



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

# A G E N D A

REGULAR COUNCIL MEETING

February 26, 1981

Date: February 26, 1981  
Day: Thursday  
Time: 5:30 PM - Council Dinner & Informal Discussion  
7:30 PM - Formal Meeting  
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 (Items 4.1 through 4.10)
  - 4.1 A-95 Review
  - 4.2 Minutes of Meetings of January 22, 1981 and February 5, 1981

### Coordinating Committee Recommendations:

- 4.3 Award of Contract for Beaver/Otter Exhibit
- 4.4 Approval of Joint Venture Between Washington Park Zoo and Boy Scouts of America Relating to Admission
- 4.5 Resolution No. 81-222, For the Purpose of Appointing a Salary Commission to Recommend a Salary Rate for the Executive Officer

### Regional Planning Committee Recommendations:

- 4.6 Resolution No. 81-223, For the Purpose of Endorsing Project Priorities Using Interstate Transfer Funds in FY 1981
- 4.7 Resolution No. 81-224, For the Purpose of Amending the FY 81 Unified Work Program
- 4.8 Resolution No. 81-225, For the Purpose of Endorsing a Grant Application for the U.S. Department of Transportation Comprehensive Transportation Systems Management Assistance Program

CONSENT AGENDA (Continued)

4.9 Resolution No. 81-226, For the Purpose of Metro Concurrence in an Amendment to the Clark County Regional Planning Council's Transportation Improvement Program (TIP)

4.10 Appointment of Members to Fill Vacancies on the Housing Policy Alternatives Committee (HPAC)

5. ORDINANCES

Regional Services Committee Recommendation:

5.1 PUBLIC HEARING on Ordinance No. 81-106, For the Purpose of Extending the Date for Conversion of Rossman's Landfill to Weight Basis Rates; Establishing Additional Charges at St. Johns Landfill; and Amending Code Section 4.06.010, and Ordinance No. 80-100 (First Reading) (7:35)

Regional Planning Committee Recommendation:

5.2 Ordinance No. 81-105, For the Purpose of Establishing Procedures for Locational Adjustments to Metro's Urban Growth Boundary (Second Reading) (7:55)

6. REPORTS

6.1 CH<sub>2</sub>M Hill Report on Wildwood Feasibility Study (8:15)

6.2 Executive Officer's Report (9:00)

6.3 Committee Reports (9:10)

7. GENERAL DISCUSSION (9:25)

ADJOURN



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

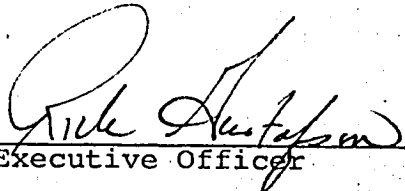
# A G E N D A

REGULAR COUNCIL MEETING

Date: February 26, 1981  
Day: Thursday  
Time: 7:30 PM  
Place: Council Chamber

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

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

  
Executive Officer

- 4.1 A-95 Review
- 4.2 Minutes of Meetings of Jan. 22, 1981 and Feb. 5, 1981
- 4.3 Award of Contract for Beaver/Otter Exhibit
- 4.4 Approval of Joint Venture Between Washington Park Zoo and Boy Scouts of America Relating to Admission
- 4.5 Resolution No. 81-222, For the Purpose of Appointing a Salary Commission to Recommend a Salary Rate for the Executive Officer
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CONSENT AGENDA (Continued)

- 4.9 Resolution No. 81-226, For the Purpose of Metro Concurrence in an Amendment to the Clark County Regional Planning Council's Transportation Improvement Program (TIP)
- 4.10 Appointment of Members to Fill Vacancies on the Housing Policy Alternatives Committee (HPAC)



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

## MEMORANDUM

Date: February 26, 1981  
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: Oregon State Energy Conservation Plan Revision (#812-16)  
Applicant: Oregon Department of Energy  
Project Summary: Proposal to amend the four-year State Energy Conservation Plan (1980 Edition) by requesting additional operating funds. These will provide for energy conservation and renewable resource development programs and grants on a Statewide and local community basis through March 31, 1982.  
Federal Funds Requested: \$580,000, U. S. Department of Energy  
Staff Response: Favorable action
2. Project Title: Camp Rivendale (#8101-1)  
Applicant: Tualatin Hills Park and Recreation District  
Project Summary: Project proposes to develop parking and an access road for the park and provide utilities for an environmental day camp. The camp is located on approximately 10 acres of the Park District's Jenkins Estate.  
Federal Funds Requested: \$47,790, Department of Interior  
Staff Response: Favorable action
3. Project Title: Indian Child Welfare Act Program (#8101-2).  
Applicant: The Urban Indian Council  
Project Summary: Request for continuation funding for the Indian Child Welfare Act Program (as prescribed by the Indian Child Welfare Act of 1978). The Program is designed as a preventative project to protect the best interests of Indian children in the Portland area and to provide them with a positive association with the American Indian culture.  
Federal Funds Requested: \$75,000, Department of Interior, Bureau of Indian Affairs  
Staff Response: Favorable action

4. Project Title: Forest Glen Park Improvement (#8101-8)  
Applicant: The City of Forest Grove  
Project Summary: Project will consist of purchase and installation of playground equipment at Forest Glen Park, an 18.58 acre site located in the northwest section of Forest Grove. This project is part of the park's overall development program and the City's projected capital improvement program.  
Federal Funds Requested: \$5,000, Department of Interior  
Staff Response: Favorable action
  
5. Project Title: Community Action Program (#8101-11)  
Applicant: Multnomah County Community Action Agency  
Project Summary: Request for continuation funding to administer the Community Action Program and its effort to eliminate causes and effects of poverty in Multnomah County. This includes coordination of community resources to provide improved service delivery systems and the ongoing operation of current programs, i.e., Administration and Advocacy, General Community Programming, Aging, and Youth.  
Federal Funds Requested: \$279,000, Community Services Administration  
Staff Response: Favorable action
  
