to which land use policy would become involved in solving transportation problems. He called attention to the frequency with which cities allowed development that is incompatible with longstanding transportation plans.

Several members of the Council expressed interest in exploring the possibility of coordinating transportation planning with land use and development. It was suggested that the Regional Planning Committee might be an appropriate mechanism for providing such coordination.

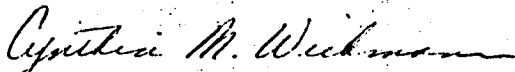
Council was reminded of the joint RPC/JPACT meeting on October 13, to take public testimony on the second draft of the Regional Transportation Plan. It was announced that the meeting of October 15 had been cancelled.

4.1 Legislative Concerns

Mr. Regenstreif guided the Council through a continuation of their discussion of legislative concerns, as outlined in the materials distributed at the Council Retreat on September 28.

There being no further business, the meeting thereupon adjourned.

Respectfully submitted,



Cynthia M. Wichmann
Clark of the Council

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

October 23, 1980

Councilors In Attendance

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

Others In Attendance

Beth Blunt
Bob Blunt
Dudley Biggs
Bob WEil
Ardis Stevenson
Tom VanderZanden
Scott Parker
Phil Adamsak
Dale Herman
Joseph Voboril
Larry Derr
Robert Schumacher

In Attendance

Executive Officer Rick Gustafson

Staff In Attendance

Denton Kent
Jim Sitzman
Jill Hinckley
Tom O'Connor
Leigh Zimmermann
Merle Irvine
Andrew Cotugno
Andrew Jordan
Paula Godwin
Wayne Coppel
Michele Wilder
Jack Bails
Michael Holstun
Sonnie Russill
Jennifer Sims
Charlie Shell
Peg Henwood
Berta Delman
Mike Saba
Cynthia Wichmann

Metro Council
Minutes of October 23, 1980

CALL TO ORDER

It having been ascertained that a quorum was present, the meeting was called to order by Presiding Officer Kafoury at 7:40 p.m. in the Council Chamber, 527 S.W. Hall St., Portland, Oregon 97201.

1. INTRODUCTIONS

There were no introductions.

2. WRITTEN COMMUNICATIONS TO COUNCIL

Presiding Officer Kafoury reported that the following had been received: (1) a letter from Mr. Burton Weast concerning Agenda Item 6.2; (2) a letter of congratulation on the appointment of Mr. Oleson as District 1 Councilor; and (3) responses from some members of Oregon's Congressional delegation to Metro's letter concerning the Cleveland amendment.

Coun. Rhodes added that she had received a letter from the Portland Board of Education soliciting participation on a committee to deal with school closures, which she intended to decline on behalf of Metro.

3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

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

4. CONSENT AGENDA

Coun. Deines moved, seconded by Coun. Rhodes, that the Consent Agenda be approved as distributed.

Mr. Gustafson asked that the Council be aware of the significance of the energy sales agreement with Publishers Paper Co. as being pivotal to the success of both the resource recovery project and the attainment of goals contained in the Proposed Waste Reduction Plan. He summarized the provisions of the agreement and outlined the project schedule for coming months.

Coun. Berkman complimented Mr. Gustafson and the staff, particularly Messrs. Jackson and Kent, on their success in completing a difficult series of negotiations. He commended Publishers Paper Co. as well, citing the project as providing ample demonstration of the sorts of concrete benefits to be derived from the existence of a regional government such as Metro.

Coun. Deines moved, seconded by Coun. Schedeen, that the Beaverton Recycling Center contract be removed from the Consent Agenda for separate consideration. All Councilors present voting aye, the motion carried.

Coun. Deines asked how tightly the contract bound Metro to the project and to the site. Mr. Jordan explained that the only liability

presently accruing to Metro was the \$800 already invested by Rose City Pre-Cut Buildings, and that Metro had the option to terminate. Mr. Kent added that the purpose of the contract was to fix the cost of the project.

A vote was taken on the motion to approve the Consent Agenda with the exception of the deleted item. All Councilors present voting aye, the motion carried.

Coun. Deines moved, seconded by Coun. Schedeen, that the Beaverton Recycling Center site construction contract with Rose City Pre-Cut Buildings, Inc. be approved. All Councilors present voting aye, the motion carried.

5. CONTESTED CASES

5.1 PUBLIC HEARING on Contested Case Order No. 80-1, In the Matter of Clackamas County's Request for an Urban Growth Boundary Change West of Marylhurst

Mr. Jordan introduced Mr. Dale Herman, Metro's Hearings Officer for this case.

Coun. Banzer entered the meeting.

Presiding Officer Kafoury explained that Mr. Herman would be acting as legal counsel to the Metro Council in their consideration of this matter, and explained the procedure that would be used in conducting the hearing.

Mr. Herman described the geographical area involved and explained that based on the facts set forth in his Findings and on the criteria contained in LCDC Goal 14, he had concluded that the proposed expansion of the Urban Growth Boundary should not be granted.

Ms. Stevenson, representing Clackamas County Department of Environmental Services, outlined the background of Clackamas County's request for the expansion and their reasons for appealing the Hearings Officer's findings.

Mr. VanderZanden, also from Clackamas County DES, described the land involved, the development proposed for the area, and the services that would be provided.

Mr. Scott Parker, County Counsel for Clackamas County, summarized the Exceptions he had submitted in this case and presented arguments in support of the County's position.

Mr. Larry Derr, representing Mr. Dennis O'Neel, one of the property owners involved, concurred with the position of Clackamas County. He questioned whether it was possible to statistically demonstrate need for individual properties and presented additional arguments for inclusion of his client's property within the UGB.

Coun. Bonner entered the meeting.

Mr. Voboril, representing several property owners who opposed inclusion within the UGB, summarized his Exceptions paper and the arguments he had presented to the Hearings Officer, and responded to points made by the previous speakers.

Messrs. Parker and Derr presented rebuttals to Mr. Voboril's testimony.

Council members discussed the matter and questioned members of the staff and those persons who had presented testimony, eliciting the following:

- 1) Mr. Herman did not feel that the funding of the sewer district carried sufficient weight to warrant changing his decision.
- 2) If the area being contested was included within the UGB, there would be no way to guarantee that development would not occur within the proposed buffer area.
- 3) In the view of staff, succumbing to the argument that land should be included within the UGB simply because services were available would establish an undesirable precedent.

Coun. Rhodes moved, seconded by Coun. Williamson, that Contested Case Order No. 80-1 be adopted, thereby accepting the Findings, Conclusions and Recommendations of the Hearings Officer on this matter.

Following further discussion, Coun. Berkman called the question. A vote was taken on the motion. Couns. Bonner, Burton, Williamson, Berkman, Rhodes, Schedeen and Kafoury voted aye; Couns. Banzer, Oleson, Kirkpatrick and Deines voted no. The motion carried.

There was a brief recess.

6. RESOLUTIONS

6.1 Resolution No. 80-188, For the Purpose of Recommending a Continuance of Clackamas County's Request for Acknowledgment of Compliance with the LCDC Goals

Mr. Sitzman presented the staff report, calling particular attention to staff's request that the Goal 11 deficiency be restored on the basis of further research which revealed that the Regional Planning Committee's deletion of this item was based on inaccurate information. He reminded Council that the staff felt that overall the Clackamas County Plan was an excellent one.

Coun. Williamson described the Planning Committee's handling of this matter and moved, seconded by Coun. Bonner, that Res. No. 80-188 be adopted, incorporating the proposed amendment from staff regarding Goal 11, and including the staff report.

Metro Council
Minutes of October 23, 1980

Ms. Stevenson distributed copies of an Order adopted by the Clackamas County Board of Commissioners directing the County's Department of Environmental Services to proceed with action to meet most of the concerns identified by the Metro staff.

Ms. Hinckley clarified that the items not addressed by the Clackamas County Order were those changes in plan and zone designations covered by the appeals to LUBA; the policy on two-acre zoning; and the staff recommended amendment concerning Goal 11.

Ms. Stevenson and Mr. Parker explained why those particular items had not been addressed, describing the legal basis with regard to the Goal 11 sewerage issue and pointing out that DEQ had raised no objection to their interpretation of the relevant statutes.

Following further discussion, Coun. Bonner moved, seconded by Coun. Deines, to amend the motion by (1) deleting the amendment addressing Goal 11 proposed by staff; and (2) revising the "Summary of Plan Changes Needed" (p. 26-27, Exhibit A) by dividing it into two sections: "Summary of Plan Changes Needed," to include items 2, part of 4, 5, 6, and 8; and "Summary of Plan Changes Now Being Considered by Clackamas County," to include items 1, 3, part of 4, 7, and 9 (i.e., those items covered by the Order from the Board of Commissioners).

Following discussion, a vote was taken on the motion. Couns. Kafoury and Williamson voted no; all other Councilors present voting aye, the motion carried.

A vote was then taken on the motion to adopt Res. No. 80-188 as amended. Coun. Burton voted no; all other Councilors present voting aye, the motion carried.

6.2 Resolution No. 80-189, For the Purpose of Amending the By-Laws of the Housing Policy Alternatives Committee

Presiding Officer Kafoury called attention to a letter from Mr. Burton Weast, Home Builders Association representative on HPAC, opposing restructuring of the Committee as set forth in the Resolution.

Coun. Bonner described the background of the issue, and reported that HPAC had voted to oppose this proposal. He felt it could be beneficial for proponents of restructuring the Committee along the lines he had suggested to discuss the matter with HPAC. Explaining that he also felt some minor changes should be made in the resolution, Coun. Bonner moved, seconded by Coun. Kirkpatrick, that the issue be referred back to the Regional Planning Committee for further consideration.

Coun. Williamson was assured by Coun. Bonner and staff that in the meantime, HPAC would continue with their work.

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

Couns. Banzer, Deines and Schedeen left the meeting.

6.3 Resolution No. 80-190, For the Purpose of Transferring City of Portland Reserve Funds (e)(4) to the Portland/Vancouver Corridor Analysis

Coun. Burton summarized the purpose and provisions of the resolution and moved, seconded by Coun. Williamson, that Res. No. 80-190 be adopted.

In response to questions from Coun. Bonner, Coun. Burton and Messrs. Cotugno and Kent described the current activities of the Bi-State Task Force.

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

6.7 Resolution No. 80-194, for the Purpose of Undertaking Development of a Criminal Justice Information System Plan

In the absence of Coun. Deines, Coun. Kafoury presented the Committee report on this matter and introduced Messrs. Bill McDonald and Don Welch, representing the criminal justice agencies of Clackamas and Washington Counties.

Coun. Kafoury moved, seconded by Coun. Kirkpatrick, that Res. No. 80-194 be adopted.

There was discussion of the proposed work schedule which had been distributed. Messrs. McDonald and Welch expressed their agreement with the proposed schedule.

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

6.4 Resolution No. 80-191, For the Purpose of Commenting on the Transportation Improvement Program and on the Determination of Air Quality Consistency for the Urban Areas of Clack County

Coun. Williamson moved, seconded by Coun. Rhodes, that Res. No. 80-191 be adopted. Coun. Williamson explained that this action had to be taken annually and was in line with the staff analysis.

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

6.5 Resolution No. 80-192, For the Purpose of Adopting Criteria for Determining the Amount of Corporate Surety Bonds for Solid Waste Disposal Sites Regulated by Metro

Metro Council
Minutes of October 23, 1980

Coun. Rhodes moved, seconded by Coun. Bonner, that Res. No. 80-192 be adopted. Coun. Rhodes explained that the new criteria were more equitable than the fixed fee now in use and would make it less difficult for small firms to contract for landfill operations.

Coun. Schedeen re-entered the meeting; Couns. Burton and Kirkpatrick left the meeting.

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

6.6 Resolution No. 80-193, For the Purpose of Recommending Continuation of the Metro Criminal Justice Planning and Coordination Program Through June 30, 1981

In the absence of Coun. Deines, Coun. Kafoury presented the Coordinating Committee report and moved, seconded by Coun. Rhodes, that Res. No. 80-193 be adopted.

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

6.8 Resolution No. 80-195, For the Purpose of Involving Minority Business Enterprises in Contracting and Procurement Activities and Setting FY 1981 Participation Goals

Mr. Kent explained the necessity for adopting this resolution, outlining details of the proposed policy and goals and describing their effect in terms of staff workload.

Coun. Kafoury reported that the Coordinating Committee recommended approval of this resolution.

Coun. Schedeen moved, seconded by Coun. Rhodes, that Res. No. 80-195 be adopted.

Discussion followed, during which Coun. Kirkpatrick re-entered the meeting.

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

7. MOTIONS

7.1 Motion authorizing the Executive Officer to Appeal Clackamas County Approval of Two Subdivisions

Coun. Burton moved, seconded by Coun. Rhodes, that the Executive Officer be authorized to appeal Clackamas County approval of two subdivisions to the Land Use Board of Appeals.

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

Metro Council
Minutes of October 23, 1980

Coun. Kafoury asked the Council to ratify appointment of Coun. Williamson as Metro's representative on the policy advisory committee studying transit station area planning.

Coun. Schedeen moved, seconded by Coun. Bonner, that Council ratify the appointment.

Following discussion of the committee and its project, a vote was taken on the motion. All Councilors present voting aye, the motion carried.

Presiding Officer Kafoury relayed to the Council and staff Coun. Burton's request that in the future, Agenda Management Summaries include reference to the Five-Year Operational Plan and its relation to the proposal under discussion.

Mr. Jordan introduced Mike Holstun as his new Assistant Counsel.

8. REPORTS

8.1 Executive Officer Report

Mr. Gustafson's report addressed the following topics:

- 1) The impact that passage of Ballot Measure 6 could have on the Zoo, Metro, and the legislative package presently being developed
- 2) The status of the tax base campaign, fundraising efforts, and encorsements received.
- 3) Upcoming press conferences.

8.2 Committee Reports

Regional Services Committee - Coun. Rhodes reported on the public hearing held on October 21 regarding the Proposed Waste Reduction Plan and announced that the Committee meeting of November 11 would include a work session on the Plan.

There being no further business, the meeting was thereupon adjourned.

Respectfully submitted,

Cynthia M. 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: Approving Transit Station Area Planning Program Contracts
1) Metro/Tri-Met, and 2) Metro/Economic Research Associates

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approval for Metro to enter into contracts with Tri-Met and Economic Research Associates (ERA) to undertake work on the Banfield Transit Station Area Planning Program (TSAPP). Approval authorizes Metro to accept \$632,767 of I-505 Interstate Transfer funds from Tri-Met to manage the program and to hire project consultants for economic and implementation, transportation and urban design. On March 27, 1980, the Metro Council voted to amend the FY 1980 Unified Work Program (UWP) to include this program and give Metro responsibility of managing it.
- B. POLICY IMPACT: On September 29, 1980, the Urban Mass Transportation Administration (UMTA) approved Tri-Met's grant application funding the TSAPP. The approval requested herein authorizes Metro's receipt of a portion of those funds to support Metro's role in managing the project and contracting with ERA to provide economic and implementation support to the local jurisdictions who are developing detailed land use and development plans for station areas in the Corridor. This work is deemed important in order to assure at the onset of the transit construction that related matters such as physical design, economic development opportunities and land uses are fully planned and supported by effective implementation measures to assure development supportive of the LRT system; to assure coordination of local plans with each other and Metro; and to assure coordination of local planning activities with the project consultants.
- Management and completion of this project is consistent with the adopted Metro Five Year Operational Plan.
- C. BUDGET IMPACT: Metro's contract with Tri-Met will involve personnel and contractual costs of \$632,767 for FY 1980 and FY 1981, which includes hiring project consultants (i.e., ERA \$255,000; Zimmer Gunsul Frasca, \$95,000 and Urban Design, \$65,000) and a Project Coordinator plus support staff at Metro (\$217,767). No new hires beyond the already approved budget authorization are included. These costs will be covered by revenues provided by the Interstate Transfer funds and local matching funds supplied by Tri-Met and local governments. \$415,000 out

of the above total are to be added to the budget in the mid-year budget adjustment. This amount is to cover the cost of contractual services.

II. ANALYSIS:

- A. **BACKGROUND:** The local governments (Portland, Gresham and Multnomah County) who will be undertaking the detailed planning activities, coordinated by Metro, already have approved contracts between themselves and Tri-Met.

Detailed planning efforts of this type are regularly required by the USDOT to assure appropriate zoning and development incentives in conjunction with major transit facilities as covered by UMTA's March 7, 1978, Policy Toward Rail Transit.

A Project Management Committee made up of representatives of the cities of Portland and Gresham, Multnomah County, Tri-Met, Oregon Department of Transportation (ODOT) and Metro has responsibility of selecting project consultants. It selected ERA to undertake the \$255,000 economic and implementation analysis for the Transit Station Area Planning Program. On September 15, 1980, the Tri-Met Board of Directors approved the contract between Tri-Met and Metro. In that contract Metro is given the responsibility to administer the TSAPP and to contract with project consultants.

The project consultants (market and implementation, transportation, urban design) are deemed necessary to support the planning activities of the local governments. Regional coordination of these efforts is essential to assure regional coordination and to achieve economy of scale in managing consultant contracts.

This program has been anticipated by the local governments for sometime and will build on the existing policy framework set out in their comprehensive plans.

- B. **ALTERNATIVES CONSIDERED:** The alternatives of each jurisdiction contracting directly with consultants has been explored, resulting in a decision that this would lead to unnecessary fragmentation and expense.

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

- C. **CONCLUSION:** Metro's contracts with Tri-Met and ERA are recommended to assure timely completion of the study; to enhance the regional role in establishing the land use and

economic development corollaries to the LRT investment;
and to facilitate local government planning programs.
Further, the contract with Economic Research Associates is
recommended to assure that essential economic and imple-
mentation analysis is completed on time.