6. Project Title: Environmental Assessment for Oak Grove Branch Post Office (#8101-15)  
Applicant: U.S. Postal Service  
Project Summary: Environmental assessment which addresses impacts of constructing a new postal facility in the Oak Grove section of Portland. The study area is bounded by Southeast Park Avenue on north, Southeast Oatfield Road on east, Southeast Naef Road on the south, and Southeast River Road on the west. The preferred site will be located within this boundary.  
Federal Funds Requested: Not applicable  
Staff Response: Favorable action
  
7. Project Title: Family Health Center Community Health Program (#8101-16)  
Applicant: Kaiser Foundation Health Plan of Oregon  
Project Summary: Grant funds will be used to provide prepaid comprehensive health care to a group of approximately 1,500 medically indigent persons in the Tri-County area. The Family Health Care Center was originally formed through Cascade Health Care, and eligibility and level of patient contribution is determined by the Department of Health and Human Services guidelines.  
Federal Funds Requested: \$609,740, Department of Health and Human Services  
Staff Response: Favorable action

8. Project Title: Diversion Dam Hydroelectric Development (#8101-4)  
Applicant: City of Portland, Bureau of Hydroelectric Power  
Project Summary: Proposed development would make use of the existing Diversion Dam in the Bull Run Reserve in Clackamas County. Project would include construction of an outlet from the dam, a powerhouse and transmission line. The electricity produced would be sold to Portland General Electric(PGE).  
Federal Funds Requested: \$50,000, Department of Energy(DOE)  
Staff Response: Favorable action
  
9. Project Title: Pressure Reducing Station Hydroelectric Development (#8101-5)  
Applicant: City of Portland, Bureau of Hydroelectric Power  
Project Summary: Proposed facility would be located inside the Bull Run Reserve. Its close proximity to a powerhouse presently under construction greatly reduces the overall cost, while still increasing the production of electric power. All electricity generated will be sold to PGE.  
Federal Funds Requested: \$50,000, DOE  
Staff Response: Favorable action
  
10. Project Title: Well Field Hydroelectric Development Project (#8101-6)  
Applicant: City of Portland, Bureau of Hydroelectric Power  
Project Summary: Proposed project, to be located at NE 122nd and Sandy in Portland, would divert a portion of the water from three large domestic water supply lines to a water well field. The diverted water will generate power and replenish the well field water supply.  
  
Federal Funds Requested: \$50,000, DOE  
Staff Response: Favorable action
  
11. Project Title: Mt. Tabor Hydroelectric Development (#8101-7)  
Applicant: City of Portland, Bureau of Hydroelectric Power  
Project Summary: Proposed project would involve installing a small turbine and generator which would produce power by utilizing the differential head between two existing water supply reservoirs. Project would be located at Reservoir 6 in Mt. Tabor and energy produced sold to PGE.  
Federal Funds Requested: \$38,000, DOE  
Staff Response: Favorable action

MINUTES OF THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

January 22, 1981

Councilors in Attendance

Presiding Officer Jack Deines  
Vice Presiding Officer Betty Schedeen  
Coun. Jane Rhodes  
Coun. Ernie Bonner  
Coun. Cindy Banzer  
Coun. Bruce Etlinger  
Coun. Mike Burton  
Coun. Craig Berkman

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Denton Kent  
Leigh Zimmermann  
Andy Jordan  
Mike Holstun  
Andy Cotugno  
John LaRiviere  
Berta Delman  
Paula Godwin  
Merle Irvine  
Peg Henwood  
Wayne Coppel  
Cynthia Wichmann

Others in Attendance

Louis H. Bowerman  
Martha Boettcher  
Connie Francisco  
Neva Endicott  
Edward Dahl  
Walter R. Johnson  
Ken E. Johnson  
Steven Hall  
Jean Johnson  
Ralph Stutzman  
Letty Barrett  
Timothy P. Brunelle  
Deborah Hale  
Barbara Jackson  
Mr. Barrett  
Ben Benson  
Viola Kovetsky  
Lynne Johnson  
Janice Johnson  
George Muir  
Tom Dennehy  
Robert Luce  
Tom Barnes  
Mary E. Goodwin  
Margaret Jones  
Elizabeth E. Bruhn  
Carl Schoenbeck  
Eldon Mills  
Larry Chambreau  
Dan Gerlt  
Katy Manning  
Phil Adamsak  
Mike Alesko  
Bob Weil



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CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Presiding Officer Deines at 7:35 PM in the Council Chamber, 527 SW Hall Street, Portland, Oregon 97201.

1. INTRODUCTIONS

There were no introductions at this meeting.

2. WRITTEN COMMUNICATIONS TO COUNCIL

There were no written communications to Council at this meeting.

3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

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

4. CONSENT AGENDA

Coun. Bonner moved, seconded by Coun. Schedeen, that the Consent Agenda be adopted with the following changes: 1) addition of the pink A-95 Review which was distributed at the meeting; and 2) removal of Item 4.7 for separate consideration. A vote was taken on the motion. All Councilors present voting aye, the Consent Agenda was adopted as amended.

- 4.7 Resolution No. 81-216, For the Purpose of Requiring that the Portland Recycling Team Contract Authorized by Resolution No. 81-212 Be Conditioned on Submission of a Business Plan Acceptable to Metro

Coun. Berkman moved, seconded by Coun. Schedeen, that Res. No. 81-216 be adopted.

Coun. Berkman then moved, seconded by Coun. Burton, that Res. No. 81-216 be amended by the addition of the following language to Item 2 under BE IT RESOLVED: "d. Projected use of Metro funds."

Coun. Berkman suggested that if the amendment and Resolution were passed by Council, staff should urge the City of Portland to attach similar language with regard to the funds they are supplying to PRT.

A vote was taken on the motion to amend Res. No. 81-216. All Councilors present voting aye, the motion carried.

A vote was then taken on the motion to adopt Res. No. 81-216 as amended. All Councilors present voting aye, the motion carried.

5. RESOLUTIONS

5.1 Resolution No. 81-218, For the Purpose of Declaring Council Intent on Johnson Creek Local Improvement District

Executive Officer Gustafson explained that this Resolution responded to questions raised by Fair Share and other groups and outlined its provisions.

Coun. Berkman moved, seconded by Coun. Rhodes, that Res. No. 81-218 be adopted.

Coun. Rhodes felt that the Resolution represented agreement of all parties concerned and urged support. She suggested submitting a final draft of the Fair Share LID legislation to the Coordinating Committee for discussion, and raised the possibility of Council establishing a task force to investigate alternatives to the LID.

Coun. Etlinger favored a regional approach to drainage management, citing other problems he felt were equally deserving of attention, and suggested a region-wide popular vote on such an approach as soon as possible.

Couns. Burton and Schedeen supported the Resolution, though expressing a preference for rescinding the LID.

Coun. Banzer urged pursuit of all financial avenues and alternative solutions to the Johnson Creek flooding.

Coun. Bonner supported the Resolution as representing a positive action which recognized that initiative on the issue now lay with residents of the district.

Coun. Berkman urged that a close look be taken at who would benefit from the project, and how many people should share the costs of an improvement.

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

5.2 Resolution No. 81-219, For the Purpose of Recommending a Reduction in the Area Subject to the Department of Environmental Quality Ban on Backyard Burning Until Additional Information and Alternatives are Developed

Executive Officer Gustafson explained the intent of this Resolution.

Coun. Schedeen moved, seconded by Coun. Bonner, that Res. No. 81-219 be adopted.

Mr. Eldon Mills, City Manager of Hillsboro, distributed written material to the Council in support of this Resolution, including statistical data that supported Hillsboro's request for exclusion from the boundary. He then responded to questions.

Mr. Bob Gilbert, DEQ, responded to questions from Council.

Mr. Larry Chambreau, City Councilman for Hillsboro, elaborated on Mr. Mills' testimony.

Coun. Rhodes summarized testimony that had been received at the Regional Services Committee on Jan. 13.

Coun. Bonner moved, seconded by Coun. Schedeen, that the eastern boundary set forth in the Resolution be amended to coincide with the Urban Growth Boundary.

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

Coun. Berkman moved, seconded by Coun. Banzer, that Res. No. 81-219 be amended by adding language to re-emphasize the Council's opposition to imposition of any ban until alternative plans for disposal have been developed, and urging the EQC that if they do proceed with the ban, the boundaries proposed in the Resolution be followed.

Coun. Bonner proposed that Metro suggest postponement of the ban for one year, during which time Metro would commit to putting in place some specific alternatives for dealing with yard debris.

Following discussion, a vote was taken on the motion. Couns. Berkman, Schedeen and Banzer voted aye; all other Councilors voting no, the motion failed.

There was further discussion of Metro's appropriate role in this issue, means of fulfilling that role, and the rationale behind various boundary proposals.

Following discussion, a vote was taken on the motion to adopt Res. No. 81-219 as amended. Couns. Schedeen, Bonner, Banzer and Deines voted aye; Couns. Burton, Berkman, Rhodes and Etlinger voted no. The motion failed.

## 6. REPORTS

### 6.1 Committee Reports

Coun. Rhodes announced that a special meeting of the Coordinating Committee would be held at 5:00 PM on Thurs., Jan. 29, to discuss the Waste Reduction Implementation Plan & Budget Estimate. This would be followed by a meeting of the Goals and Objectives Task Force at 6:00.

### 6.2 Executive Officer's Report

Mr. Gustafson reported on the status and schedule of the Beaver/

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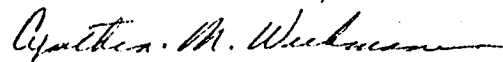
Otter Exhibit. Other items of his report were presented during informal discussion.

6.3 Legislative Program Update

Mr. Kent explained that this report would be presented at a subsequent meeting, since Mr. Regenstreif was in Salem.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Cynthia M. Wichmann  
Clerk to the Council

MINUTES OF THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

February 5, 1981

Councilors in Attendance

Vice Presiding Officer Betty Schedeen  
Coun. Bruce Etlinger  
Coun. Mike Burton  
Coun. Bob Oleson  
Coun. Charlie Williamson  
Coun. Craig Berkman  
Coun. Corky Kirkpatrick  
Coun. Jane Rhodes  
Coun. Cindy Banzer

Others in Attendance

Beth Blunt  
Douglas R. Allen  
Bob Weil  
Ted Spence  
Jim McClure  
Phil Adamsak

Staff in Attendance

Denton Kent  
Mike Holstun  
Marilyn Holstrom  
Sonnie Russill  
Andy Jordan  
Merle Irvine  
Wayne Coppel  
Jim Sitzman  
Leigh Zimmermann  
Andy Cotugno  
Paula Godwin  
Caryl Waters  
Judy Roupf  
Cynthia Wichmann

CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Vice Presiding Officer Schedeen at 7:30 PM in the Council Chamber, 527 S.W. Hall Street, Portland, Oregon 97201.

Coun. Oleson introduced Mr. Lyle Gardner, Vice Chairman of the Washington County Board of Commissioners.

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. Kirkpatrick moved, seconded by Coun. Burton, that the Consent Agenda be adopted.

Coun. Banzer left the meeting.

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

3. REPORTS

3.1 Coordinating Committee Recommendation on Waste Reduction Plan Budget

Resolution No. 81-220, For the Purpose of Approving and Authorizing Two New Positions in the Solid Waste Department and the Budget for Implementing the First Phase of the Waste Reduction Plan

Coun. Kirkpatrick moved, seconded by Coun. Rhodes, that Res. No. 81-220 be adopted, explaining that this was the first step toward implementing the Waste Reduction Plan and outlining provisions of the Resolution. She reported that the Coordinating Committee recommended adoption.

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

Coun. Banzer re-entered the meeting.