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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: Endorsing Tri-Met's Five-Year Transit Development Program (TDP) and Amending the Transportation Improvement Program (TIP)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution No. 80-200 which endorses Tri-Met's TDP and amends the TIP to include additional TDP projects not now in the TIP.
- B. POLICY IMPACT: This action supports Tri-Met's service expansion program and the need for additional funding support. In addition this action will add nine transit/park and ride facilities utilizing UMTA Section 3 funds to the TIP, thereby, making the TIP consistent with the TDP. TPAC and JPACT have reviewed and approved this program and TIP amendment.

Currently in the TIP
 (Utilizing Section 3 funds)

Tigard Transit Station
 Tualatin Transit Station
 Washington Sq. Transit Station
 Columbia/Sandy Transit Station
 Mall 205 Transit Station
 Kenton Transit Station
 Jantzen Beach Transit Station
 St. Johns Transit Station
 Lake Oswego Transit Station
 Beaverton Park and Ride
 Tigard Park and Ride

(Utilizing (e) (4) funds)

Tigard Transit Center
 Beaverton Park and Ride
 Clackamas Transit Center
 Milwaukie Transit Center
 Milwaukie Park and Ride
 Oregon City Transit Center

To be Added
 (Utilizing Section 3 funds)

Burlingame Transit Station
 Sylvan Transit Station
 Raleigh Hills Transit Station
 Lents Transit Station
 Hillsboro Transit Station
 Tannasborne Transit Station
 Lake Oswego Park and Ride
 Hillsboro Park and Ride

(To be added at later date
 utilizing Interstate funds)

Clackamas TC Park and Ride
 Oregon City Park and Ride
 Columbia/Sandy Park and Ride
 Foster/I-205 Park and Ride
 Tualatin Park and Ride

It will also program in the TIP the purchase of an additional 30 articulated buses and 147 standard buses for service expansion, and the repowering of 165 buses. These, together with the 162 buses already programmed in the TIP, will allow expansion of the fleet to 886 buses.

Endorsing the TDP will serve to fulfill objectives of the Regional Transportation Plan (RTP) in reducing traffic congestion, relieving adverse impacts on the environment caused by the automobile, increasing energy conservation and improving overall efficiency and mobility of the transportation system.

The Five Year Operational Plan provides for development of the RTP and allocation of federal transportation funding. Adoption of this Resolution will provide for incorporation of Tri-Met's TDP into the RTP and allow use of federal funding for its implementation.

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

II. ANALYSIS:

- A. BACKGROUND: The Tri-Met TDP sets forth a series of proposed improvements to transit service through 1985. It was adopted by the Tri-Met Board in June, 1980, after an extensive review by citizens and local governments.

The TDP recommends a Major Service Improvement plan, highlights of which are summarized below:

- . Increase Service Capacity - expand the Tri-Met fleet to 886 buses. Of these, 125 will be more efficient articulated buses. This bus fleet, plus the LRT system, will almost double transit capacity by 1985, and will serve about 230,000 average weekday riders. This represents an average annual growth of about 11 percent. Moreover, the recommended system will be more productive. The longer articulated buses will carry 50 percent more passengers per labor unit. Consequently, by 1985, these vehicles can carry the same number of passengers for about \$2 million less (per year) than an equivalent number of standard buses. Twenty-six LRT vehicles will carry up to 300 percent more passengers per labor unit than standard buses, producing even greater efficiencies.
- . Increase Transit Service - Improve frequency of transit service, especially in east Portland; provide new grid routes in East Multnomah County, a fully developed timed-transfer service in Clackamas County, Southwest Portland and the suburbs in Washington County; increase direct accessibility in downtown Portland; include the option of using trolley buses on five major lines. With full implementation, the 1985 system will look like this: In Eastside Portland and East Multnomah County, the Banfield LRT line provides trunk line service between Portland and

Gresham. North/South grid service is provided, connecting to most of the LRT stations. In other areas of the Region, trunk bus lines connect transit centers with downtown Portland, or other transit centers. Local or crosstown lines connect to the trunk lines at the transit centers and to surrounding residential areas or major trip generators. To the maximum extent possible, local-to-trunkline service at these transit centers is synchronized to minimize waiting time between transfers.

- Provide New Service - Towle Road, Roberts and Palmquist in Gresham; Stark Street and Troutdale Road in Gresham; Sandy Boulevard and Columbia Boulevard in Northeast Portland; Cornell and Thompson in Northwest Portland; Patton Road and Scholls Ferry Road in West Portland; Jenkins, Baseline and 216th in Washington County; 121st and Scholls Ferry in Beaverton; and 112th, Mt. Scott and 92nd in Happy Valley.

The TDP outlines a program of service improvements and expansion designed to meet the community's needs for transit and transportation services. Financial projections, however, indicate that current sources of revenue will prove inadequate to support these service improvements by FY 1982. While the region has not yet adopted a financing formula to ensure sufficient funding for transit's expanding role, Tri-Met must realistically define its ability to meet these demands and the cost involved, and identify resources and revenues required. The implementation of the service plan will depend primarily upon the agency's financial ability to obtain buses and develop the facilities which are critical to the coordination of the proposed schedule of service improvements.

- B. ALTERNATIVES CONSIDERED: The Existing Services Commitments alternative simply allows the minimal improvements necessary to support the Banfield Light Rail Line, with new lines in East Multnomah County, and two new lines from Milwaukie and Clackamas Town Center. This level of growth would provide no new service beyond commitments Tri-Met has already made. It would meet an average annual ridership growth of only four percent, accommodating merely 183,000 average daily riders in 1985. Although it would increase the fleet to 501 standard buses, 125 articulated buses and 26 light rail vehicles, it would not be sufficient to develop the feeder bus infrastructure necessary to support a new transitway on the Westside. The virtue of its affordability under present revenue sources is overshadowed, however, by its obvious inadequacy in light of growing demand.

C. CONCLUSION: Metro staff recommends approval of the attached Resolution endorsing the TDP and amending the TIP to include the noted projects.

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 80-200
TRI-MET'S FIVE-YEAR TRANSIT)	
DEVELOPMENT PROGRAM (TDP) AND	)	Introduced by the Joint
AMENDING THE TRANSPORTATION	)	Policy Advisory Committee
IMPROVEMENT PROGRAM (TIP)	)	on Transportation

WHEREAS, Tri-Met has developed a five-year Transit Development Program (TDP) which outlines systematic improvements to transit service; and

WHEREAS, The TDP was adopted by the Tri-Met Board of Directors in June, 1980; and

WHEREAS, The TDP meets regional goals for transit service improvement; and

WHEREAS, Federal guidelines require that Metro adopt a transit system management program including transit service improvements to provide the basis for federal funding eligibility; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the five-year TDP.
2. That the Metro Council amends the FY 81 Transportation Improvement Program (TIP) and its Annual Element to include the capital improvements identified in Attachment "A."
3. That the Metro Council finds these actions to be 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 20th day of November, 1980.

Presiding Officer

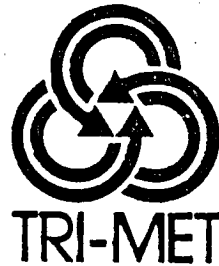
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ATTACHMENT "A"

TRANSPORTATION IMPROVEMENT PROGRAM ADDITION

Project	Year	Source of Funds	Cost		
			Federal	Local	Total
Burlingame Transit Station	1981	Section 3	\$ 640,000	\$ 160,000	\$ 800,000
Sylvan Transit Station	1981	Section 3	80,000	20,000	100,000
Raleigh Hills Transit Stn.	1981	Section 3	80,000	20,000	100,000
Repowering 50 buses	1981	Section 3	1,248,400	312,100	1,560,500
Repowering 40 buses	1982	Section 3	1,139,000	285,000	1,424,000
Lents Transit Station	1982	Section 3	208,000	52,000	260,000
Hillsboro Transit Station	1982	Section 3	104,000	26,000	130,000
Tannasborne Transit Station	1982	Section 3	104,000	26,000	130,000
Purchase of 60 Stand. Buses	1983	Section 3	10,284,515	2,571,128	12,855,643
Repowering 40 Buses	1983	Section 3	1,275,120	318,780	1,593,900
30 Articulated Buses	1984	Section 3	7,469,600	1,867,400	9,337,000
Lake Oswego Park and Ride	1984	Section 3	1,410,400	352,600	1,763,000
Milwaukie Park and Ride	1984	Section 3	1,410,400	352,600	1,763,000
Repowering 35 Buses	1984	Section 3	1,249,600	312,400	1,562,000
Hillsboro Park and Ride	Post 84	Section 3	1,392,000	348,000	1,740,000
Purchase of 90 Stand. Buses	Post 84	Section 3	17,278,000	4,319,500	21,597,500
TOTAL			\$45,373,035	\$11,343,508	\$56,716,543

Tri-Met Five-Year Transit Development Program Fiscal Years 1981 - 1985



EXECUTIVE SUMMARY

September, 1980
Tri-Met Staff

EXECUTIVE SUMMARY

PURPOSE

Tri-Met enters the 1980s under challenging conditions. The problems of the next decade -- energy, environment, traffic congestion -- promise to greatly intensify the role of transit. But as transit faces the challenge of increased demand for service, it must do so with very limited resources. In a time of intense public concern over expenditure of tax dollars, Tri-Met must constantly continue to find ways of improving cost control, productivity, and efficiency of the service resources it has. Moreover, Tri-Met faces the challenge of uncertainty. Serious and unpredictable shortages of energy, housing, or disposable income could have a radical impact on ridership demand and at the same time, threaten public sources of revenue available for transit.

As a means of striving to meet its responsibility to the Region, Tri-Met's Five Year Transit Development Program (TDP) establishes guidelines for improving both transportation policy and service through 1985. As public transportation needs continue to intensify, and funding becomes increasingly uncertain, Tri-Met must recognize its responsibility as a public agency to develop not only a program of objectives that will meet the goals of the agency, but a dynamic plan reflecting responsiveness and accountability to the needs of the public.

This Transit Development Program outlines an ambitious program of service improvements and expansion, designed to meet the community's needs for transit and transportation services. Financial projections, however, indicate that current sources of revenue will prove inadequate to support these service improvements by fiscal 1982. While the region has not yet adopted a financing formula to ensure sufficient funding for transit's expanding role, Tri-Met must realistically define its ability to meet these demands and the costs involved, and identify resources and revenues required. The implementation of the service plan will depend primarily upon the agency's financial ability to obtain buses and develop the facilities which are critical to the coordination of the proposed schedule of service improvements.

The Transit Development Program's recommendation, then continues Tri-Met's tradition of providing service to meet the responsibility which the regional transportation policy has placed upon transit. The Transit Development Program also declares the necessity of securing new financial resources to support service improvements that respond to the transportation needs of the Region. The alternative is to program only a growth rate that can be supported by present, certain funding sources, acknowledging that, while fares will continue to increase, service will be inadequate to meet the community's needs and the 1990 goals will have to be revised.

POLICY FRAMEWORK

The Transit Development Program constitutes a commitment to the region to establish a policy framework for equitable and consistent decisions in providing transit service. It recognizes the anticipated transportation needs of the 1980s and considers regional transportation policy. Since 1975, such policy has called upon transit to "...solve problems that autos have not or cannot solve, such as moving commuters efficiently during the peak hours and providing mobility to those who do not drive."¹ In fact, throughout most of the 1970s, Tri-Met's efforts have been a response to the pressure on transit to generate new ridership demand. Beyond providing mobility to those who are transit-dependent, the challenge has been to increasingly rely on transit to absorb the growth in travel, formerly accommodated by new roadways. In 1977, Tri-Met adopted Goals for 1990 that have provided the policy direction as a basis for decisions to be made in developing the transit system, through the end of this decade. These goals are:

- Develop a transit system which provides travelers an attractive alternative to the private automobile.
- Improve productivity within the agency.
- Absorb sufficient travel demand to relieve constraints on the environment caused by the automobile.
- Maximize energy conservation and efficiency in the actual design and operation of the transit system.
- Encourage growth patterns which support efficient transit.
- Improve mobility for the transportation disadvantaged.
- Develop a transit financing program to provide the capital and operating funds required through 1990.

Although increasing ridership is still an objective toward meeting these goals, the new challenge to transit is to accommodate steadily increasing demand. It is anticipated that Tri-Met's ridership base will continue to expand through the 1980s as a direct result of regional population and employment growth, increasing traffic congestion, trends toward higher density living and soaring costs of automobile transportation. These pressures are becoming increasingly evident as Tri-Met's ridership continues to average 18 percent above Fiscal 1979 levels. It therefore remains incumbent upon Tri-Met to respond with a sophisticated and comprehensive plan to meet a continuing growing demand for transit, accompanied by unabating challenges of energy shortages, double-digit inflation and environmental constraints.

The Transit Development Program must serve as a management tool for continuing, on-going decision-making. In turn, Tri-Met must be committed to frequent and timely review of a flexible program, offering a specific set of criteria for determining service levels, types of service, and areas of service. The Transit Development Program outlines a dynamic plan of actions concerned with the evaluation, improvement, and expansion of service, financing of operating and capital needs, internal management guidelines, and communication of these programs

¹ Interim Transportation Program (TIP) adopted for the Portland-Vancouver Metropolitan area, 1975.

to the public. Moreover, the program is balanced among a wide range of specific objectives for the next five years, consistent with 1990 Goals. To put Tri-Met on target toward meeting these goals, the following objectives are presented:

Transportation Service. Increase transit ridership to at least 230,000 passengers per weekday by 1985; initiate light rail transit service from Gresham to Portland with supporting feeder bus service, park-and-ride facilities, and transfer stations; monitor and refine westside timed-transfer service and implement timed-transfer systems in other appropriate sectors of the region; implement north-south service as soon as possible in East Portland and East Multnomah County by phasing in as the light rail project advances; provide improved coverage and connectivity in Clackamas County in conjunction with the opening of Clackamas Town Center, and provide phased expansion from this base; improve access to industrial areas; improve transit coverage within downtown Portland; develop, with Vancouver Transit System, improved transit accessibility across the Columbia River; and increase Carpool use to ten percent of commuting population.

Productivity. Maximize use of part-time drivers for most cost-effective service; response to increased peak capacity demand vs. lesser off-peak demand; promote off-peak riding to improve productivity of existing service investments; maximize efficiency of labor through continued evaluation of transit technologies relating to propulsion, vehicles, passenger monitoring, fare collection, and transit information; implement approved capital projects which maximize productivity and which are consistent with approved service level alternative; implement administrative improvements for maximum management information and control (e.g., improved data collection, system analysis procedures, etc.).

Environmental. Consider environmental impacts as a priority in planning and implementing specific service objectives; provide public information and obtain citizen response on all proposed service projects; cooperate with and participate in State Department of Environmental Quality programs for improved air quality.

Energy. Expand Rideshare (Carpool/Vanpool) Program to provide increased public awareness and participation throughout the District; support the City of Portland Energy Policy as it relates to transportation and is consistent with Tri-Met goals; consider energy conservation a priority in planning specific service objectives, and in evaluating alternative technologies.

Mobility Disadvantaged. Develop required "Transition Plan" for meeting requirements of Section 504 of the Rehabilitation Act of 1973; procure wheelchair accessible equipment on all new transit buses and light rail vehicles purchased so that at least 35 percent of the fleet is accessible by 1985; ensure that all new facilities constructed by or for Tri-Met are wheelchair accessible; provide interim accessible transportation, as direct provider and/or service contractor, to maximum extent possible within existing resources and to a minimum of two percent of Tri-Met's Section 5 funds.

Development and Land Use. Review local comprehensive land-use plans and render constructive comments to improve proposed development patterns so that they may be most efficiently served by transit; sustain mutual participation with Metropolitan Service District (Metro) staff in concurrently developing the Long-Range Regional Transportation Plan (RTP) with the continuing Five-Year Transit Development Program (TDP); cooperate with other agencies in evaluating merits of major transit corridors, and program corridor projects for implementation if justified.

Financing. Establish a fare policy toward increasing the farebox recovery ratio (percent of operating costs recovered from farebox receipts) to 40%, thus reducing Tri-Met's (riders') reliance upon increasingly uncertain sources of revenue by (1) implementing incremental fare increases, and (b) continuing line-by-line analyses and refinements for increasing system productivity; maintain and refine projection of operating and capital requirements at alternative future service levels; continually address the issue of the costs of transit and its benefit to the greater community in light of the funding mechanisms available to meet those costs; pursue State funding of new bus procurements and other transit capital improvements at a rate of at least 50 percent of the local match, consistent with the State's participation in local roadway funding, and the State's traditional support of public transportation; and pursue State participation in the funding of the local match requirement for major capital improvements, such as the light rail local match.

RECOMMENDED TRANSIT SERVICE PLAN

Alternative service plans have been developed on the basis of an evaluation of the existing system, an effort to alleviate present deficiencies, an assessment of service expansion needs to meet ridership growth in the next five years, and an effort to make public transportation an increasingly convenient and desirable mode of travel. On this basis of assessment, the Major Service Improvements plan is recommended.

Major Service Improvements Plan

The Major Service Improvements alternative will expand the Tri-Met fleet to 886 buses. Of these, 125 will be more efficient articulated buses. This bus fleet, plus the LRT system, will almost double transit capacity by 1985, and will serve about 230,000 average weekday riders. This represents an average annual growth of about 11 percent, which is still below the 18 percent ridership growth experienced over the last six months. This system comes closer to meeting anticipated transit travel demand, which at current growth rates, could exceed 300,000 daily riders by 1985. Moreover, the recommended system will be more productive. The longer articulated buses will carry 50 percent more passengers per labor unit. Consequently, by 1985, these vehicles can carry the same number of passengers for about \$2 million less (per year) than an equivalent number of standard buses. Light rail transit will carry up to 300 percent more passengers per labor unit than standard buses, producing even greater efficiencies.

The recommended alternative will provide greater service capacity, but what about accessibility to new areas or areas with presently inadequate service? A comparison of 1977 and 1985 transit travel times reflects not only the design of existing and future transit networks, but highway improvements and regional travel demand growth as well. Between 1977, and 1985, it is expected that population will increase more than 20 percent, travel delay will increase an average of 25 percent, and average highway speeds will decrease 7.5 percent. These changes will have a significant impact on the performance of a future transit system. Thus, if Tri-Met continued to operate the same service in 1985 as today, transit accessibility to jobs and shopping would actually become worse, due to slowing traffic.