Resolution No. 81-221, For the Purpose of Applying for Department of Environmental Quality (DEQ) Pollution Control Bond Fund

Mr. Kent explained that it was necessary for Council to authorize the application for \$6.4 million of Pollution Control Bond Funds for the resource recovery facility project, and reported that the Coordinating Committee recommended adoption.

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Coun. Kirkpatrick moved, seconded by Coun. Burton, that Res. No. 81-221 be adopted. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

4. GENERAL DISCUSSION

4.1 ODOT Presentation on Alternatives to be Considered in the Draft Environmental Impact Statement (DEIS) for the McLoughlin Blvd. Project

Mr. Ted Spence, ODOT, explained that the presentation would consist of a status report prior to filing of the DEIS, and asked for Council concurrence with the three alternatives that were being considered. He then described the alternatives.

Mr. Jim McClure, ODOT, outlined the objectives of the project and described the extent to which they would be met by each of the alternatives presented, adding that any of the alternatives would accommodate conversion to light rail.

Questions from Council addressed the following:

- 1) The extent of local jurisdiction and citizen involvement in the project.
- 2) Design details and cost differentials of the various alternatives.
- 3) Provision for handicapped access.
- 4) Target schedule and availability of funding for the project.

Mr. Douglas Allen, 2247 S.E. 51st, Portland, suggested that the third alternative be more clearly identified as accommodating light rail development in the future, outlining the benefits he saw in doing so. He requested that conversion to light rail be specifically designed into the project. He then responded to questions from Council.

There was discussion of project design.

Coun. Burton moved, seconded by Coun. Rhodes, that the Council concur with ODOT's inclusion in the DEIS of the three alternatives presented. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

4.2 Presentation on Interstate Transportation Withdrawal Funding

Mr. Cotugno reported on the status of selection of priorities for this year's interstate transfer funding and transit program funding. He added that lobbying efforts to secure additional funding were under way. He then distributed and summarized a Draft Issue Paper

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on USDOT funding policies for the Portland metropolitan area which would be redrafted following the upcoming LOAC meeting.

Mr. Cotugno proceeded to outline the approach being considered for seeking an additional level of funding.

There was general discussion of funding mechanisms and policies of the federal government.

#### 4.3 Council Committee Assignments

Coun. Rhodes moved, seconded by Coun. Etlinger, that appointments to Council Committees be confirmed as previously circulated by the Presiding Officer. All Councilors present voting aye, the motion carried.

#### 4.4 Items of Council or Executive Officer Concern

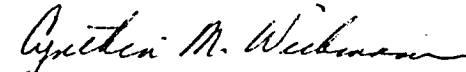
Coun. Rhodes suggested that the energy report received recently from Mr. Marion Hemphill be assigned to a Council Committee for study. It was agreed that this should be done.

Mr. Kent reported that Metro had been approached by the City of Portland with a request that Metro join them in a suit to recover costs from the former operator of the St. Johns landfill. He outlined the background and possible effects of the suit, adding that staff felt participation was desirable to uphold Metro's interests.

Coun. Kirkpatrick moved, seconded by Coun. Rhodes, that Metro's participation in the suit be endorsed. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

There being no further business, the meeting was adjourned.

Respectfully submitted,

  
Cynthia M. Wichmann  
Clerk to 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: Cascade Stream & Pond Exhibit, Washington Park Zoo

I. RECOMMENDATION

- A. ACTION REQUESTED: That the Council award the bid for the Cascade Stream & Pond Exhibit to Berge Brothers Enterprises, Inc. and authorize the Executive Officer to sign the contract for the project. The contractor's bid is for \$919,231.00.
- B. POLICY IMPACT: The Cascade Stream & Pond Exhibit is a part of the Cascade Exhibit, one of the major improvements included in the Zoo Development Plan which has been approved by the Council. Approximately 8% of the contract value will be provided by minority business enterprises .
- C. BUDGET IMPACT: Twelve contractors submitted bids for this project ranging from the low bid being recommended of \$919,231.00 to a high bid of \$1,403,649.00. Funding for the project will be provided partially from the Schamoni estate and partially from the tax levy (approximately \$425,000.00 from the estate and \$494,231.00 from the levy). The estate funds will be used to pay for any construction costs incurred during fiscal year 1980-81 with both sources paying for the completion of the project in fiscal year 1981-82. This project was specifically provided for in the serial levy for 1981-84.

II. ANALYSIS

- A. BACKGROUND: The Washington Park Zoo Development Program has been approved by the Council. To date the following projects included in the plan have been completed or are in progress: upgrade of the nursery, quarantine facility, remodel of the entry plaza, elephant enclosure, and remodel of the primate facility. With the advent of the Schamoni estate funds, it became timely to build that portion of the envisioned Cascades Exhibit called the Cascade Stream & Pond. Funds from the estate have paid for the design of this exhibit and will pay for approximately half of the construction. It is anticipated this exhibit will be completed by the spring of 1982.
- B. ALTERNATIVES CONSIDERED: None.
- C. CONCLUSION: The Zoo was most pleased to have twelve general contractors respond to its bid announcement. After interviewing the three lowest bidders, reference checks, etc., the staff has concluded the low bidder, Berge Brothers Enterprises, Inc., is capable of building the exhibit.

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: Council Coordinating Committee  
SUBJECT: Washington Park Zoo/Boy Scouts of America Day at Zoo

I. RECOMMENDATION:

- A. ACTION REQUESTED: It is requested that the Council allow the Boy Scouts of America to hold a special Scout Capades Day at the Washington Park Zoo on Saturday, April 25, 1981, between the hours of 10:00 AM and 4:00 PM. This venture would allow the Boy Scouts to sell coupons, one benefit of which would be attending the Scout Capades at the Zoo. The Zoo will receive the full admission price for each coupon collected at the gate. The activities would be held at the Zoo on this day, rain or shine, and the tickets would be honored for this day only.
- B. POLICY IMPACT: This action conforms to Metropolitan Service District Code Section 4.01.060(g).
- C. BUDGET IMPACT: Increased Zoo admission, concession and gift shop revenues for that day and added Zoo exposure in the Metropolitan Service District area.