To compensate for deteriorating traffic conditions, the Major Service Improvements alternative proposes to reorient transit service. Local routes will become shorter and will focus on transit centers, which in turn will connect to fewer (but faster) trunk lines to carry the longer trips. Most service would become more frequent, and transfer times would be reduced to five minutes or less where possible. A summary comparison of the Major Service Improvements recommendation to the existing system shows that the amount of employment reachable by transit (within 45 minutes) improves substantially.

TOTAL EMPLOYMENT ACCESSIBLE BY TRANSIT
WITHIN 45 MINUTES IN 1985
(thousands of jobs)

FROM	CURRENT SERVICE	MAJOR SERVICE IMPROVEMENTS
Downtown Portland	274	318
Gateway	62	222
Lloyd Center	188	280
Gresham	22	85
Beaverton	36	158
Tigard	17	44
Lake Oswego	92	133
Oregon City	19	41
Milwaukie	31	87
Clackamas Town Center	1	85

In addition to providing more capacity and more frequent service, the Major Service Improvements alternative will serve most areas within the urbanized area not now served. These include: Towle Road, Roberts and Palmquist in Gresham; Stark Street and Troutdale Road in Gresham; Sandy Boulevard and Columbia Boulevard in Northeast Portland; Cornell and Thompson in Northwest Portland; Patton Road and Scholls Ferry Road in West Portland; Jenkins, Baseline, and 216th in Washington County; 121st and Scholls Ferry in Beaverton; and 112th, Mt. Scott, and 92nd in Happy Valley.

The Major Service Improvements alternative is a fairly substantial change from the existing system. With full implementation, the 1985 system will look like this: In Eastside Portland and East Multnomah County, the Banfield LRT line provides trunk line service between Portland and Gresham. North/South grid service is provided, connecting to most of the LRT stations. In other areas of the Region, trunk bus lines connect transit centers with downtown Portland, or other transit centers. Local or crosstown lines connect to the trunk lines at the transit centers and to surrounding residential areas or major trip generators. To the maximum extent possible, local-to-trunkline service at these transit centers is synchronized to minimize waiting time between transfers.

Summary of Service Changes

Eastside Portland. The Banfield LRT line provides trunk service between downtown Portland area and the Gateway station. Other LRT stations are provided at the Coliseum, Union-Grad, Lloyd Center, Hollywood, 60th, and 82nd. North/South

crosstown lines connect to all LRT stations. Expanded East/West crosstown service is provided in North and Northeast Portland. Bus trunk service is provided from downtown Portland to Vancouver via Interstate Avenue, to Parkrose via Sandy Boulevard, to Lents via Hawthorne and Foster, and to Gresham via Division. North/South trunk service is provided via Union-Grand, 11th-12th, and I-205. Transit centers will be located at Vancouver, Hollywood, Lloyd Center, Lents, and Gateway.

East Multnomah County. The Banfield LRT line provides trunk service between the Gateway station and Gresham. North/South crosstown service is provided along 102nd, 122nd, 148th, and 181st Avenues. New crosstown lines are provided between Gresham and Fairview, Gresham and Wood Village, and Troutdale and Gresham. New service is provided along Sandy Boulevard between 133rd and Fairview, and to some of the new residential areas of Gresham. Transit centers will be located at Gresham Hospital station, East Vancouver, and Gateway.

Milwaukie-Oregon City. Bus trunk lines operate on McLoughlin Boulevard to Oregon City via Railroad Avenue to Clackamas Town Center. Non-radial trunk routes connect Vancouver and Oregon City via I-205, and Clackamas Town Center with Burlingame via Milwaukie and the Sellwood Bridge. Transit centers are located in Milwaukie, Clackamas Town Center, and Oregon City. New East/West local lines connecting McLoughlin and I-205 operate between Milwaukie and Oregon City.

Southwest Portland and Suburbs. Service is provided by a timed-transfer system similar to the Westside service. Bus trunk lines operate on Macadam to Lake Oswego, Barbur Boulevard to Tigard, and Canyon Road and Scholls Ferry Road to Tigard via Sylvan and Washington Square. Transit centers are located in Lake Oswego, Tigard, Tualatin, Washington Square, and Burlingame. New feeder routes provide service to residential and industrial areas in Tigard, Tualatin and Lake Oswego. Most lines in this area will be changed.

West Portland and Suburbs. Some new lines will be added. Otherwise, no major changes from the 1980 Westside service are envisioned.

Downtown Portland. Extensive changes in bus routes in the downtown are proposed. The Transit Mall (5th-6th Avenues) and the LRT lines (1st Avenue, Morrison-Yamhill Streets) provide the backbone of the transit system in the downtown. New service would be provided on 2nd-3rd Avenues, 10th-11th Avenues, Stark-Oak Streets, Salmon-Washington Streets, and the South Auditorium area, significantly increasing accessibility.

Special Needs Transportation. All new buses acquired in the future will be accessible to handicapped and elderly. To assist those who cannot use the fixed-route bus system, Tri-Met will continue to support demand-responsive service by coordinating and partially funding these services provided by various other agencies.

Ridesharing. The Major Service Improvements alternative will intensify efforts to increase the use of carpooling, buspooling, and vanpooling. This program will include the following services: (1) Transportation consulting to employers and other organizations; (2) an automated carpool matching program; (3) carpool incentives; (4) an expanded park-and-ride program; (5) market research to better assess needs; and (6) regional promotion through mass media.

Trolley Bus Option. Tri-Met recommends that five of the most heavily used routes in the Major Improvements alternative be implemented using electric trolley buses, instead of diesel buses: NW 21st Avenue, NW 23rd Avenue, Hawthorne/Foster, Hawthorne/52nd Avenue, Belmont (Mt. Tabor). This small trolley bus starter system will improve energy efficiency, operating effectiveness, and environmental (air quality, noise) impacts of future bus service. The additional capital cost of this initial 40-vehicle system is approximately \$10 million, and is contingent upon federal funding availability.

Westside Transitway. The Major Service Improvements alternative will have in place the vehicles, facilities, and financial infrastructure to support a Westside Transitway corridor in the late 1980s (about 1988), should a major transit facility be constructed there.

Existing Service Commitments

The Transit Development Program has analyzed the level of transit service that could be supported if Tri-Met is limited to currently anticipated fare increases, and present revenue sources. This alternative is presented only for purposes of comparison. This scenario, the Existing Service Commitments alternative, simply allows the minimal improvements necessary to support the Banfield Light Rail Line, with new lines in East Multnomah County, and two new lines from Milwaukie and Clackamas Town Center. This level of growth would provide no new service beyond commitments Tri-Met has already made. It would meet an average annual ridership growth of only 4 percent, accommodating merely 183,000 average daily riders in 1985. Although, it would increase the fleet to 501 standard buses, 125 articulated buses, and 26 light rail vehicles, it would not be sufficient to develop the feeder bus infrastructure necessary to support a new transitway on the Westside. The virtue of its affordability under present revenue sources is overshadowed however, by its obvious inadequacy in light of growing demand.

PHASING OF SERVICE IMPROVEMENTS

The Recommended Plan

The recommended phased implementation of the Major Service Improvement Plan is described below. This includes those parts of the Major Service Improvement Plan that are projected for each year between 1981 and 1985.

FY 1981

Minor restructuring of bus routes in the Gresham area is proposed. Since no additional buses will be acquired, these changes will be accomplished using the resources already committed to Gresham area service. This restructuring of service will be the first step toward improving transit service in Gresham. The benefits of the new Eastside crosstown line (#70-Milwaukie/Swan Island) that was begun in June, 1980 will also be realized.

FY 1982

Tri-Met is scheduled to receive 95 new articulated buses, which will be placed in service in Fall, 1981. With some loss of standard buses (lease expirations, retirement of old buses), the total peak hour fleet will be expanded by 45 vehicles to approximately 520 buses in service during rush hours. The first priority with this additional capacity will be to provide more service on those lines with severe passenger overloads and pass-ups. North Clackamas County area with transit centers established in Milwaukie, Oregon City, and the Clackamas Town Center. Further improvements will be made in the Gresham area to complete the implements of "Existing Service Commitments" in this area. Finally, off-peak service will be expanded on several urban routes and service will be restructured on routes serving the higher density areas of Portland.

FY 1983

Tri-Met is scheduled to receive 75 standard buses, enabling an expansion of the peak hour fleet to 587 buses. A major emphasis this year will be to put that portion of the Eastside grid system (west of the Gateway area) in place that is not dependent upon the Banfield LRT service. This will include new east-west crosstown service in North and Northeast Portland, and new north-south crosstown service in Southeast Portland. Some increase in peak hour service will also be made on these lines experiencing passenger overloads. Timed-transfer service will be initiated in Southwest Portland with transit centers located in Tigard, Washington Square, Burlingame, Lake Oswego, and Tualatin. Finally, new service will be provided to the Northwest Industrial area in Northwest Portland.

FY 1984

This year, Tri-Met will receive 60 standard buses and 30 articulated buses, with peak hour capacity expanded to 668 buses. New trunk line service with articulated buses will be initiated in the Banfield corridor anticipating LRT service the following year. This major expansion of bus service in the corridor is necessary for several reasons. First, with the opening of the I-205 Bridge in September,

1983, a substantial increase in traffic along the Banfield Freeway and other east-west routes in Portland can be expected. Traffic detours, associated with the Freeway construction will create additional congestion and extremely difficult traffic conditions in the Banfield corridor. Implementation of a major increase in trunkline bus service and new crosstown service will help ease this traffic congestion particularly if this service expansion is tied to the opening of some key Banfield transit centers and park-and-ride lots. In addition, establishment of trunkline and crosstown service will help to orient passengers toward the LRT corridor so that new rider travel patterns will have been established when the LRT line opens in FY 1985.

FY 1985

This year will mark the opening of the Banfield LRT service with new transit stations and the final Eastside crosstown and feeder lines necessary to supplement the LRT service. Buses previously used in the Banfield Corridor will be re-deployed in other areas of the region to expand peak hour capacity as needed, and to add routes to areas previously without bus service. If funding is available for the development of a starter trolley bus system, it will begin service this year. The total Tri-Met fleet at this time is projected to be 761 standard buses, 125 articulated buses, and 26 light rail vehicles. All improvements described in the Major Service Improvements Plan will be in service.

TDP PHASING PLAN

<u>Fiscal Year</u>	<u>Description of Improvements</u>	<u>Fleet Added</u>	
1981	<ol style="list-style-type: none"> 1. Restructure some Gresham area routes 2. June, 1980 Eastside crosstown line #70 		
1982	<ol style="list-style-type: none"> 1. Allocate Articulated buses to alleviate peak period capacity deficiencies 2. Implement "Existing Service Commitments" plan in Gresham Area 3. Implement timed-transfer service in Milwaukie, Ore. City, Clackamas Town Ctr. areas 4. Increase peak period service on selected lines 5. Implement selected crosstown routes in East Multnomah County 	Standard Articulated LRT Total	-34 +95 0 +61
1983	<ol style="list-style-type: none"> 1. Implement selected crosstown routes west of Gateway 2. Implement timed-transfer service in Tigard, Wash. Sq., Burlingame, L.O., Tualatin 3. Implement new service in NW Industrial area 4. Increase peak period service on selected lines 5. Increase midday service on selected routes 	Standard Articulated LRT Total	+75 0 0 +75
1984	<ol style="list-style-type: none"> 1. Implement trunk line service using buses in Banfield/Burnside corridor 2. Increase peak period service on selected lines 3. Increase midday and weekend service on selected routes 	Standard Articulated LRT Total	+60 +30 0 +90
1985	<ol style="list-style-type: none"> 1. Implement Banfield Light Rail Service 2. Implement crosstown routes on Eastside 3. Implement service to new areas 4. Increase peak period service on selected lines 	Standard Articulated LRT Total	+90 0 +26 +116
		FIVE YEAR TOTAL FLEET ADDED	
		+342	

CAPITAL AND REVENUE REQUIREMENTS

The recommended Transit Development Plan will expand the bus fleet by 60 percent and total fleet capacity by 80 percent over today's levels, building an inventory that will include 761 standard buses, 125 articulated buses, plus 26 light rail vehicles. This level of fleet expansion, shown in Figure I, includes not only the purchase of 246 standard buses but the repowering (engine and drive train replacement/overhaul) of 160 older buses by fiscal 1985. To support this expanded fleet, Tri-Met will program 300 passenger shelters, 18 transit (transfer) centers, a third fully equipped operations and maintenance facility, and supporting equipment. In comparison, the Existing Service Commitments alternative would provide only enough facilities to support the Light Rail Transit System and certain major activity centers, commensurate with the degree of modest expansion.

Tri-Met's recommended plan will require a total capital investment of over \$ 342 million. Table 1 shows that at least \$ 6 million per year, on the average, will be needed to cover one-half the local match of capital costs. This local match comes out of Tri-Met funds and is the amount of capital cost not covered by State and Federal sources of capital revenue. The only source for this local match is non-capital revenue. Of this source, the payroll tax makes up about 70% of total non-capital revenue, and over half of all revenues. This source has been stretched to its statutory limit however, and will increase only due to growth in wage rates and employment levels. It will increase enough to cover Tri-Met's cost of inflation but leaves the cost of expansion to be met by other means.

Encouraged by strong community sentiment, farebox revenue is being sought to finance a larger share of costs as well as to cover the cost of inflation and expansion. This policy demonstrates a commitment to assure that the costs of carrying out the recommended service improvements will be met and that the rider should properly assume a larger share of these costs. Moreover, it underscores Tri-Met's reciprocal obligation to meet an ever -expanding ridership demand, even though it means committing itself to a program that is unaffordable under present, certain sources of revenue. Since successful implementation of the recommended plan will rely on the agency's financial ability to coordinate the purchase of vehicles and development of the required support facilities and equipment, Tri-Met is forced to periodically examine its resources in light of the affordability of phased service improvements.

Figure II makes a cost to revenue comparison for the recommended service improvements plan. Under most likely financial conditions, Tri-Met non-capital revenues could offset operating costs at least through fiscal year 1983. Since Tri-Met must first cover its operating costs, the amount available for the local capital match is effectively the area between the cost and revenue curves. The most optimistic level counts on the possibility that Congress will approve a change in the funding formula. Under the proposed revision, Tri-Met would gain an additional \$7 million in operating assistance per year beginning in fiscal 1982. Other assumptions include higher fares, steady growth in payroll tax receipts plus maximum federal and state operating assistance. However, even under these conditions, the Major Service Improvements expansion will require a new operating revenue source, such as a broad-based tax, to spread the cost of transit among

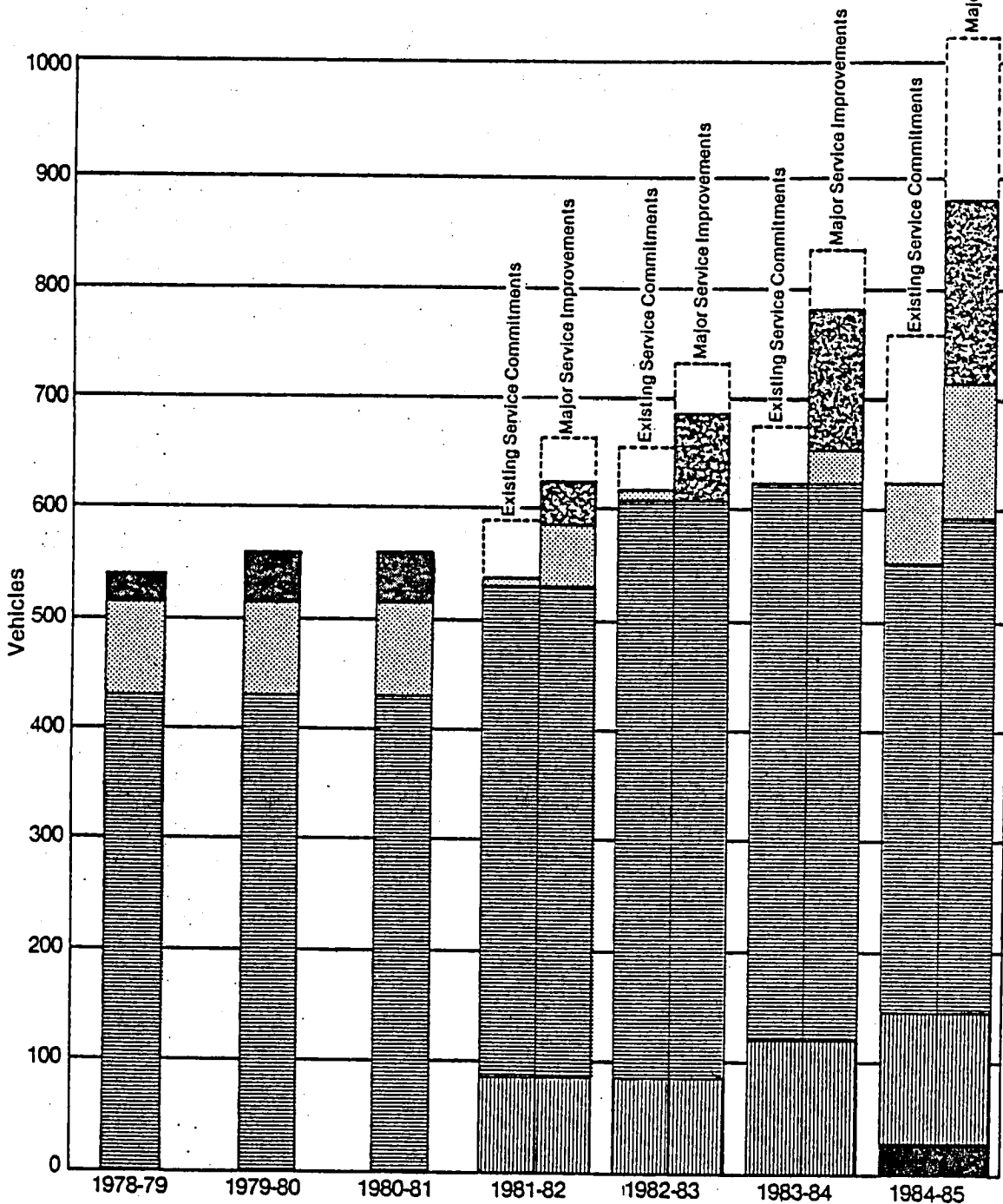
a large group of general taxpayers and thus relieving the burden now carried almost exclusively by taxpaying employers and fare-paying bus-riders.