II. ANALYSIS:

- A. BACKGROUND: After numerous meetings with Boy Scout representatives the proposed arrangement has been reached and awaits Council approval.
- B. ALTERNATIVES CONSIDERED: None, because of the benefits noted above.

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 Coordinating Committee  
FROM: Council Coordinating Committee  
SUBJECT: Appointing a Salary Commission to Recommend a Salary Rate  
for the Executive Officer

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve the attached Resolution establishing and appointing members to a Salary Commission to recommend an appropriate salary rate for Metro's Executive Officer.
- B. POLICY IMPACT: Establishment of a Salary Commission to recommend to the Council a salary rate for the Executive Officer is required by Metro's enabling legislation.
- C. BUDGET IMPACT: Budget impact would be determined through the Salary Commission's study and recommendation to the Council. Any additional funds necessary to implement the Commission's recommendation would be drawn from Contingency funds.

II. ANALYSIS:

- A. BACKGROUND: ORS 268.180(4) establishes the salary and fringe benefits of the Executive Officer for the first two years of Metro's existence as equal to those of a State District Court Judge. After the initial two years, the law further requires that a Salary Commission be appointed by the Council for the purpose of recommending an appropriate salary of not less than that of a State District Court Judge. The two year period has elapsed and a Salary Commission must be appointed; however, the law does not stipulate the number or composition requirements.
- B. ALTERNATIVES CONSIDERED: Various combinations in both numbers and backgrounds for Commission members were considered. It is suggested that the Salary Commission be composed of five members including one Councilor and four citizens. The names and affiliations of the individuals proposed are listed in the attached memorandum.
- C. CONCLUSION: Approve Resolution.

MD/gl/a  
1947B/188



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

## MEMORANDUM

Date: February 17, 1981  
To: Council Coordinating Committee  
From: Sue Woodford, Manager of Personnel and  
Support Services  
Regarding: Appointment of Salary Commission

ORS 268.180(4) requires that the Metro Council appoint a salary commission to study and recommend a rate of compensation for the elected Executive Officer. The Council will consider the recommendation of the Commission and set the rate of pay. According to the Oregon statutes the rate of compensation cannot be set at a rate lower than that of a State District Court Judge.

We are recommending that the Commission be made up of four citizens and one Metro Councilor. The names and affiliations of proposed Commission members are:

Ms. Beth Blunt of The League of Women Voters

Mr. Roger Pringle of the Pringle Company (executive recruiting firm)

Mr. Loren Wyss of Columbia Management, Inc. (investment firm)

Mr. Jack Nelson, Mayor, City of Beaverton

We recommend that the Metro Councilor be appointed to chair the commission and that Metro Personnel Manager, Sue Woodford, be assigned to staff the Commission.

We recommend the following schedule:

March 6, 1981	Staff will conduct a salary survey and compile and mail the results to Commission members.
Week of March 16, 1981	The Commission will meet to review the information provided by staff and to formulate a recommendation to present to the Council.
Week of March 23, 1981	Second meeting, if required, to reach a recommendation.

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April 13, 1981

Present recommendation to the  
Council Coordinating Committee.

April 23, 1981

Present recommendation to the  
Council for approval.

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BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPOINTING ) RESOLUTION NO. 81-222  
A SALARY COMMISSION TO RECOMMEND )  
A SALARY RATE FOR THE EXECUTIVE ) Introduced by the Council  
OFFICER ) Coordinating Committee

WHEREAS, ORS 268.180(4) states that a salary commission be appointed by the Metro Council to recommend a salary rate for the Executive Officer after the first Executive Officer has been elected and held office for two years; and

WHEREAS, The initial two-year period has lapsed; now, therefore,

BE IT RESOLVED,

1. That the Metro Council appoint a salary commission composed of five members including one Metro Councilor and four citizens.

2. That the commission be charged with recommending a salary rate for the Executive Officer.

3. That the following people be appointed:

1. Ms. Beth Blunt
2. Mr. Roger Pringle
3. Mr. Loren Wyss
4. Mayor Jack Nelson
5. Councilor Jack Deines

ADOPTED by the Council of the Metropolitan Service District  
this 26th day of February , 1981.

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

CS/gl/ga/1949B/188

## 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 Project Priorities Using Interstate Transfer Funds in FY 81

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached resolution which prioritizes highway and transit projects receiving Interstate Transfer funds in FY 1981. This action is consistent with the Five Year Operational Plan.
- B. POLICY IMPACT: This action:
- establishes those projects listed as Priority 1 (in Exhibit A) as eligible for use of the available \$21 million of Interstate Transfer "Highway" funding on a first-come, first-served basis.
  - allows each jurisdiction to transfer funding to other projects within their earmark.
  - allows each project to exceed specified funding levels by no more than 10 percent.
  - establishes those projects listed on Exhibit B in priority order for use of Interstate Transfer "Transit" funding.

TPAC and JPACT have reviewed and approved this project.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The \$800 million which was appropriated by Congress for FY 1981 to fund Interstate Transfer projects was released in late December, 1980. Of the amount appropriated, \$182 million was allocated to highway projects and \$618 million to transit projects. From these amounts, \$21.0 million and \$17.6 million were allocated to the Portland region for use on highway and transit projects respectively.

To accommodate these severe funding limitations, the TIP Subcommittee has recommended the following priorities for use of the funds:

## HIGHWAY PROJECTS

### PRIORITY 1

A \$22,077,966 funding limitation is recommended by the Subcommittee rather than \$21.0 million. The reason is to make available 'shelf' projects from which to draw in the event of delay in implementation of other projects. This priority is characterized by

- a) First-come, first-served.
- b) An allowance of 10 percent overrun on a given project.
- c) Jurisdictional transfer of funds between projects within the earmarked amounts.

### PRIORITY 2

This priority was established as an aid in using supplemental funds if they become available. The Subcommittee is to reconvene upon receipt of a supplemental appropriation to set priorities on these projects and to establish more precise estimates.

### PRIORITIES 3 and 4

These priorities and amounts were recommended by the Subcommittee as a preliminary step in developing FY 1982 projects, or if unspent funds/appropriations become available.

TPAC, in its meeting of January 30, 1981, responded to three requests for changes to projects in Priority 1:

Gresham - increase right-of-way for 221st/223rd by \$45,000 to \$645,000 because of a more precise estimate.

ODOT - Add PE for Hwy. 212 in the amount of \$55,000 to supplement existing PE funds.

Beaverton - Increase Hall Blvd. TSM by \$169,500 to \$399,500 to cover additional PE, right-of-way and construction estimates recently released by ODOT. This project is expected to go to construction in June of this year.

TPAC also recommended that the resolution clarify that this action does not allocate additional funding to any projects. It simply prioritizes which funding will proceed to implementation. As such, any costs that exceed previous allocations as reflected by the TIP will require a funding transfer in accordance with adopted overrun procedures.



The relative priorities of the Nyberg Road project and the 221st/223rd project were discussed. TPAC agreed that they were equal in merit, but that since Nyberg Road was to be implemented in the 3rd quarter, it had priority over 221st/223rd being implemented in the 4th quarter.

#### TRANSIT PROJECTS

##### PRIORITY 1

The Banfield project was established as the Number 1 Priority because of its joint highway/transit impacts. One cannot proceed without the other, and this critical interdependence continues throughout the full development life of the project. The amount already programmed with the Urban Mass Transportation Administration (UMTA) for FY 1981, including Transit Station Area Planning Program, is \$17.6 million.

##### PRIORITIES 2 THROUGH 13

These projects are arrayed in priority order and will be implemented as such if supplementary funds become available.

- B. ALTERNATIVES CONSIDERED: All projects previously programmed for use of Interstate Transfer funding have been previously reviewed and endorsed by the Metro Council. However, full funding is not available, causing a delay to selected projects. Highest priority was placed on providing full funding for the Banfield Transitway project (\$10.5 million) and fulfilling previous funding obligations. The remainder was distributed to local jurisdictions based upon the status of implementation of the individual projects. A number of large projects were deferred because of the inordinate proportion of available funding that would be required.
- C. CONCLUSION: Metro staff recommends approval of the attached resolution in accord with Committee actions.

AC/BP:et  
1796B/188

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING  
PROJECT PRIORITIES USING  
INTERSTATE TRANSFER FUNDS IN  
FY 1981

) RESOLUTION NO. 81-223  
)  
) Introduced by the Joint  
) Policy Advisory Committee  
) on Transportation

WHEREAS, The Metro Council adopted Resolution No. 80-186 which endorsed the FY81 Transportation Improvement Program (TIP); and

WHEREAS, The program of projects set forth in the TIP was based on the likelihood of receiving \$70.4 million in Federal Interstate Transfer funds for its accomplishment; and

WHEREAS, The actual federal allocation to the Portland region was released in late December 1980 and amounted to \$21.0 million for highway projects and \$17.6 million for transit projects; and

WHEREAS, The TIP Subcommittee has developed a revised FY 1981 program in keeping with the newly allocated funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects identified as Priority 1 (Exhibit A) as eligible for use of the available \$21.0 million of Interstate Transfer funding for highway projects under the following conditions:

- a. They will be submitted to FHWA for funding on a first-come, first-served basis.
- b. Each project is restricted to no more than 10 percent over the specified level of funding.

- c. Jurisdictions are authorized to transfer projects within the designated funding earmark.
- d. Funds to cover project costs in excess of those authorized in the TIP are to be transferred from other project funding within a jurisdiction and in accordance with the cost overrun process adopted by Resolution No. 79-103.

2. That the Metro Council endorses Priorities 2, 3 and 4 as the basis for proceeding with project development and federal approvals.

3. That the Metro Council endorses the projects and priorities identified in Exhibit B for use of "Transit" Interstate Transfer funds.

ADOPTED by the Council of the Metropolitan Service District  
this 26th day of February, 1981.