Additional uncertainties characterize the prospects for capital funding. At the federal level, Congress has appropriated only one-third of the supplemental (Section 3) funds originally promised to transit from the oil windfall profits tax fund. Requested funding of capital items can generally be relied upon, but only to the extent that the Urban Mass Transportation Administration (UMTA) approves the items to be "high priority." At the State level, Tri-Met must compete for funds either within the Oregon Department of Transportation (ODOT) budget or directly from the General Fund. These funds are scarce and it will be difficult to secure funding for 10% of all capital requirements from the State of Oregon. To compound matters, the State is facing a very serious shortfall that threatens not only future funding of capital expansion but even current appropriations. While Tri-Met cannot control unpredictable economic pressures such as uncertain public funding, and energy shortages, it can control its service improvement phasing implementation schedule, the rate of capital equipment acquisition, and internal productivity and cost control measures. The service expansion program is therefore phased so that if capital costs cannot be met, Tri-Met can continue to operate the service provided at that point without revoking any service already committed.

Two additional transit systems now under consideration, the starter Trolley Bus System, and the Westside Transitway Corridor, would be an additional investment to the capital development program. Though both systems offer operating economies in the long run, but they would place substantial strain on capital resources and would require special assistance funding.

FIGURE I

Fleet Composition



- Total Fleet Size in Equivalent Standard Buses
- ▨ Standard (40') Buses Over 13 Years Old Repowered
- ▩ Standard (40') Buses Over 13 Years Old
- ▧ Standard (40') Buses Under 13 Years Old
- ▦ Articulated (60') Buses
- Leased Buses
- Light Rail Transit Vehicles

TABLE I

FIVE YEAR CAPITAL COST & REVENUE SUMMARY

MAJOR SERVICE IMPROVEMENTS PLAN

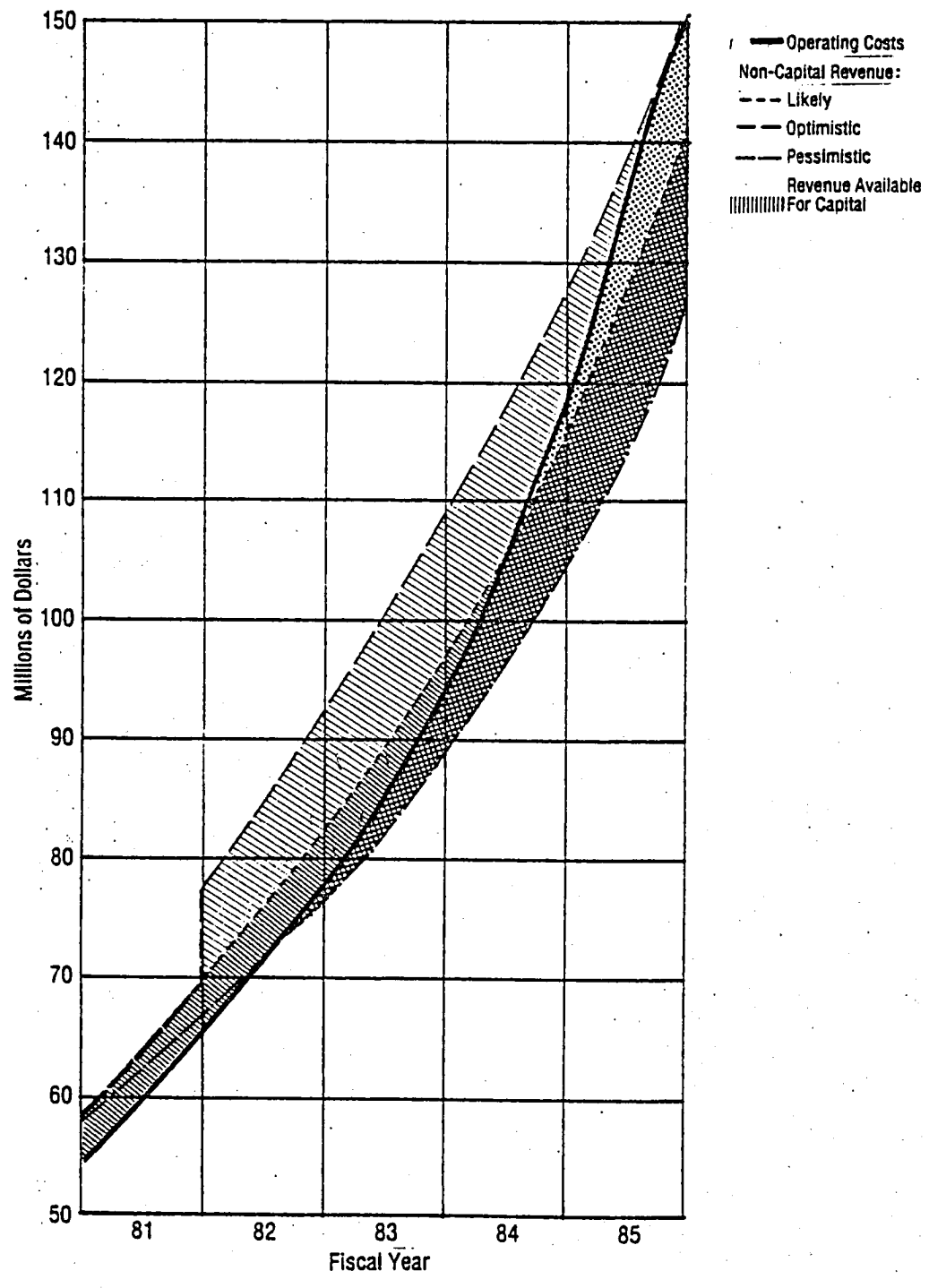
In Thousand of Dollars
(Inflated)

	*COSTS		*REVENUES REQUIRED		TOTAL
	Total	Requested Federal Share	Requested State Share	Required Tri-Met Share	
VEHICLES					
Bus (and Bus Support)	85,943	63,338	7,716	14,889	
LRT	35,450	28,360	5,180	1,910	
					\$121,393
FACILITIES					
Bus (and Bus Related)	31,508	25,250	2,443	3,815	
LRT	172,623	143,340	17,806	11,477	
					\$204,131
EQUIPMENT					
Bus (and Bus Related)	16,609	13,972	1,315	1,322	
					\$ 16,609
TOTALS	342,133	274,260	34,460	33,413	\$342,133

*Figures shown are a summation of capital costs/revenues in inflated dollars from July, 1980 through June, 1985

FIGURE II

Revenue - Cost Comparison
Major Service Improvements Alternative



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: Endorsing an Urban Initiatives Grant Application for Pioneer Square and Amending the Transportation Improvement Program (TIP)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution No.80-199 endorsing the City of Portland's Urban Initiatives Grant application in the amount of \$1,880,000 in Urban Mass Transportation Administration (UMTA) funds to cover Pioneer Square related transit improvements and amending the TIP to include this project.
- B. POLICY IMPACT: This action will enable implementation of transit-related improvements to Pioneer Square as an element of the Banfield Light Rail Transit (LRT) project, enable the timely coordination of the two projects and amend the TIP to include the grant funding (See Exhibit A). Urban initiative funding is allocated by UMTA on a discretionary basis. This action is consistent with Metro's responsibility for allocating federal transportation funds as described in the Five Year Operational Plan. TPAC and JPACT have reviewed and endorsed this grant and TIP amendment.
- C. BUDGET IMPACT: The responsibility to implement and provide local matching funds, previously set aside for the project, rests with the City of Portland and with Tri-Met. The approved Metro budget provides for staff involvement in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: The City of Portland is requesting an amendment to the TIP for a portion of the Pioneer Square project in downtown Portland. The proposed funding source is the UMTA's Urban Initiative Program. Pioneer Square, a key element in the City's Downtown Plan, has always included an important transit transfer and information element. In 1978, Tri-Met submitted a \$1.5 million grant application to UMTA for Pioneer Square transit-related improvements. At that time, UMTA recommended that the application be deferred until a decision had been reached on the Banfield project. When the final Banfield grant was submitted, it was determined that the Pioneer Square related elements should be submitted as a separate grant.

The City has recently completed the selection of a project design and will soon begin final design work on the Square, with construction scheduled to begin in July 1981. Tri-Met will shortly begin final design on the Banfield LRT project. It is critical that these two projects be carefully coordinated and that the grant application be submitted immediately.

The City, with Tri-Met's support, is submitting an UMTA Urban Initiative grant application for \$2.35 million (total dollars). Urban initiative grants are funded on an 80 percent federal (\$1,880,000) and 20 percent local share basis and the City and Tri-Met have reserved adequate local match for the project. Design funds would be programmed for the current fiscal year, with construction funds scheduled for the fourth quarter of this fiscal year and the following year.

Pioneer Station will enhance and facilitate connections with pedestrian, bicycle, light rail, bus, auto and parking systems brought together at Pioneer Square and will provide appropriate access, shelter and stopping places for each system. The Station will provide a full range of terminal facilities, including seating, shelter, vendors, restrooms, telephone service, transit information and services, bicycle parking, eating and waiting facilities. These improvements will be developed with attention to security, lighting, accessibility and an environment reflecting the quality of the surrounding urban area. The proposed plan for Pioneer Square appears in Exhibit B, Impact Area Plan.

B. ALTERNATIVES CONSIDERED: Many design alternatives were considered including do nothing. The proposed design was selected based on cost and timing of implementation of offered maximum benefits in the form of:

- . Opportunity to construct shelters at today's cost.
- . Improvements to the Square consistent with the existing Transit Mall.
- . Concurrent development of the Banfield LRT.

In the short-term, the Pioneer Square improvements will serve transfer between east/west bus routes on Morrison and Yamhill and north/south bus routes in the Transit Mall. Without the facilities provided by the Pioneer Square Urban Initiatives Grant, Tri-Met will construct smaller shelter and information facilities as part of the Banfield LRT project. These facilities would not include amenities to be compatible with Pioneer Square and the Transit Mall.

C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 80-199
AN URBAN INITIATIVES GRANT)	
APPLICATION FOR PIONEER SQUARE	)	Introduced by the Joint
AND AMENDING THE TRANSPORTATION	)	Policy Advisory Committee
IMPROVEMENT PROGRAM (TIP)	)	on Transportation

WHEREAS, Metro Council Resolution No. 80-166 endorsed Tri-Met's capital grant application for construction of the Banfield Light Rail Transit project (LRT); and

WHEREAS, When the Banfield grant was submitted it was determined that a separate grant be submitted covering a project of related transit improvements in Pioneer Square; and

WHEREAS, The City of Portland has completed selection of project design and will soon begin final design work on the Square with construction scheduled to begin in July, 1981; and

WHEREAS, The City of Portland, with Tri-Met's support, is submitting to the Urban Mass Transportation Administration (UMTA) an Urban Initiatives grant application for \$1,880,000 (Federal) to cover implementation of the Pioneer Square project; and

WHEREAS, This project is necessary to successful implementation of the Banfield LRT project and is a key element in the City of Portland's Downtown Plan; and

WHEREAS, It is critical that these two projects be concurrently developed; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the Pioneer Square Urban Initiatives grant as submitted to UMTA by the City of Portland.
2. That the TIP be amended to reflect the Section 3

Funds and schedule set forth in Exhibit A.

3. That the Metro Council affirms that the project is 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 20th day of November, 1980.

Presiding Officer

BP:gl
1044B/135

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) City of Portland
 LIMITS See Impact Area Plan LENGTH N/A
DESCRIPTION
The project will provide for widened sidewalks in the area adjacent to the Square, larger than standard passenger shelters for the LRT station and a transit information center within the Square. Additionally, the grant will provide for paving materials and other design features within the public right-of-way which are consistent with the Transit Mall and the Square itself.

PROJECT NAME Pioneer Square Transit Improvements
 ID No Various
 APPLICANT City of Portland

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 81	FY 82	FY 83	TOTAL
TOTAL			738	1,612		2,350
FEDERAL STATE			590	1,290		1,880
LOCAL TRI-MET			112	246		358
			36	76		112

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 200,000
 CONSTRUCTION 2,150,000
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

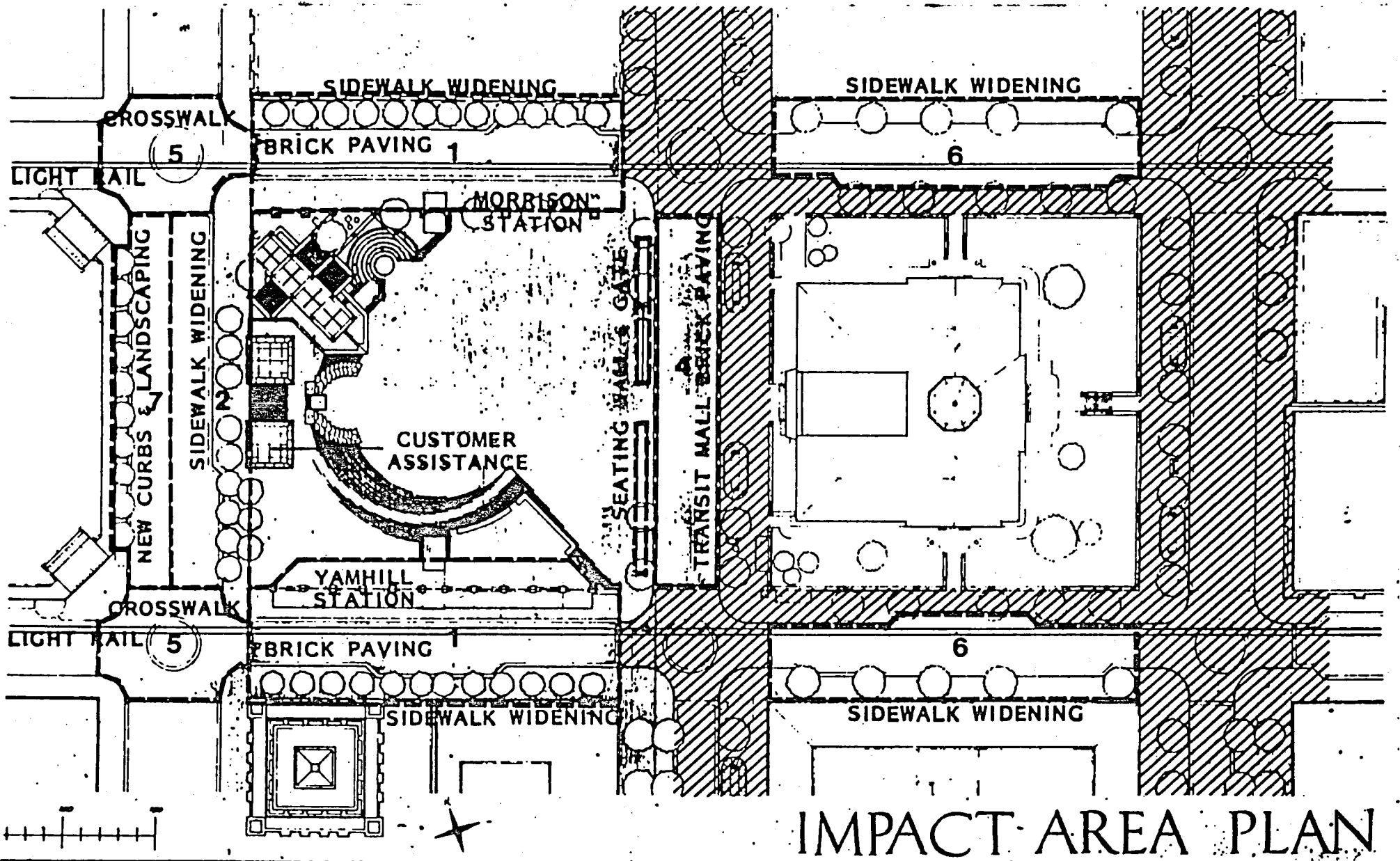
TOTAL \$ 2,350,000

LOCATION MAP
 See Impact Area Plan

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE SUBSTITUTION _____

NON FEDERAL
 STATE _____ LOCAL 15
 TRI-MET _____ 5



EXISTING MALL IMPROVEMENTS //////////////

PROPOSED IMPROVEMENT AREAS - - - - -

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

TO: Council Coordinating Committee
 FROM: Executive Officer
 SUBJECT: Appointing an Agent of Record for Casualty and Liability Insurance

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve the attached Resolution No. 80-198 appointing the Fred S. James Company as Metro's Agent of Record for casualty and liability insurance for a term beginning January 1, 1981, and expiring June 30, 1984.
- B. POLICY IMPACT: Metro's insurance coverage supports all activities and has no direct impact on programs. Insurance coverage is consistent with the programs and loss projection contained in the Five Year Operational Plan.
- C. BUDGET IMPACT: Brokerage fees are paid as a commission on premium costs which are covered in the FY 1981 budget.

II. ANALYSIS:

- A. BACKGROUND: Oregon state law permits local governments to appoint a single agent of record to act as the broker for all casualty and liability coverage for a three-year period. The selection of an agent must be made after requesting proposals through both local newspapers and in the generally circulated industry publication in the area. These procedures have been followed.