---

Presiding Officer

AC:BP:et  
1799B/188

METROPOLITAN SERVICE DISTRICT

30-Jan-81

PAGE 1

INTERSTATE TRANSFER PRIORITIES-HIGHWAY

PROJECT TITLE

QTR

WORK

AGCY

PRIORITY 1

PRIORITY 2

PRIORITY 3

PRIORITY 4

1 26 - GLISAN, FRONT	2	PE	PORT	100,000	100,000	100,000	100,000
2 26 - GLISAN, FRONT	4	CON	PORT	0	0	0	5,000,000
3 65-CAPITOL, BEA-HILLS	1	PE	PORT	45,000	45,000	45,000	45,000
4 65-CAPITOL, BEA-HILLS	2	R/W	PORT	0	0	178,925	178,925
5 ARTERIAL OVERLAYS (PH2)	2	CON	PORT	0	0	1,211,250	1,211,250
6 ARTERIAL ST. LGT. CON.	1	CON	PORT	1,190,000	1,190,000	1,190,000	1,190,000
7 ARTERIAL ST. LGT. CON.	1	CON	PORT	300,000	300,000	300,000	300,000
8 BARBUR-TAYLORS F. TERW	1	PE	PORT	55,000	55,000	55,000	55,000
9 BASIN-GOING INTCHGE.	3	CON	PORT	0	1,688,879	1,688,879	1,688,879
10 BASIN-PACIFIC H, GOING NOISE	1	PE	PORT	76,000	76,000	76,000	76,000
11 BASIN-PACIFIC H, GOING NOISE	3	CON	PORT	0	972,537	972,537	972,537
12 BURNSIDE @ TICHNER	3	CON	PORT	0	0	240,000	240,000
13 COL. BLVD. @ N' PORT. RAMP	4	CON	PORT	170,000	170,000	170,000	170,000
14 COLUMBIA @ 47, SIGNAL	1	PE	PORT	2,800	2,800	2,800	2,800
15 COLUMBIA @ 47, SIGNAL	4	CON	PORT	61,200	61,200	61,200	61,200
16 GLISAN-GLENWOOD, 39	4	CON	PORT	0	0	1,600,000	1,600,000
17 HOLLYWOOD BUSINESS IMP	1	PE	PORT	190,000	190,000	190,000	190,000
18 HOLLYWOOD BUSINESS IMP	3	R/W	PORT	0	0	100,000	100,000
19 INTERSTATE @ TILLAMOOK	1	PE	PORT	6,967	6,967	6,967	6,967
20 INTERSTATE @ TILLAMOOK	3	CON	PORT	28,033	28,033	28,033	28,033
21 SANDY BLVD-WASH, 82ND AVE	1	PE	PORT	16,000	16,000	16,000	16,000
22 SANDY BLVD-WASH, 82ND AVE	4	CON	PORT	0	0	0	246,500
23 SELLWOOD TRAFFIC DIVR.	4	PE	PORT	19,000	19,000	19,000	19,000
24 THURMAN-COL., 14-16 CUP-ADD'L PE	2	PE	PORT	6,000	6,000	6,000	6,000
25 THURMAN-COL., 14-16 CUP	3	CON	PORT	0	0	700,000	700,000
26 WCL PORT-OSWEGO AVE	4	CON	PORT	0	0	3,672,000	3,672,000
27 WEBSTER-FLAVEL, 82	4	R/W	PORT	0	0	75,000	75,000
28 MACADAM SUPPLEMENT	1	CON	PORT	250,000	250,000	250,000	250,000
29 HW INTERSECTIONS	1	PE	PORT	0	0	50,000	50,000
30 MCLOUGHLIN PED CROSSING	2	PE	PORT	30,000	30,000	30,000	30,000
31 SIGNAL COMPUTER STUDY	1	PE	PORT	1,000	1,000	1,000	1,000
32 SIGNAL REPLCMNT-16 LOC	1	PE	PORT	32,000	32,000	32,000	32,000
33 COLISEUM SIGNALS	1	CON	PORT	248,000	248,000	248,000	248,000
34 CITY RESERVE	1	RES	PORT	53,000	53,000	53,000	53,000
		TOTAL	PORT	2,900,000	5,561,414	13,388,591	18,635,071
35 99-162, SANDY TSM	1	PE	MULT	8,500	8,500	8,500	8,500

EXHIBIT A

## METROPOLITAN SERVICE DISTRICT

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PROJECT TITLE	QTR	WORK	AGCY	INTERSTATE TRANSFER PRIORITIES HIGHWAY			
				PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
36 99-162, SANDY TSM	3	CON	MULT	0	429,250	429,250	429,250
37 242 TROUTDALE, CHERRY	4	R/W	MULT	0	0	200,000	200,000
38 DIVISION POWLLL, 182	4	R/W	MULT	300,000	300,000	300,000	300,000
39 GATEWAY TRFC SIG. INT.	1	PE	MULT	34,000	34,000	34,000	34,000
40 GATEWAY TRFC SIG. INT.	4	CON	MULT	0	391,000	391,000	391,000
41 POWELL-BUTLER, 221&223	3	R/W	MULT	0	0	519,350	519,350
42 SANDY-HENSLEY, 257	1	PE	MULT	0	0	0	140,750
43 STARK-DIVISION, 242	1	PE	MULT	0	0	0	160,000
44 STARK-MAIN, E. BURNSIDE	4	R/W	MULT	0	0	200,000	200,000
45 UPRR X'ING-BIRCH, 238	1	R/W	MULT	55,250	55,250	55,250	55,250
46 UPRR X'ING-BIRCH, 238	4	CON	MULT	407,000	407,000	407,000	407,000
TOTAL		MULT		804,750	1,625,000	2,544,350	2,853,100
47 FARRIS-POWELL, UN. 1&2	2	R/W	GRES	645,000	645,000	645,000	645,000
48 FARRIS-POWELL, UNIT 1	4	CON	GRES	0	1,975,230	1,975,230	1,975,230
TOTAL		GRES		645,000	2,620,230	2,620,230	2,620,230
49 97-122, SUNNYSIDE RD	3	R/W	CLAC	136,000	136,000	136,000	136,000
50 CLACK, HWY-NCL, GLADSTON	1	PE	CLAC	13,345	13,345	13,345	13,345
51 CLACK, HWY-NCL, GLADSTON	2	R/W	CLAC	8,500	-8,500	8,500	8,500
52 CLACK, HWY-NCL, GLADSTON	4	CON	CLAC	318,750	318,750	318,750	318,750
53 COURTNEY-ROTHE, OATFLD.	1	R/W	CLAC	34,000	34,000	34,000	34,000
54 COURTNEY-ROTHE, OATFLD.	4	CON	CLAC	0	0	204,000	204,000
55 GLAD NCL-OAT., WEBSTER-ADD'L PE	1	PE	CLAC	12,155	12,155	12,155	12,155
56 GLAD NCL-OAT., WEBSTER	4	CON	CLAC	275,825	275,825	275,825	275,825
57 HARMONY @ INT'L WAY	1	CON	CLAC	68,000	68,000	68,000	68,000
58 HARMONY @ PRICE FULLER	2	R/W	CLAC	2,040	2,040	2,040	2,040
59 HARMONY @ PRICE FULLER	4	CON	CLAC	0	0	141,440	141,440
60 HILL RD - VISTA AVE.-ADD'L PE	1	PE	CLAC	3,910	3,910	3,910	3,910
61 KING-PRICE F., HARMONY	3	CON	CLAC	0	0	106,675	106,675
62 MILWAUKIE-ORE. CITY, MCL	1	PE	CLAC	29,750	29,750	29,750	29,750
63 OATFIELD @ ALDERCREST	2	CON	CLAC	11,135	11,135	11,135	11,135
64 OATFIELD @ LAKE RD	2	CON	CLAC	179,435	179,435	179,435	179,435
TOTAL		CLAC		1,092,845	1,092,845	1,544,960	1,544,960
65 MADRONA-JEAN, LOW. BOON	2	R/W	LAKE	438,600	438,600	438,600	438,600
66 TERW. LADD, OSWEGO HWY-ADD'L PE	1	PE	LAKE	17,000	17,000	17,000	17,000