The Fred S. James Company was the agent of record for both the Columbia Region Association of Governments (CRAG) and the prior Metropolitan Service District (MSD), and was carried over to represent Metro. This company's appointment as Agent of Record expired on June 30, 1980. Due to pressures from budget preparation and work on the tax base proposal, the Director of Management Services was unable to begin the selection process for the Agent of Record before the end of the fiscal year. The Fred S. James Company appointment was extended for six months. The two and one-half year appointment would place the term of appointment in sequence with the fiscal year and the anniversary date for policy renewals.

- B. ALTERNATIVES CONSIDERED: After advertising in the Daily Journal of Commerce and Insurance Week, proposals were received from two companies, Fred S. James Company and Nasburg and Company of Coos Bay, Oregon. The Fred S. James Company is recommended because of experience of the

company and the agents in the insurance industry in general and public clients in particular and outstanding service from the company in the past. Staff does not think that Nasburg and Company could adequately represent Metro from Coos Bay.

- C. CONCLUSION: Appoint the Fred S. James Company Metro's Agent of Record from January 1, 1981, to June 30, 1984.

CS:bb
988B/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPOINTING AN) RESOLUTION NO. 80-198
AGENT OF RECORD FOR CASUALTY AND)
LIABILITY INSURANCE) Introduced by Council Coordinating
Committee

WHEREAS, The Metro Council deems it appropriate to appoint
an Agent of Record for casualty and liability insurance; and

WHEREAS, Proposals were requested for these services and
advertised in both a local newspaper and the insurance industry
journal; and

WHEREAS, The proposal from the Fred S. James Company best
met Metro's insurance needs; now, therefore,

BE IT RESOLVED,

1. That the Fred S. James Company be appointed Metro's
Agent of Record for a term beginning January 1, 1981, and ending
June 30, 1984.

ADOPTED by the Council of the Metropolitan Service District
this 20th day of November, 1980.

Presiding Officer

CS:bb
989B/135

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

TO: Council Coordinating Committee
FROM: Executive Officer
SUBJECT: Approving and Authorizing the Position of Solid Waste
Public Involvement Coordinator

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve the Resolution and Order No. 80-201 requesting a permanent position for Solid Waste Public Involvement Coordinator, which would replace a current temporary position.
- B. POLICY IMPACT: This change will allow Metro to continue the development of a comprehensive Solid Waste Public Involvement process initiated within the temporary position filled in June, 1980, for a Public Involvement Program Coordinator. It is also consistent with the previous Council directed personnel policy requesting equitable benefits for permanent positions.

This proposal is consistent with the adopted Five Year Operational Plan.

- C. BUDGET IMPACT: Solid Waste will assume the additional cost of \$8,848.64 affected by the position transfer from temporary to permanent from December 15, 1980 through June 30, 1981. The annual salary and benefits of \$20,610 will be assumed by Solid Waste and transferred at a later date from existing contingency funds of \$469,460.

II. ANALYSIS:

- A. BACKGROUND: The Solid Waste Management Plan has expanded into a major program within Metro. Presently there are approximately one dozen components included within it.
1. Many of these projects: transfer stations, recycling centers and landfills elicit the same public concerns and responses;
 2. These activities will be of an ongoing nature from two to seven years;
 3. In order to achieve these activities, Metro needs the public's understanding and support;
 4. In addition, a specific staff Public Involvement person can integrate solid waste components so that the public understands their relationships to the whole.

B. ALTERNATIVES CONSIDERED: Two alternatives were considered:

1. Extending the temporary position for an additional 12 months; and
2. Not filling the position.

Both were evaluated as not satisfactory in order to implement an ongoing and expanding Solid Waste Management Program. Without the necessary public involvement assistance, Metro would not be able to promote source separation and recycling, franchise disposal efforts and consider franchising waste collection as directed in the Five Year Operational Plan.

C. CONCLUSION: Recommend adoption of Resolution and Order No. 80-201 authorizing a permanent staff position for the coordination of the Solid Waste Public Involvement program.

BD/gl
996B/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 80-201
AND AUTHORIZING THE POSITION)
OF SOLID WASTE PUBLIC INVOLVEMENT) Introduced by the Council
COORDINATOR) Coordinating Committee

WHEREAS, Metro is involved in the operation of a
Comprehensive Solid Waste Management Plan; and

WHEREAS, This program will be ongoing for two to seven
years; and

WHEREAS, Public understanding and support is vital for
achieving these activities; and

WHEREAS, There is an immediate need to sustain and refine
an integrated solid waste education and involvement program; and

WHEREAS, The permanent position of a Solid Waste Public
Involvement Coordinator will be responsible for this; now, therefore,

BE IT RESOLVED,

That the position classified for a Public Involvement
Coordinator at a salary range of 8.5 (\$18,539 - \$23,179) be
authorized for the Local Government and Public Involvement Division
funded by Solid Waste.

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

Presiding Officer

BD/gl
1071B/135

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: Recommending a Continuance of the City of Troutdale's
 Request for Acknowledgment of Compliance with LCDC Goals

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend the Council adopt the attached Resolution No. 80-196 recommending that LCDC grant a continuance of the city of Troutdale's request for compliance. The Council should act on this item at its November 20 meeting in order to ensure that its recommendation is considered by LCDC (see background).
- B. POLICY IMPACT: This acknowledgment recommendation was developed under the "Metro Plan Acknowledgment Review Schedule," June 20, 1980. This process provides jurisdictions an opportunity to work with Metro staff and interested parties to discuss and clarify acknowledgment issues prior to Regional Planning Committee action.
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: Troutdale submitted its plan to LCDC for acknowledgment in August, 1979, and subsequently withdrew it when LCDC found it failed a "completeness check." Troutdale resubmitted its plan in June, and its request for acknowledgment is scheduled to be heard by LCDC on January 29-30, 1981.

Metro conducted a final review of Troutdale's plan in October of 1979, and forwarded a copy of its comments to the City at that time.

Troutdale is a rapidly growing suburban community in east Multnomah County and expects more growth in the next two decades. City and regional forecasts estimate that Troutdale's population will increase from slightly over 5,000 to about 8,000 by the year 2000.

Staff concerns about the Troutdale plan include issues involving Goals #2, #5, #10 and #14. Goal #2 problems arise from a lack of ultimate policy choices and urbanization policies. Goals #5 -- Natural Resources -- lacks adequate implementing measures to protect lands designated as "Greenway" on the Land Use Map. Our Goal #10 -- Housing -- analysis shows that Troutdale has not made adequate provision for needed housing types, has failed to

make ultimate policy choices, has precluded some cost-moderating opportunities with vague and discretionary standards and has neither upzoned nor provided for the upzoning of land designated for more intensive use by the Comprehensive Plan. Finally, the City has not clarified under Goal #14 its reason for distinguishing between immediate and future urbanizable lands in the plan where such distinction has not been made on the Land Use Map.

The Committee's role is to receive the Staff Report, hear further comments from interested parties and act upon the staff's recommendations.

RPC's recommendation will be forwarded to the Council for further discussion and approval of Metro's final recommendation and testimony to LCDC.

- B. ALTERNATIVES CONSIDERED: Metro staff did not find any issues which warranted serious consideration of an alternative recommendation (i.e., for denial).
- C. CONCLUSION: Metro's recommendation for a continuance will support local planning efforts while protecting regional interests.

MB:gl
925B/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING A) RESOLUTION NO. 80-196
CONTINUANCE OF THE CITY OF)
TROUTDALE'S REQUEST FOR) Introduced by the Regional
ACKNOWLEDGMENT OF COMPLIANCE) Planning Committee
WITH THE LCDC GOALS)

WHEREAS, Metro is the designated planning coordination body under ORS 197.765; and

WHEREAS, Under ORS 197.255 the Council is required to advise LCDC and local jurisdictions preparing comprehensive plans whether or not such plans are in conformity with the Statewide Planning Goals; and

WHEREAS, The city of Troutdale is now requesting that LCDC acknowledge its Comprehensive Plan as complying with the Statewide Planning Goals; and

WHEREAS, LCDC Goal #2 requires that local land use plans be consistent with regional plans; and

WHEREAS, Troutdale's Comprehensive Plan has been evaluated for compliance with LCDC goals and regional plans adopted by CRAG or Metro prior to June, 1980, in accordance with the criteria and procedures contained in the "Metro Plan Review Manual" as summarized in the staff reports attached as Exhibit "A" and "B"; and

WHEREAS, Metro finds that Troutdale's Comprehensive Plan does not comply with the LCDC Goals #2, #5, #10 and #14; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that Troutdale's request for compliance acknowledgment be continued to correct deficiencies under Goals #2, #5, #10 and #14 as identified in Exhibit "A."

2. That the Executive Officer forward copies of this Resolution and Staff Report attached hereto as Exhibits "A" and "B" to LCDC, city of Troutdale and to the appropriate agencies.

3. That, subsequent to adoption by the Council of any goals and objectives or functional plans after June, 1980, the Council will again review Troutdale's plan for consistency with regional plans and notify the city of Troutdale of any changes that may be needed at that time.

ADOPTED by the Council of the Metropolitan Service District
this 20th day of November, 1980.

Presiding Officer

MB:gl
926B/135

EXHIBIT A

TROUTDALE ACKNOWLEDGMENT REVIEW

Introduction

The city of Troutdale is located in the urban area of east Multnomah County, just 19 miles from downtown Portland. The City encompasses only 4.2 square miles with a year 2000 population projected to reach 8,064.

Although the Troutdale plan sets out policy and land use designations for land within the Urban Planning Area (i.e., both incorporated and unincorporated lands), the Multnomah County plan applies to all unincorporated lands. The plan is submitted as a "complimentary" plan and, therefore, Metro's review is limited to lands within the current city limits.

Metro's acknowledgment review report is in two parts: 1) a final review of the City's plan and implementing ordinances prepared in October, 1979, and 2) an acknowledgment review focusing on issues of regional significance.

Metro's Final Review of Troutdale's plan identified several plan deficiencies under the State Goals. A copy of this final review is incorporated herein. It is recommended that the DLCD focus its review on the adequacy of Troutdale's final submittal regarding the subjects of final plan deficiencies not covered in Part Two of our report.

Metro recommends that the city of Troutdale's request for acknowledgment be continued to correct deficiencies of regional concern identified under Goals #2, #5, #10 and #14.

General Requirements

All general requirements have been met and all necessary documents have been included in the comprehensive plan package submitted for acknowledgment.

Troutdale has projected a city limits year 2000 population of approximately 8,064 which is consistent with Metro's "208" projections.

The City has included the following "opening language" which is adequate for compliance:

"This plan, as well as its implementing ordinances and related documents, may also be opened for amendments that consider compliance with the Goals and Objectives of Metro. Annual amendment and revision for compliance with regional goals, objectives and plans shall be

consistent with any schedule for re-opening the Plan which is approved by the Land Conservation and Development Commission." (C.P. p. VII)

Conclusion: The City has adequately satisfied all general requirements.

Goal #1 Citizen Participation

The Citizen's Advisory Committee (CAC) is composed of representatives from six neighborhood districts, with the Planning Commission serving as the City's Committee for Citizen Involvement (CCI).

Citizen input to the planning process has also been enhanced by a series of Citywide surveys/questionnaires.

A Citizen Involvement Program (CIP) evaluation was completed in August, 1980. Overall, the City concluded that the CIP has been effective.

No Goal #1 violation complaints have been received by Metro regarding the City's CIP.

Conclusion: The City complies with the regional requirements under Goal #1.

Goal #2 Land Use Planning

The Troutdale plan and implementing measures are contained within three principal documents titled, "Comprehensive Plan Inventory," "Comprehensive Plan" (policies) and "Comprehensive Plan Documents" (i.e., Zoning Ordinance, Subdivision Regulations, Capital Improvement Plan, Land Development Manual and Troutdale Parks Plan).

The city of Troutdale/Multnomah County Urban Planning Area Agreement (UPAA) became effective in February, 1979. The County's plan applies to all unincorporated lands within the Urban Planning Area. Inconsistencies between the Metro Urban Growth Boundary (UGB) and the Urban Planning Area of the UPAA are discussed under Goal #14 of this review. Although there is no distinction on the Land Use Map between "Immediate" and "Future Urbanizable" lands, the plan (p. VI) does include a definition of these terms relative to Troutdale. If the immediate/future urbanizable designations are to be applied to Troutdale, then the four conversion factors of Goal #14 would apply.

Conclusion: The City does not comply with the regional requirements under Goal #2. In order to comply, the City must:

1. Amend the plan to state specifically the City's ultimate policy choices regarding the allocation of land for residential purposes. (See Goal #10 of this review.)
2. Clarify the City's intent to distinguish between immediate and future urbanizable lands and address the requirements of Goal #14 as appropriate.

Goal #3 Agricultural Lands

Conclusion: Not applicable for cities within an adopted Urban Growth Boundary.

Goal #4 Forest Lands

Metro's Draft Review of the City's plan indicated the City complies with all Goal #4 requirements.

Conclusion: The City complies with the regional requirements under Goal #4.

Goal #5 Open Space, Scenic and Historic Areas and Natural Resources

Two aggregate resource sites have been identified in the "Inventory" document (p. 127) consistent with the Oregon Department of Geology and Mineral Industries Study. Both sites are currently being mined. Neither plan policy nor the Zoning Ordinance allow for the extraction of aggregate resources; therefore, the subject extraction operations are being allowed as a pre-existing nonconforming use.

The Urban Outdoors, CRAG, 1971 study, has been referenced in the Troutdale plan. The "Outdoors" plans which affect Troutdale are carried out largely through the City's "Floodway/Greenway" designations along stream corridors. The Sandy River, which borders the City on the east, is designated as an Oregon Scenic Waterway. The Floodway/Greenway" designation is applied to the Sandy River area.

The Floodway/Greenway overlay zone applies to Policy Areas #1, #2, #4 and #6. Within Policy Area #1, development in the Floodway/Greenway areas is permitted, subject to City review and availability of urban services (one assumes services are available, however, since all lands are designated immediate urban). Within policy Areas #2 and #6, "No development within these areas shall be permitted, except as deemed appropriate by the City." (Emphasis added.) There are no criteria or standards by which "appropriate" development would be defined. The Zoning Ordinance, Section 10.040, Flood Hazard District, does allow development in the floodplain which appears inconsistent with plan policy for areas #2 and #6. There are no ordinance provisions which address the "Greenway" designated areas (e.g. riparian vegetation protection). Arata Creek does enter Policy Area #4, yet the floodplain and greenway designations are not referenced in this section of the plan.

Citywide goals and policies relevant to stream corridor protection are as follows:

"To continually strive to maintain the high air, water and land quality presently existing, and to protect and preserve those significant environmental and ecological resources in the area.

"To provide open space and park areas in sufficient amounts and types to meet the recreational needs and desires of the residents of the City.

"Environmental quality shall be maintained by guiding future developments and land use activities in such a manner so as to protect the City's environmental resources. The City will not allow activities that would significantly deteriorate the existing high quality of the water, air or land resources." (pp. 1-3)

There are no implementing measures, beyond application of the Flood Hazard District standards, by which to carry out the above goals/policies.

Conclusion: The City does not comply with the regional requirements under Goal #5. In order to comply, the City must:

Adopt implementing measures which adequately protect/preserve all lands and streams designated "greenway" on the Troutdale Comprehensive Plan Map.

Goal #6 Air, Water and Land Resources Quality

The standard "sample language" on air quality has been included, which references the State Implementation Plan (SIP) and notes that the Portland/Vancouver Interstate Air Quality Maintenance Area (AQMA) is in nonattainment for meeting federal ambient air quality standards for ozone. Also included is a recognition of Metro's and the Department of Environmental Quality's (DEQ) role in addressing this problem. Troutdale commits to cooperating with Metro and DEQ in addressing the air quality problems. This "sample language," is contained within the "Findings" document, whereas ideally, it should be located within the comprehensive plan.

A Sandy River drainage basin report, developed by DEQ is referenced. Although the water quality elements (e.g., temperature, levels of dissolved oxygen, etc.) of the Sandy River have not been identified, a DEQ list of recommendations for plan development is included ("Findings" pp. 135-145). The standard "sample language" on water quality (i.e., recognize Metro's Waste Treatment Management Component) is included and minimally acceptable for Goal compliance. Again, however, the "sample language" is contained within the "Findings" document and ideally should be located within the policy document (i.e., "Comprehensive Plan").

The implementing measures are weak in terms of retaining riparian vegetation and channel integrity and ensuring adequate building setbacks. This issue has been discussed in more detail under Goal #5 of this review.

Conclusion: The City complies with the regional requirements under Goal #6.

Goal #7 Areas Subject to Natural Hazards

The plan contains a good inventory of natural and manmade (i.e., airport traffic) hazards. The following citywide policy has been adopted relative to hazards.

"Hazards. Development in highly hazardous areas, such as land within a floodway or under the airport clear-zone, will be restricted or prohibited. Development may be allowed in areas of potential hazard if appropriate safeguards are taken in the design and construction to protect surrounding persons and property."
(p. 5)

This policy is implemented through Section 10.040, Flood Hazard of the Zoning Ordinance and Section 5.020 of the Subdivision Regulations where development on lands subject to hazards are subject to City Engineer review and Planning Commission approval. The City has adopted Chapter 70 of the Uniform Building Code (UBC) and, therefore, protection from hazards, for developments on lots of record (i.e., land not needing subdivision approval before development can take place) is provided.

Conclusion: The City complies with the regional requirements under Goal #7.

Goal #8 Recreational Needs

The "Troutdale Parks Plan" includes an inventory of existing facilities, a needs analysis for future park lands and design plans for existing parks. The park and recreation policies and plans are implemented through the City's Capital Improvement Program.

Consistency with the "Urban Outdoors" is discussed under Goal #5 of this review where it is noted that the implementing measures are inadequate for development on lands within the "Greenway" designated areas.

Conclusion: The City complies with the regional requirements under Goal #8.

Goal #9 Economy of the State

Troutdale's economic analysis begins with an overview of the principal employers in the Troutdale area and character of job opportunities, followed by an examination of the relationship between the costs (to the City) of various land uses and the respective property tax revenues received. The City concludes that additional economic activity will be beneficial to the residential community. An industrial site survey conducted by the Oregon Department of Economic Development (DED) and the "Overall Economic Development Plan" (OEDP) developed by Multnomah County have been referenced as part of the City's economic background information. The actual number of acres allocated for commercial and industrial development has not been identified.

Policy Areas #2, #3, #4 and #5 on the plan map provide for commercial and industrial development. Policies are implemented primarily through the Zoning Ordinance.

Conclusion: The City complies with the regional requirements under Goal #9.

Goal #10 Housing

Troutdale has not developed a housing needs analysis. However, the region has defined Troutdale's housing needs by 1) development of the Areawide Housing Opportunity Plan where households in need of assistance have been defined, and 2) through the various documents calling for a 50/50 single family/multi-family (SF/MF) new construction ratio and an overall density of about eight units per net acre (UNA). Therefore, the housing needs analysis requirement has been satisfied at a regional level. Until the City revises this needs assessment as may be deemed appropriate due to other Goal considerations, Metro's review and recommendations will be based upon the existing regionally defined housing needs for the City.

The City's principal residential districts are designated on the Land Use Map as Policy Areas #1 and #2. Policy Area #6, titled Agriculture, Conservation, Community Services, allows limited residential development on minimum lot sizes of 20,000 and 40,000 square feet per unit.

A buildable lands inventory has been developed, based upon the permitted uses in each policy area. The new unit potential as presented by the City, is indicated below:

New Housing Unit Potential

Policy Area	Existing Units	Vacant Area (Gross)	Potential SF Units	Potential MF Units
Area #1 (plotted)			3,411	
(committed)			(386)	
(undeveloped)		428AC	(1,223)	
			(1,802)	
Area #1 Transitional		168.6AC		2,186*
Area #2		11.8AC		85*
Area East of Sandy River**		26	26**	
Total less "Area East of Sandy River"**		608.4AC	3,411 (60%)	2,276 (40%)
<u>Total housing units = 5,687</u>				

(Metro notes:)

* Troutdale has not subtracted any land for semi-public and public uses (e.g., 20 percent for roads) and, therefore, these figures are inflated.

** While the table on page 284 of the "Findings" document identifies 26 units as MF, page 288 states that due to a lack of sewers for this area now and in the future, this area will be built at one unit/acre and be single family. We have, therefore, classified this land (i.e., 26 acres) as constrained and eliminated it from the total housing potential figures.

As evidenced above, the city of Troutdale has failed to meet the regional expectation of a 50/50 SF/MF new construction mix. In fact, given the variety of uses permitted in each residential district, one questions whether even the planned 60/40 SF/MF mix can be obtained. To elaborate: within Policy Area #1 (the principal SF district) the R-10 and R-7 zones are allowed with the R-4 zone (duplexes) allowed at "appropriate" intersections. The City has assumed that 20 percent of the land will develop under R-10 and 80 percent under R-7 ("Findings" document, p. 285). There is no justification for these assumptions nor is such an allocation supported by policy or existing zoning.

The "Transitional" district within Policy Area #1 allows an R-4 zone which permits one and two family dwellings; retail and office use; an A-2 zone which permits all the above (i.e., uses permitted under the R-4 zone) plus apartment dwellings; and an A-1-B zone which permits apartments and/or business offices. Assumptions contained within the "Findings" document relative to Policy Area #1 are as follows:

- "a. Virtually no development will occur at R-4 densities.
- b. Twenty-five percent of the land will be developed under the A-2 zone.
- c. Seventy-five percent of the land will be developed under the A-1-B zone.
- d. Within the A-1-B zone, 75 percent of the land will be developed for residential uses and 25 percent for nonresidential uses."
(p.286)

These assumptions have not been based upon an identified set of findings nor are they supported by policy or existing zoning.

Within Policy Area #2 (the principal MF district) the C-2, C-3 and C-4 commercial zones and the R-4, A-2 and A-1-B residential zones are allowed by policy. The development assumptions for this area include:

- "a. Fifty percent of the land will be developed under the A-2 and A-1-B zones.

- b. Ninty percent of the land developed under the A-2 and A-1-B zones will be residential." (p. 287)

Again, these assumptions have not been justified by findings or policy nor supported by implementing provisions (i.e., zoning map).

In summary, the City has not determined its ultimate policy choices for land use in Policy Areas #1 and #2. The assumptions for land use allocations by zone are neither based upon identified findings nor supported by policy or existing zoning. Hence, given the wide range of uses allowed, there is no assurance that any multi-family dwellings will be developed.

Regionally, Troutdale is expected to reach an overall new construction residential density of about eight UNA. Without a clearer indication as to Troutdale's desired land use allocation, however, density cannot be determined.

Plan policy calls for allowing manufactured housing in the R-4 and multi-family zones (R-4, A-2 and A-1-B) yet "mobile home parks" are allowed only in the A-2 zone (re: 2.0, Section 7.051) at a maximum 10 units per acre subject to a Planning Commission hearing. According to the Zoning Ordinance, the Planning Commission may deny or establish conditions of approval for a mobile home development without need to follow specified standards (see below).

"The Planning Commission may approve, disapprove or modify any application and attach reasonable conditions to the development plan. No building permit shall be issued except for construction conforming to the Development Plan." (2.0. p. 45)

Plan policy also states: "Individual manufactured homes may be allowed in any residential zone as a conditional use subject to clear and objective standards" (p. 7). This policy has not been carried out in the City's ordinances. Further, the Troutdale conditional use standards are vague and discretionary as follows:

"Conditions and restrictions may include a specific limitation or uses, landscaping requirements, off-street parking, performance standards, performance bonds and other reasonable conditions, restrictions, or safeguards that would uphold the intent of the Comprehensive Plan and mitigate any adverse effect upon the adjoining properties which may result by reason of the conditional use being allowed." (Emphasis added) (2.0 Section 11.061.02)

"Other types of uses and uses outside of the transitional areas may be established upon a finding that the granting of the Conditional Use

Permit will not be detrimental to the health, safety and general welfare or injurious to other property and is in conformance with the goals and objectives of the Comprehensive Plan."

(Emphasis added) (2.0 Section 11.064.02)

To add further burden to the developer, an annual review is required of all conditional use applicants:

"A Conditional Use Permit granted in areas outside of the transitional areas shall be reviewed at a public hearing every year in order to establish the degree of compliance of the use with the conditions placed upon the permit."
(2.0, Section 11.061.04)

In light of the requirements (e.g., conditional use and design review) for the placement of mobile homes as compared to single family dwellings (e.g., subdivision approval), it is apparent that the following City housing policy has not been carried out:

"Manufactured home parks or subdivisions will not be required to go through any review process beyond that required for conventional stick-framed housing." (p. 7)

Development on constrained land (i.e., greenway/floodway designated lands) or the allowance of density transfers from constrained lands is left unclear as specified in Policy Area #2:

"No development within these areas shall be permitted, except as deemed appropriate by the City to expand or re-subdivide existing developments." (pp. 14 and 17)

The Subdivision Regulations, Section 2.040.02, does specify a time certain for a hearing date following preliminary plan submission (i.e., 60 days) but can be extended if requested by the Department of Community Development (i.e., City).

All land use developments, except SF, are subject to design review. The staff is authorized to review the design of duplexes whereas all other uses must be reviewed by the Design Review Board. The evaluation considerations include the following, where items #2 and #12 are vague and discretionary.

"Section 3. Design Review Considerations

Evaluation will include but not be limited to the following functional design considerations:

1. site characteristics, such as topography, soils, existing vegetation, natural drainage ways and natural hazards;

2. compatibility with and effect upon the surrounding buildings, neighborhoods, and environment;
3. solar and wind orientation, and the use of existing and proposed vegetation as they affect energy conservation;
4. parking areas and the overall circulation system;
5. pedestrian traffic and access;
6. storage areas for recreational vehicles;
7. service and delivery areas;
8. usable outdoor areas;
9. utilities, including the sewer, water, storm drainage, lighting and sprinkler systems;
10. police and fire protection;
11. landscaping and berming, especially with regard to screening to reduce noise, maintain or enhance private areas, block off objectionable views or noncompatible land uses, conserve energy, and prevent soil erosion;
12. building design, in terms of its relationship to surrounding buildings, and neighborhoods, its scale, its provisions for the handicapped, its energy efficiency and its general visual impact." Ordinance #246)

All condominium proposals or conversions are subject to review by the Planning Commission. The criteria for approval have not been established.

The City has chosen to upzone land over time on a case-by-case basis. The Zoning Ordinance, Section 12.00 does contain a zone amendment process, but fails to provide any criteria by which approval/denial will be judged. There is no policy which supports the upzoning approach taken by the City. Since nearly all MF developments will require a zone change, clear and objective zone change approval standards are essential.

Conclusion: The City does not comply with the regional requirements under Goal #10. In order to comply, the City must:

1. Amend the plan to state specifically the City's ultimate policy choices regarding the allocation of land for residential purposes by type, density and location which meets the regional expectations of a 50/50 SF/MF new construction ratio and an overall density of about eight units per net acre (UNA).
2. More adequately provide for cost moderating opportunities under clear and objective approval standards.
3. Amend the plan and implementing ordinances to more clearly state the City's policies regarding development in the greenway/floodway districts.
4. Amend Ordinance #246 regarding the Design Review Board so as to establish clear and objective review standards.
5. Either upzone all land consistent with the City's ultimate policy choices for residential development or adopt policy supporting a case-by-case upzoning process and establish clear and objective standards for zone changes.

Goal #11 Public Facilities and Services

The City's water is received from two wells supplemented by water from Wood Village (needed in past summer months) and Gresham (as an emergency connection only). A \$2 million bond proposal has been recently passed to finance major water system improvements.

Troutdale's sewer plant is being expanded to a 1.6 MGD capacity. Further expansion will be needed, however, an alternative to expansion is development of a sub-regional facility combining the service areas of Troutdale, Gresham, Inverness and Columbia sewer districts. A consortium involving these entities has been formed and is pursuing "201" funds to begin a study which looks at the subregional options for sewerage treatment.

Storm drainage is adequately addressed in the "Storm Sewer Study," January, 1977.

The plan includes the required (sample) language calling for coordination with regional plans for sewerage treatment and solid waste (Findings pp. 203-204).

Public facility plans are implemented primarily through the Capital Improvement Program (CIP).

Conclusion: The City complies with the regional requirements under Goal #11.

Goal #12 Transportation

All the pertinent inventories have been completed. The Multnomah County Transportation Plan is referenced which addresses State and

regional systems within the City. The County's Functional Classifications of Trafficways was adopted by the City. The Troutdale airport has been addressed through a series of reports prepared by CH2M HILL for the Port of Portland.

Plan policies generally support an improved circulation system with mass transit, bicycle and pedestrian options encouraged.

Policies are implemented through the Capital Improvement Program and application of the Subdivision Regulations.

Conclusion: The City complies with the regional requirements under Goal #12.

Goal #13 Energy Conservation

The City has included a brief analysis of energy sources and potential energy conservation measures. The desire to conserve energy underlies several of the City's policies. Increased residential densities, land use patterns in relation to transit, evaluation by Design Review Board for energy efficiency and more are noted as ways Troutdale is addressing the need to conserve energy.

Conclusion: The City complies with the regional requirements under Goal #13.

Goal #14 Urbanization

Gresham's city limits are coterminous with Metro's UGB and, hence, must recognize the UGB in the plan and the process for its amendment. The City has met both of these requirements as included in the "Findings" document (p. 241) and on the Land Use Map. Through Metro's review of the Troutdale plan, a discrepancy in the delineation of the Metro UGB (within the southeast corner of Troutdale's urban planning area) has been identified. Troutdale has depicted a boundary consistent with the Metro adopted legal description, yet, inconsistent with Metro's adopted UGB map. Metro will be making the appropriate correction to this area of the UGB consistent with the UGB amendment procedures. Troutdale will be required to make adjustments to their Land Use Map (i.e., UGB), if any are required, following Metro Council action on this matter. This is a post-acknowledgment issue.

Although there is no distinction on the Land Use Map between "Immediate" and "Future Urbanizable" lands, the plan (p. VI) does include a definition of these terms relative to Troutdale. If the immediate/future urbanizable designations are to be applied to Troutdale, then the four conversion factors of Goal #14 would apply.

Conclusion: The City does not comply with the regional requirements of Goal #14. In order to comply, the City must:

Clarify the City's intent to distinguish between immediate and future urbanizable lands and address the requirements of Goal #14 as appropriate.

Metropolitan Service District

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

Memorandum

Date: October 5, 1979
To: Ed Murphy, Director of Community Development
From: Michael V. Butts, Metro Plan Review
Subject: Final Plan Review for City of Troutdale

Following is a summary of recommended amendments for the Troutdale Comprehensive Plan as discussed at our September 24, 1979, meeting. This summary is based on a goal-by-goal format with numbers referring to the "Metro Plan Review Manual" checklist worksheet.

All changes or additions to the "Text" must be handled as Plan amendments. These items are noted with a "T." Modification or additions to the background data can be handled through additions to the "Background Inventory." These items are indicated with an "I." Items essential for compliance are indicated with an "*." While none of the remaining items suggested for inclusion is itself essential for compliance, the cumulative weight of the deficiencies, if none were addressed, might affect goal compliance in certain areas. We urge you, therefore, to review these suggestions carefully and incorporate as many as are practicable.

0. General Requirements

0.1.9. "Amendment Procedures," page VI, are not adequate to meet this requirement. An additional paragraph containing the necessary "Opening Language" should be included. (See Plan Review Manual, Section III, E, for sample language.)

0.2. Plan consistency with "208" Population Projections shall be determined after Troutdale has submitted its population study.

Goal #1 Citizen Involvement

1.6. We recommend a final evaluation of your citizen involvement process. The evaluation should address each of the six goal requirements. Discussion in the Evaluation Worksheet (EW) on this item should be incorporated into the evaluation.

Goal #2 Land Use Planning

2.2.2. The Troutdale plan has been organized under three main headings which are "Background Inventory," "Text" (goals, objectives and policies) and "Appendix." Each chapter in the inventory concludes with a list of policy options. Those policies earmarked for adoption should be restated in the "Text." Likewise the appendix includes a number of policies which should be restated in the "Text" if they are to be adopted.

The inadequacies to goal requirements in your "Background Inventory" have in several instances been met by documentation in the "Appendix." An appendix index at the end of each inventory chapter identifying relevant material would help direct the reader.

The EW submitted with the City's comprehensive plan self-evaluation has, under most goal items, provided the necessary information to meet the goal requirements. The EW discussions should be added to the "Background Inventory" at the end of each applicable chapter. The following pages have noted where this is appropriate.

*2.1.2. This criterion will be satisfied if changes are made to reflect the recommendations of this review.

*2.1.2.2. As noted in the EW, several inconsistencies exist between the plan map and zoning map. All land use/zone inconsistencies are zoned for a less intensive use than the plan map. If the City intends to make these zone changes upon request of the landowner, then a policy to this effect should be developed. (T) The "Transitional Use Area," in terms of permitted uses is counter to the general purpose of Policy Area 6. This inconsistency needs to be resolved. I would suggest substituting the "Transitional Use Area" with a conditional use provision in Policy Area 6. The same uses could be permitted but subject to a set of standards which would preserve the natural scenic character of the river corridor (Refer to Goal #15 Willamette River Greenway). (T)

2.2.1. As noted in the EW, this requirement will be met after Metro's review is completed.

*2.2.2. A general policy on cooperating with federal and state agencies, Metro, Multnomah County and neighboring cities regarding solid waste, air quality, transportation and parks and recreation should be adopted.

*Finally to demonstrate that you have addressed all inventory requirements of the goals, you should include a "disclaimer" listing all the resources which are not present in the City and for which, therefore, inventory requirements do not apply. (I)

The following is our list of inventory requirements which appear not to apply to the City.

- 5.1.2.: Mineral Resources
- 5.1.3.: Energy Sources
- 5.1.8.: Wilderness
- 5.1.10.: Cultural Areas
- 5.1.12.: Scenic Waterways
- 8.1.1.3.: Archeology
- 8.1.1.8.: Hunting
- 8.1.1.10.: Winter Sports

Goal #3 Agricultural Lands

Not Applicable

Goal #4 Forest Lands

4.1.4. The inventory discussion established a class I, II, and III system for noting various forest types. Although this is an effective way to discuss this topic, it is in conflict with federal forest classification standards which refer to the cubic foot per acre and tree height for commercial forest. I suggest using a class A, B, and C or type A, B, and C. (I)

Goal #5 Open Space, Scenic and Historic Areas and Natural Resources

5.1.2. The two aggregate sites noted in the EW should be identified in the Goal #5 inventory. These sites may have potential for future parks development. (I)

5.1.7. It is difficult for the lay person to understand soil maps. A map identifying water areas, wetlands and watersheds would be a more useful park planning tool and thus should be provided. (I)

5.1.9. It is unclear from the section on Troutdale's history which historic structures are still remaining. As noted in the EW, the CETA historic study is nearing completion. We anticipate this study will clarify which sites and structures of historic value remain.

5.1.13. The "Urban Outdoors" identifies scenic drives along Burnside continuing a short distance along 80N and along the Columbia River. This should be recognized in the plan. (I)

5.2.1. Conflicting uses such as discussed under Item 2.1.2.2. Policy Area 6, should be identified. (I)

*5.2.3. The text contains no policies for the preservation of historic areas and, therefore, should be amended. (T)

*5.3.1. The EW discussion on open space and parks implementation measures should be included in the inventory. Policy Areas 2-6 contain a provision for historic preservation. This same provision should be included in Policy Area #1. The design review standards (not submitted but should be for compliance) should contain specific standards directed toward the preservation of historic areas. Areas designated as "historical" or "design review" have not been located on the plan map as stated. (T)

Land immediately adjacent to the Sandy River, identified as Policy Areas 2 and 3, is not adequately protected as it would be if designated as Policy Area 6. This area along the river corridor should be protected and thus warrants re-examination.

Goal #6 Air, Water and Land Resources Quality

*6.1.1. and 6.1.1.3. The data used to discuss air quality are out of date and ideally should be revised with current DEQ/Metro data. At a minimum, a statement should be developed recognizing that the base data are dated and that the air quality section will be revised, subsequent to plan compliance in cooperation with DEQ and Metro. (I)

6.1.1.1. An airshed definition should be included in the plan. (I)

6.1.1.2. The EW discussion on this item should be included in the inventory. (I)

6.1.2.1. "River Basin" should be defined in the plan. (I)

6.1.2.4. The results of the Troutdale "201" Facility Plan by DEQ should be summarized and included within the plan. (I)

*6.1.3. The discussion in the EW (6.1.3.1.) should be incorporated into the plan. Also, a brief statement identifying the solid waste problems of the region and a description of Metro's role should be included. In addition to the Obrist landfill

site, the DSA study has identified the Sandy Delta site alternative. If this latter site is within the City, it should be identified in the plan. (I)

*6.2.1.1. Airport noise problems have been addressed through various land use policies and standards established within the airport study. A number of alternatives have been identified on pages 144-146 which deal with noise. Those alternatives which are to be adopted as policies must be restated in the "Text." (See Goal #2 Review). (T)

6.2.2.1. The EW discussion of this item should be included in the inventory. (I)

6.2.2.3. and 6.2.2.5. The EW discussion is presently in policy form and could simply be included in the "Text" to meet this requirement. (T)

Goal #7 Areas Subject to Natural Hazards

7.1.4. The "Troutdale Storm Sewer Study" did not directly address erosion and deposition. Ideally this should be completed, but is not critical for compliance. (I)

*7.2.1. Reference should be made in the zoning ordinance Section 10.040 Flood Hazard, to the map being used to identify flood hazard areas (i.e. Army Corps Engineers Flood Plain Map). Ideally the flood hazard zone should be indicated on the zoning map. The location of the map (i.e. City Hall) should be indicated as well.

*7.1. Methane gas migration is a hazard in the Obrist landfill area. Since the City has indicated it may assume responsibility of the Obrist landfill site in 1980, policies should be developed which address landfill management and hazards. In addition, standards and requirements should be established for development on land surrounding the landfill site and prevention measures instituted to retard methane gas migration. (T)

Goal #8 Recreational Needs

8.1.2. See review of item 5.1.13.

8.2.2.1. The role of private enterprise should be identified. If private enterprise is not anticipated to take a significant role in the provision of recreational opportunities, then this should be noted. (I)

8.2.2.4. See Goal #2 Land Use Planning Review

*Note: We anticipate submission of a subsequent park plan.

Goal #9 Economy of the State

*9.1.6. The "Multnomah County Industrial Land Study" does identify land available for industrial development. Land available for commercial development should be identified during the vacant/buildable land survey presently underway in your City. The summary of findings on vacant land for commercial development should be included in the economic chapter of the plan. (I)

*9.2. The rationale behind the allocation of land for future commercial development has not been identified. A comparison with other cities regarding the percent of land designated for commercial development is one possible way to address this issue. The 9.1.3. EW discussion should be included in the plan. (I)

Goal #10 Housing

*A review of the housing and population study will be conducted following its submittal to Metro. Following are a few comments generated from a cursory review of your housing policies and implementation measures and from our meeting on September 24, 1979.

1. In addition to a buildable lands inventory, a projected housing mix by the year 2000 must be established. This should be based on the plan map and its allocation for residential development. Metro has identified a 65 percent single family and 35 percent multi-family as a reasonable mix to meet the region's fair-share of housing types. If this mix will not be reached (at least 35 percent multi-family to include duplexes) then a 50/50 percent new construction mix to the year 2000 would also meet this requirement.
2. The "Transitional Use Area" permits a variety of uses including multi-family, commercial and community service development. Since this area does not allow multi-family development exclusively, this land cannot be counted towards your future housing mix. If the policy is to be amended to permit only multi-family but as a conditional use, then the units can be counted toward the multi-family percentage, but the approval standards must be clear, objective and reasonable. Section 1.04.022, A and C of Policy Area #1 do not meet the clear, objective and reasonable criteria.

In addition, Item 10.2.5 requires that land be made available. Section 1.04.022, F allows transitional uses as a buffer only after the abutting commercial development is in place. This land cannot be classified as available since commercial development may never take place.

3. The city has instituted a system of service charges on all new construction. The justification for this assessment in terms of the fee and its relationship to the cost for new facilities, should be established.
4. A policy recognizing the responsibility to provide low income housing is required. This policy can be implemented through the County's Housing Opportunity Plan (HOP).
5. Mobile homes are allowed in an A-2 zone after a public hearing. Vacant land zoned A-2 is extremely limited and thus allows a limited number of mobile homes. The inventory speaks to the disadvantage of encouraging mobile homes as an alternative for low income housing. If the argument against mobile homes can be further substantiated by some base data, the limited land available for mobile homes may be justified. You should either provide this justification or make more land available for mobile home placement. The mobile home approval standards (7.055.03) should be revised as the language does not meet St. Helens case requirements.

Goal #11 Public Facilities

Generally, the sewer, water and storm drainage studies address the factual base inventory criteria. Your comments in the EW item 11.1.1.4. and 11.1.5 should be included in the inventory as they give clarity to the Multnomah County sewerage consortium and its role in serving the Troutdale area. (I)

11.1.4. The EW discussion on this item should be included in the inventory. (I)

*11.1.5 At a minimum, the solid waste problems of the region should be briefly summarized (refer to "Disposal Siting Alternatives", Metro). The EW discussion on the Obrist site should be included in the inventory. Lastly, a brief description of Metro's role in solid waste management should be added to complete the requirements of this criterion. (I)

11.1.6. The summary of police services in the EW should be added to the public facilities inventory. The long range plan for police service referenced in the summary, should be submitted with the plan package or results summarized. The plan or summaries should address each of the items 11.1.6.1-.4. (I)

11.1.6. Ideally your discussion on fire service should be expanded to address future service needs and identified problems and indicate if a system or plan has been developed to insure adequate fire protection. (I)

11.1.8. At a minimum, hospitals or clinics which serve the Troutdale area should be identified. Also, any rescue or ambulance service of the area should be noted and any major problems, if any, identified. (I)

11.1.9. It will suffice to include the EW summary on "Energy and Communication" within the inventory section of the plan to meet this criterion. (I)

11.1.10. Include the EW discussion Item 11.1.10.1 and 11.1.10.2 within the inventory to meet the requirements of this criterion. (I)

11.3.2. It would be helpful to include the EW summary on public facility financing in the inventory. (I)

Goal #12 Transportation

12.1.1.1. A brief summary of the "Transportation Technical Appendix East Multnomah County Roads Systems" findings regarding highways in the area should be entered into the inventory to include present use, capacity and identified problems. (I)

12.1.1.1.4. The Portland/Troutdale Airport Master Plan Study should be referenced under "Air Traffic" in the inventory. (I)

12.1.1.7. A brief reference to the bikeway system proposed in the parks plan and the CRAG and Multnomah County Bikeway plans would be helpful. (I)

*12.1. By including the EW discussion Items 12.2.1.2 and 12.2.1.3, your plan will have adequately addressed this criterion, except for the transportation disadvantage. (I)

*12.2.1.1.8. Existing service level and projected need of service for the transportation disadvantaged should be included

in your inventory. This information may be located by contacting Multnomah County and/or Tri-Met. (I)

12.2.2.1. The EW discussion on this topic should be included in the plan with the following amendment. Metro has identified inconsistencies between the ITP and the county Functional Classification of Trafficways. However, it is not evident at this time which document will be amended. (I)

12.2.3.1 - .5. It would be helpful to include the EW summary addressing this item in the inventory. (I)

*12.2.4. Truck traffic has been identified in the inventory as a serious problem in the Troutdale area. Policies which deal with this problem should be developed. (T)

An additional policy supporting the provision of special services for the transportation disadvantaged should be included. (T)

Goal #13 Energy Conservation

13.1.2.-.4. The energy use characteristics of Troutdale, as identified on pages 69 of the "CRAG Regional Energy Analysis, #2," should be included in the inventory. (I)

*13.2. Several methods for conserving energy have been sited in the inventory. As discussed under item 2.1.2, objectives slated for adoption as policy should be restated in the "Text." Strategies identified on page 311 in the appendix are excellent and should be considered for policy development. (T)

Goal #14 Urbanization

14.2.2.1. The Metro Urban Growth Boundary should be referenced in the plan. (I) The plan map should be revised to show the Metro UGB aligning with the south shore of the Columbia River and including the study area south of Troutdale. Since the city will be asking for a "City Limits" plan acknowledgment, the UGB and the Troutdale planning area inconsistencies do not have to be resolved at this time.

*14.2.2.2. A policy which recognizes and supports Metro's role in establishing and amending the regional UGB should be included. (T)

Memorandum
October 5, 1979
Page 10

*14.2.2.3.2. The city has defined immediate and future urbanizable lands (Text, page VI). A policy should be developed which allows for the conversion of lands from future to immediate urbanizable under specified conditions consistent with Goal #14 and Metro's Land Use Framework Element.

MB:bk
5355A
0070A

cc: Jim Knight, DLCDC Compliance Team Supervisor
Linda Macpherson, DLCDC Field Representative
Tom O'Connor, Metro Coordinator
Dave Fredricson

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: Regional Planning Committee
SUBJECT: Amending the By-Laws of the Housing Policy Alternatives
Committee (HPAC)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of Resolution No. 80-189, for the purpose of amending the By-Laws of the Housing Policy Alternatives Committee.
- B. POLICY IMPACT: Recommendations to restructure the Housing Policy Alternatives Committee are intended to strengthen citizen and local government impact in the early stages of housing policy decisions.

The role, type and level of service identified under Housing, Section V, A of the "The Next Five Years Operational Plan" will not be directly altered by the above recommendation. The shift in Committee members could result in alternatives and recommendations to the Council which differ from what would have come from a Committee, with the old composition. There is no impact anticipated because of the time taken to consider membership changes.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Throughout the adoption process for the Housing Goals and Objectives, several Councilors expressed concern about the relatively slight participation of citizens and local governments in the preparation of alternatives and recommendations brought to the Council. Public testimony, to a greater or lesser extent, indicated to these Councilors that the formulation of the Goals and Objectives occurred without benefit of adequate public exposure. In response to this concern, Councilor Bonner and staff placed before the Regional Planning Committee alternative proposals for restructuring the Housing Policy Alternatives Committee, which resulted in the presentation of Councilor Bonner's recommendation to the Metro Council on October 23.

At the Council meeting of October 23, 1980, a proposal for restructuring the HPAC was presented to the Council by Councilor Bonner. At his request, the matter was referred back to the Regional Planning Committee for consideration at its November 10 meeting. Councilor Bonner discussed his proposal with the Housing Policy Alternatives Committee

on November 4, following which he reported his recommendations to the Regional Planning Committee on November 10.

- B. ALTERNATIVES CONSIDERED: Metro staff presented the Regional Planning Committee with three alternative proposals for modifying the HPAC membership, in addition to the proposal of Councilor Bonner. These were submitted previously to all Councilors for review.
- C. CONCLUSION: The Regional Planning Committee at its November 10, 1980 meeting recommended the adoption of Resolution 80-189 which embodies the proposals of Councilor Bonner for reorganizing the Housing Policy Alternatives Committee.

HB:pd

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)
THE BY-LAWS OF THE HOUSING)
POLICY ALTERNATIVE COMMITTEE)
(HPAC))

RESOLUTION NO. 80-189

Introduced by the
Regional Planning Committee

WHEREAS, the adopted By-Laws of the Housing Policy Alternatives Committee (HPAC) intends for citizen participation in the development and evaluation of area-wide housing policy alternatives; and

WHEREAS, the early stages of housing policy decisions require a maximum of citizen participation; and

WHEREAS, concern has been expressed by the Metro Council and the Regional Planning Committee regarding the relatively slight participation by citizens in the preparation of past alternatives and recommendations brought to the Council by the Housing Policy Alternatives Committee; now, there,

BE IT RESOLVED,

That the Metro Council restructure the Housing Policy Alternatives Committee (HPAC) and amend the By-Laws to reflect proposed changes in Committee membership, appointments, tenure and meeting times as provided for in the attached amended By-Laws proposal.

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

Presiding Officer

BY-LAWS
OF THE
HOUSING POLICY ALTERNATIVES COMMITTEE

ARTICLE I
NAME

This Committee, established by the Metro Council, shall be known as the "Housing Policy Alternatives Committee."

ARTICLE II
PURPOSES

1. To provide advice and assistance to the Metro Council, Executive Officer and Council Committees and Task Forces regarding areawide housing-related issues and policy choices.
2. To provide a forum of public and private sector representatives to develop and evaluate areawide policy alternatives concerning production, maintenance and rehabilitation of housing units.
3. To provide advice and assistance to the Land Market Monitoring Committee and Metro staff to understand the problems and issues concerning housing demand, financing and production.
4. To advise on alternative courses of action which Metro may undertake or advocate to alleviate problems which inhibit adequate production, maintenance and rehabilitation of housing units.

ARTICLE III

MEMBERSHIP, VOTING, MEETINGS

SECTION 1. Membership of the Committee

- (a) The Committee shall be representative of the general public in the Metro area and of persons involved in the production, financing, planning, management, sales, purchase or rental of housing.

(b) Membership shall include:

FOR CITIES AND COUNTIES

One representative each from:

- Clackamas County 1
- ~~Cities of Clackamas County~~
- ~~Clark County and Cities~~
- Multnomah County 2
- ~~Remaining Cities of Multnomah County~~
- Washington County 3
- Portland 4
- ~~Cities of Washington County~~

Two representatives from:

- Cities under 50,000 population 5, 6

FOR THE HOUSING INDUSTRY

- A housing rehabilitation industry representative 7
- A Metropolitan Home Builders Association representative or an individual home builder 8
- An individual real estate broker or salesperson or an individual land developer 9
- A savings and loan industry representative 10
- A commercial banking industry representative 11
- A factory housing industry representative 12

~~FOR PUBLIC OR OTHER INTERESTS~~

FOR THE GENERAL PUBLIC

- ~~Three citizens at large, one from each of Clackamas, Multnomah and Washington Counties, and representative of urban, suburban and rural areas.~~
- A public interest advocate 13
- ~~A special needs advocate~~
- A Metropolitan Human Relations Commission representative 14

Members in position with odd numbers will be appointed to an initial term ending on January 1, 1983. Upon conclusion of initial terms, reappointments or replacements shall be for two year terms.

(d) Absence unexcused by the Committee Chairman from three consecutive regularly scheduled meetings shall constitute removal of the member from the Committee.

(e) Additional members may serve on the Committee upon nomination by the Metro Regional Planning Committee and concurrence by the Presiding Officer of the Metro Council in accordance with procedures of the Council.

(f) Ex officio members, without vote, may serve on the Committee upon nomination by the Metro Regional Planning Committee and concurrence by the Presiding Officer of the Metro Council.

(g) The Director of the Metro Metropolitan Development Department shall be responsible for the ~~coördinative~~ supervisory supervision of all staff assigned to the Housing Work Program.

SECTION 3. Voting Privileges

(a) Each member of the Committee, except ex officio members and the Metropolitan Development Department Director, shall be entitled to one vote on all issues presented at regular and special meetings at which the member is present.

SECTION 4. Meetings

(a) Regular meetings of the Committee shall be held ~~on the third Tuesday of~~ once each month at a time and place established by the Chairman. The time and place should not be set such that members representing the GENERAL PUBLIC will be unduly inconvenienced.

(b) Special meetings may be called by the Chairman, as required.

SECTION 5. Conduct of Meetings

(a) ~~One-third~~ A majority of the voting members shall constitute a quorum for the conduct of business. The act of a majority of the members present at meetings at which a quorum is present shall be the act of the Committee.

(b) All meetings shall be conducted in accordance with Robert's Rules of Order Newly Revised.

(c) The Committee may establish other Rules of Procedure as deemed necessary for the conduct of business.

- A utilities representative 15
- A public housing agency representative 16
- Eight representatives from the general public
residing in the Metro area 17-24

NON-VOTING EX OFFICIO

- A Farmers Home Administration representative
- A Department of Housing & Urban Development representative
- A State of Oregon Housing Division representative
- Director of Metro's Metropolitan Development Department
- A Tri-Met representative.

SECTION 2. Appointment and Tenure

~~(a) Each member appointed to represent an individual city or county shall be designated by the jurisdiction they represent and may either be staff employees or elected officials.~~ (a) Each member representing the GENERAL PUBLIC shall be nominated by Metro Councilors and appointed by the Presiding Officer. Each member appointed to represent CITIES AND COUNTIES shall be officially designated by the elected executive officer of the jurisdiction they represent. All other appointments shall be made by the Presiding Officer of the Metro Council in accordance with procedures of the Council.

(b) Members shall be appointed or removed by the Presiding Officer or the appointing cities or counties or as determined under Subsection 2(c) of this Article.

~~(c) Members shall be appointed for initial terms of two or three years with approximately half of the appointments, as determined by the Metro Presiding Officer, for two years and the remaining for three years.~~ (c) Members in positions with even numbers will be appointed to an initial term ending on January 1, 1982.

ARTICLE IV
OFFICERS AND DUTIES

SECTION 1. Officers

The officers of the Committee shall be a chairman and a vice chairman elected from among the Committee's voting membership.

SECTION 2. Duties

The chairman shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business. The vice chairman shall perform all duties of the Chairman in his/her absence.

SECTION 3. Administrative Support

Metro shall supply staff, as necessary, to record actions of the Committee and to handle Committee correspondence and public information concerning meeting times and places.

ARTICLE V
SUBCOMMITTEES

A seven-member subcommittee is hereby established for the purpose of assisting in the administration of the Metro Areawide Housing Opportunity Plan. Subcommittee members shall be appointed by the Committee chairman and shall include at least two voting members from the City/County GENERAL PUBLIC representatives, ~~two from the Housing-Industry-representatives, and two from the Public or Other Interests-representatives, -- One member may be appointed from any of the voting members.~~ Non-voting ex officio members may participate in subcommittee deliberations but shall not vote.

Two representatives shall be appointed by the chairman to represent the Committee on a Joint Task Force with the Land Market Monitoring Policy Alternatives Committee.

Task force committees may be established, as necessary, upon request of the Committee or the Metro Regional Planning Committee. Membership composition shall be determined according to mission and need. All such committees shall report to the chairman of the Housing Policy Alternatives Committee. Task force committees shall be given a specific charge and time for reporting as an integral part of their establishment.

ARTICLE VI
REPORTING PROCEDURES

The Committee shall make its reports, findings and recommendations to the Metro Council and Regional Planning Committee through its chairman or other designated representatives.

ARTICLE VII
AMENDMENTS

These By-laws may be amended or repealed only by the Metro Council.

HB:bc
3389/39

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: Instructing Staff to Charge "Compacted Rates" for Drop Box Loads Which Have Been Mechanically Processed

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve Resolution No. 80-202 establishing a policy for charging on a compacted basis for solid waste which has been mechanically processed.
- B. POLICY IMPACT: Metro Council established a policy of charging for solid waste disposal based on the weight of material delivered as the most equitable method. Adoption of Resolution No. 80-202 is consistent with this established policy.

This proposal is consistent with the adopted Five Year Operational Plan.

- C. BUDGET IMPACT: If Resolution No. 80-202 is not adopted Metro could lose in excess of \$50,000 in disposal fees charged at the St. Johns Landfill through April 1, 1981.

II. ANALYSIS:

- A. BACKGROUND: The Metro Council adopted Ordinance No. 80-100 establishing disposal rates at the St. Johns Landfill effective October 1, 1980. The rates were based on weight, however, a conversion factor was developed for both compacted and noncompacted waste delivered to the landfill so that the disposal charge could be levied on a cubic yard basis. This conversion factor is 590 lbs. per cubic yard for compacted waste and 250 lbs. per cubic yard for noncompacted waste. Metro Council specified that the cubic yard charge would continue until April 1, 1981, when each load delivered would be weighed and charged accordingly. Metro pays its contractor for landfill operation on a basis of tonnage received. Since the Metro Code does not define "compacted" and "noncompacted" the method for charging for solid waste disposal has been based generally on the type of vehicles delivering the waste.

It has become apparent that some material delivered in noncompaction type vehicles has been mechanically processed prior to loading. The result in some cases, is a more dense material (sometimes exceeding 675 lbs. per cubic yard) than received in compaction type vehicles. Metro has been approached by various collection companies

indicating their desire to start mechanically processing solid waste prior to disposal. On April 1, 1981, when the conversion to weight as a basis for charging occurs it will no longer matter what type of vehicles deliver the solid waste since the charge will be based on actual weight. Until such time, however, Metro will receive more solid waste than is recorded and disposal fees collected.

B. ALTERNATIVES CONSIDERED: Three alternatives were considered:

1. Continue until April 1, 1981, to charge for solid waste disposal by the type of vehicle in which the solid waste is delivered. This alternative could result in a loss of revenue to Metro in excess to \$50,000 between now and April 1, and will result in a nonequitable system for disposal payment.
2. Charge a compacted rate for solid waste which has been mechanically processed and delivered in noncompaction type vehicles. This alternative could provide projected revenue to Metro and is consistent with previously adopted Metro policy. The cubic yard charge will more closely follow the density of the material.
3. The third alternative is to convert to weight as a method of charging sooner than April 1, 1981. Scales have been installed, certified and are operational at the St. Johns Landfill. This alternative could provide projected revenue to Metro, depending on the date of earlier conversion, however, the collection industry will have a shorter time period to adjust to a different system.

C. CONCLUSION: Recommend adoption of Resolution No. 80-202 establishing a policy of charging on a compacted basis for solid waste which has been mechanically processed.

MI/gl
1114B/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF INSTRUCTING	)	RESOLUTION NO. 80-202
STAFF TO CHARGE "COMPACTED RATES")	
FOR DROP BOX LOADS WHICH HAVE BEEN	)	Introduced by the
MECHANICALLY PROCESSED	)	Regional Services Committee

WHEREAS, The Metro Council established a policy charging for solid waste disposal based on weight as the most equitable method; and

WHEREAS, The Metro Council adopted Ordinance No. 80-100 which established new rates for solid waste disposal at the St. Johns Landfill effective October 1, 1980, said rates are based on density of material delivered; and

WHEREAS, Metro developed a conversion rate that will allow for charging for solid waste disposal on a basis of compacted and noncompacted cubic yards until April 1, 1981, at which time the method of charging for solid waste disposal will be by weight; and

WHEREAS, Metro pays its contractor to operate the St. Johns Landfill based on weight of solid waste received; and

WHEREAS, Some solid waste is mechanically processed or otherwise reduced in volume after it is collected from the source of generation and placed in open containers, i.e., drop boxes, which when delivered to the St. Johns Landfill equals or exceeds the average density of solid waste delivered in compaction vehicles; now, therefore,

BE IT RESOLVED,

That solid waste delivered to the St. Johns Landfill in noncompaction type vehicles which has been mechanically processed

and meets or exceeds the average density of compacted municipal
solid waste be charged on a compacted basis.

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

Presiding Officer

MI/gl
1113B/135

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Roll Call

11-20-80

	<u>AYE</u>	<u>NAY</u>
<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 OLESON	<input checked="" type="checkbox"/>	<input 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 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"/> <i>late</i>	<input type="checkbox"/>
<u>DISTRICT 8</u> Ernie Bonner	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 9</u> Cindy Banzer	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>DISTRICT 11</u> Marge Kafoury	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TOTAL	<input type="checkbox"/>	<input type="checkbox"/>

Good evening council members. My name is Dick Gallaher and I appear here as an individual who is a citizen of the state of Oregon and an observer and sometimes critic of Metro and its operations. I am here this evening to speak on Metro Ordinance 80-98 and some of the problems connected with its existence. To begin with it is my understanding that a group within the Metro district has implemented the first steps to bring this ordinance to a vote of the people early in the coming year. From the information available to me at this time it would seem that an unreasonable expense will be incurred by both Metro and the group pushing the initiative petition. Should the people by the use of their voting power rescind Ordinance 80-98 they will have actually accomplished little if anything for it is within the power of the Metro council to reintroduce this ordinance at a later date and thus force another fight, another petition, another vote and an additional, in my view, unreasonable expense for both sides. This type of action on either or both sides can create the circumstances in which the will of the people can and probably will be thwarted because of the excessive determination or stubbornness of one side or the other. It would seem reasonable then to suggest to the council that they themselves refer this issue to the voters at a more appropriate and thus less expensive date, provided that the opposition agrees. However there is a fault in this suggestion if my interpretation of ORS 268 is accurate, and that fault is that Metro does not have the power under 268 to refer this type of issue to a vote of the people. If the preceding statement is correct I would make the following suggestions:

1. The council rescind Ordinance 80-98.
2. Lobby the legislature to amend ORS 268 as follows:
 - A. Provide Metro with the power to refer issues such as these to a vote of the people.
 - B. Should a vote by the people be adverse to Metro's desires, then Metro will not be allowed to reinstitute this issue within a period of two years.
 - C. Prohibit a reintroduction of the issue without a 2/3 favorable vote of the council.
 - D. That in case of emergency the previous amendments B, C, and D could be overridden by a unanimous vote of the entire council.

I have been in contact with the group that is in opposition to Ordinance 80-98 and I believe that my proposals, in the main, will meet with their approval. I suggest to the council that conversations held between the opposition group and the council along the lines that I have previously outlined could and should bear fruit to the benefit of all parties concerned about good and responsive government.

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

TO: Metro Council
FROM: Executive Officer
SUBJECT: Approving Transit Station Area Planning Program Contracts
1) Metro/Tri-Met, and 2) Metro/Economic Research Associates

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approval for Metro to enter into contracts with Tri-Met and Economic Research Associates (ERA) to undertake work on the Banfield Transit Station Area Planning Program (TSAPP). Approval authorizes Metro 1) to accept \$632,767 of I-505 Interstate Transfer funds from Tri-Met to manage the program and to hire project consultants and 2) to enter into contract with Economic Research Associates to prepare products on the economic market and on development implementation capabilities. (See Sec. II, A for further definition.) (On March 27, 1980, the Metro Council voted to amend the FY 1980 Unified Work Program (UWP) to include this program and give Metro responsibility of managing it.)
- B. POLICY IMPACT: On September 29, 1980, the Urban Mass Transportation Administration (UMTA) approved Tri-Met's grant application funding the TSAPP. The approval requested herein authorizes Metro's receipt of a portion of those funds to support Metro's role in managing the project and contracting with ERA to provide economic and implementation support to the local jurisdictions who are developing detailed land use and development plans for station areas in the Corridor. This work is deemed important in order to assure at the onset of the transit construction that related matters such as physical design, economic development opportunities and land uses are fully planned and supported by effective implementation measures; to assure development supportive of the LRT system; to assure coordination of local plans with each other and Metro; and to assure coordination of local planning activities with the project consultants.

Management and completion of this project is consistent with the adopted Metro Five Year Operational Plan.

- C. BUDGET IMPACT: Metro's contract with Tri-Met will involve personnel and contractual costs of \$632,767 for FY 1980 and FY 1981, which includes hiring project consultants (i.e., ERA \$255,000; Zimmer Gunsul Frasca, \$95,000 and Urban Design, \$65,000) and a Project Coordinator plus support staff at Metro (\$217,767). No new hires beyond the already approved budget authorization are included.

These costs will be covered by revenues provided by the Interstate Transfer funds and local matching funds supplied by Tri-Met and local governments. \$415,000 out of the above total are to be added to the budget in the mid-year budget adjustment. This amount is to cover the cost of contractual services.

II. ANALYSIS:

- A. **BACKGROUND:** The local governments (Portland, Gresham and Multnomah County) who will be undertaking the detailed planning activities, coordinated by Metro, already have approved contracts between themselves and Tri-Met.

Detailed planning efforts of this type are regularly required by the USDOT to assure appropriate zoning and development incentives in conjunction with major transit facilities as covered by UMTA's March 7, 1978, Policy Toward Rail Transit.

A Project Management Committee made up of representatives of the cities of Portland and Gresham, Multnomah County, Tri-Met, Oregon Department of Transportation (ODOT) and Metro has responsibility of selecting project consultants. It selected ERA to undertake the \$255,000 economic and implementation analysis for the Transit Station Area Planning Program. The economic analysis will document the feasibility or unfeasibility of alternative development plans for each station area. The implementation analysis will assess the adequacy of current local plans, policies, public facility programs, etc., and recommend measures to carry through preferred, feasible development plans. On September 15, 1980, the Tri-Met Board of Directors approved the contract between Tri-Met and Metro. In that contract Metro is given the responsibility to administer the TSAPP and to contract with project consultants.

The project consultants (market and implementation, transportation, urban design) are deemed necessary to support the planning activities of the local governments. Regional coordination of these efforts is essential to assure regional coordination and to achieve economy of scale in managing consultant contracts.

This program has been anticipated by the local governments for sometime and will build on the existing policy framework set out in their comprehensive plans.

- B. **ALTERNATIVES CONSIDERED:** The alternatives of each jurisdiction contracting directly with consultants has been explored, resulting in a decision that this would lead to unnecessary fragmentation and expense.

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

- C. CONCLUSION: Metro's contracts with Tri-Met and ERA are recommended to assure timely completion of the study; to enhance the regional role in establishing the land use and economic development corollaries to the LRT investment; and to facilitate local government planning programs. Further, the contract with Economic Research Associates is recommended to assure that essential economic and implementation analysis is completed on time.

GBA/gl
851B/135



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

MEMORANDUM

Date: November 20, 1980
To: Metro Councilors
From: Councilor Ernie Bonner
Regarding: Proposed Amendment to Housing Committee
By-Laws

The general public must have a greater voice in Metro's activities and decisions. There is little disagreement among us on that.

This voice must be heard when we are formulating alternatives as well as when we are making choices -- in our Committees, Task Forces and other advisory bodies as well as in our hearings.

The change in the Housing Committee membership recommended by the Planning Committee is one small, but important, step in that direction. The amendment increases the number of general public members from 3 to 12, while maintaining all active existing members on that Committee. The amendment also establishes terms of office for each member, requires a majority for a quorum and calls for official designation of all members representing cities and counties.

I commend this amendment to you. The Regional Planning Committee recommends its adoption. I hope we can count on your support.

EB/gl
1188B/D4

cc: Rick Gustafson
Mike Alesko
Phil Adamsak



METRO

METROPOLITAN SERVICE DISTRICT

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

MEMORANDUM

Date: November 10, 1980
To: Metro Council
From: Rick Gustafson, Executive Officer
Regarding: September/October Progress Report

This report should cover the progress of the last two months as I missed the last month's report with the Council.

Election

I am writing this report the day after the election and the results of our tax base measure are obvious. Even in defeat, I feel that we accomplished a great deal and have built a tremendous amount of support for Metro. There is no question that we need additional support. The opposition in the election effort seriously hurt our attempt to get the measure passed and, therefore, a major task yet ahead of us is building a regional constituency. Each of us needs to accept a portion of the responsibility for accomplishing this goal.

The business community's financial support was very good and the staff effort in the campaign was tremendous. We accomplished the goals of the campaign although there is still a modest deficit that would appear possible to recover. I am proud of the effort that we undertook but obviously we have more work to do to convince people that the metropolitan government concept deserves a permanent base.

Resource Recovery

Tremendous progress has been made on this project. We have applied to Oregon City for the conditional use permit and have included a recycling and recovery center as part of the construction so that as the Oregon City landfill closes, the center will open up. Publishers Paper Co has signed the agreement and we received good press coverage on this accomplishment. We will be having discussions with Publishers in the near future regarding ownership. The Request for Proposal to the five firms for design, construction and operation has been issued and will be submitted on February 13, 1981.

Memorandum
November 10, 1980
Page 2

Transfer Station

A plan for transfer stations in the metropolitan area will be presented to you in the near future. The staff has been working on a program to establish transfer stations as part of the overall Solid Waste Management Plan.

Landfill Siting

Recently an additional site has emerged as a possibility in Yamhill County. This site is controlled by a private individual who would like to operate it herself and would like to have a contract from Metro to guarantee waste from Portland to the landfill. This guarantee is necessary in order to accept the risk of seeking a permit because without our garbage the landfill site would not be feasible. It appears to be possible to gain a DEQ permit and the question remaining is the same one with Wildwood - will the local government provide the permit.

I have taken the approach that we should encourage any landfill site that is willing to take the garbage. If we can manage to obtain permits for both sites we could consider the operation of both or a single site that would be the least costly. There is still a great deal of work to do before any decisions are made. The Wildwood Site Report will be distributed on November 17, and the Council will be receiving the final analysis in January, 1981. I will be meeting with the Wildwood neighbors in December.

Yard Debris

The yard debris program and backyard burning ban have been delayed by DEQ but this does not end the issue. We have been working with DEQ on Metro's role in a yard debris program. DEQ will issue a report on December 1 describing possible solutions to the backyard burning problem. It is clear that most people would like Metro to assume the responsibility. However, this approach is premature until we determine how much it is going to cost and problems surrounding the issue.

I have outlined some positions appropriate for Metro to Bill Young and they include sufficient time for Metro to set up a program, a commencement of a voluntary yard debris collection program, full cooperation of the local governments on the collection side and, finally, if any financial assistance is required for the program, the State participate in providing at least one-half the money. The feasibility of a program will be reviewed further after the DEQ report is issued in December.

Memorandum
November 10, 1980
Page 3

Legislative Program

Ike Regenstreif is doing a good job of circulating among the legislators and local officials as we begin to establish our legislative priorities. There is no question that the defeat of the tax base will have a tremendous impact on our program. Isaac will continue to work with the Council Coordinating Committee in November and December in establishing the program. The full Council will be briefed November 20. We are planning a legislative reception in December to which you will receive an invitation. I hope you will be able to attend.

Management Consultant

We have hired Theodore Barry & Associates to assist our top level management in developing a better system of relating programs to budgets and providing effective feedback and evaluation. So far, we have found their work to be quite helpful and you should be aware that we would hope that their system and proposals could be implemented in the next budget cycle.

Budget

The budget schedule will be submitted this month to the Council and the review process will begin for determining next year's budget. January is the key time for preliminary Council input on priorities and again in March when our initial budget proposals are presented. In April the Executive Officer's budget will be presented for review, with adoption by the Council in May.

Johnson Creek

The Ad Hoc Committee for Johnson Creek will meet once again November 18. The members of that Committee seem to feel that an election at this time on Johnson Creek would prove very little and probably should not be held. The Attorney General's opinion should be forthcoming soon and we will then determine the appropriate action. The Ad Hoc Committee feels that Phase I should determine what the assessment district would be and be financed from other sources of revenue. I would expect the cost to be around \$450,000 to carry out the essential steps for determining the Phase I program for Johnson Creek. Given the defeat of the tax base the likelihood of funding that money or even a small portion of it out of Metro is minimal at best.

Memorandum
November 10, 1980
Page 4

Housing Policy

As you are aware, there has been an effort to collect signatures and refer the Housing Goals to a vote in the February election. December 4 is the deadline for the submittal of those petitions. It is our Legal Counsel's opinion that if the issue did receive sufficient signatures it would be voted on. We face the same cost problem as before. The Council should be prepared to discuss this issue on November 20. There are a number of options--none of which are particularly good--and it depends whether the Council is interested in avoiding an election or revising the Housing Goals. One serious complication is that the original ordinance which contained the original language for Goal #22 is being referred. The amended portion is not part of the referral. This matter is being reviewed legally and we are preparing to challenge the ballot title so that the amended language is included in the petition.

RG/gl
1030B/175