METROPOLITAN SERVICE DISTRICT

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PROJECT TITLE	INTERSTATE TRANSFER PRIORITIES-HIGHWAY			PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
	DIR	WORK	AGCY				
67 TERW.-LADD, OSWEGO HWY	3	R/W	LAKE	0	0	25,500	25,500
TOTAL LAKE				455,600	455,600	481,100	481,100
68 CLACK H.-32, HARRISON	1	R/W	HILW	43,350	43,350	43,350	43,350
69 CLACK H.-32, HARRISON	4	CON	HILW	212,600	212,600	212,600	212,600
TOTAL HILW				255,950	255,950	255,950	255,950
70 185- CEDAR HILLS, FARMINGTON	3	CON	WASH	0	0	290,000	290,000
71 CORNELL-MURRAY, 158&JEN	4	CON	WASH	0	1,555,500	1,555,500	1,555,500
72 SUNSET-CD LINE, BARNES	3	R/W	WASH	0	210,400	210,400	210,400
73 SUNSET-WALKER, 185	4	CON	WASH	0	1,275,000	1,275,000	1,275,000
74 TV HWY @ 185	4	R/W	WASH	0	0	850,000	850,000
TOTAL WASH				0	3,040,900	4,180,900	4,180,900
75 HALL BLVD TSM-ALLEN TO ECL	3	CON	BEAV	329,500	329,500	329,500	329,500
76 LOMBARD-91, BEA. HILLS	2	PE	BEAV	0	10,000	10,000	10,000
77 MAIN-ALICE, ALLEN	2	R/W	BEAV	378,250	378,250	378,250	378,250
78 HALL BLVD TSM-ALLEN TO ECL	2	R/W	BEAV	45,000	45,000	45,000	45,000
79 HALL BLVD TSM-ADD'L PE	1	PE	BEAV	25,000	25,000	25,000	25,000
TOTAL BEAV				777,750	787,750	787,750	787,750
80 MAIN-ECL, CORNELL	1	PE	HILL	100,000	100,000	100,000	100,000
TOTAL HILL				100,000	100,000	100,000	100,000
81 NYBERG RD, 89TH AVE TO I5	3	CON	TUAL	379,506	379,506	379,506	379,506
82 NYBERG RD, 82TH AVE TO I5	3	CON	TUAL	1,062,093	1,062,093	1,062,093	1,062,093
TOTAL TUAL				1,441,599	1,441,599	1,441,599	1,441,599
83 RIDESHARE, I 5 CORRIDOR	1	OPG	TRIM	0	0	0	54,112
84 RIDESHARE PROG EXPAN	1	OPG	TRIM	219,645	219,645	219,645	219,645
TOTAL TRIM				219,645	219,645	219,645	273,757
85 50-92, POWELL 2	1	R/W	ODOT	2,065,750	2,065,750	2,065,750	2,065,750
86 72 AVE INTERCHANGE-ADD'L PE	1	PE	ODOT	41,905	41,905	41,905	41,905
87 72 AVE INTERCHANGE	2	R/W	ODOT	0	0	127,500	127,500
88 72 AVE INTERCHANGE	4	CON	ODOT	0	0	0	652,000
89 NYBERG RD, 89TH AVE TO I5	3	CON	ODOT	105,400	105,400	105,400	105,400
90 BANFIELD TRANSITWAY-ADD'L PE	1	PE	ODOT	1,392,300	1,392,300	1,392,300	1,392,300
91 BANFIELD TRANSITWAY	1	R/W	ODOT	1,744,625	1,744,625	1,744,625	1,744,625

METROPOLITAN SERVICE DISTRICT

30 JUN 81

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PROJECT TITLE	INTERSTATE TRANSFER PRIORITIES HIGHWAY			PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
	QTR	WORK	AGCY				
92 DANFIELD TRANSITWAY	3	R/W	ODOT	7,643,375	7,643,375	7,643,375	7,643,375
93 DANFIELD TRANSITWAY	1	CON	ODOT	51,731	51,731	51,731	51,731
94 CLACKAMAS HWY @ 82 DR	1	CON	ODOT	26,541	26,541	26,541	26,541
95 KITT-STAD.FWY,STREETS	2	R/W	ODOT	0	0	1,000,000	1,000,000
96 KITT-STAD.FWY,STREETS	2	R/W	ODOT	0	0	0	3,000,000
97 MILWAUKIE-ORE.CITY,MCL	1	PE	ODOT	29,750	29,750	29,750	29,750
98 OSWEGO CK.BRIDGE	3	CON	ODOT	0	289,724	289,724	289,724
99 OSWEGO CK.BRIDGE	3	CON	ODOT	0	2,125,000	2,125,000	2,125,000
100 OSWEGO HWY @ CEDARDAK	2	CON	ODOT	34,437	34,437	34,437	34,437
101 OSWEGO CK.BRIDGE ADD'L PE	1	PE	ODOT	24,013	24,013	24,013	24,013
102 HWY 212 PE-ADD'L PE	1	PE	ODOT	55,000	55,000	55,000	55,000
		TOTAL	ODOT	13,214,827	15,629,553	16,757,053	20,709,053
103 SOUTHERN ARTERIALS	1	PE	REG	0	0	510,000	510,000
104 WESTSIDE ARTERIALS	3	PE	REG	0	0	0	700,000
105 BI-STATE TASK FORCE	1	PE	REG	170,000	170,000	170,000	170,000
		TOTAL	REG	170,000	170,000	680,000	1,380,000
		TOTAL		22,077,766	33,000,488	45,002,128	55,243,490

FY 1981 INTERSTATE TRANSFER FUNDING  
TRANSIT PRIORITIES

1.	Banfield Transitway	
	A. Final Engineering and Right-of-Way . . . . .	\$16,962,500
	B. Station Area Planning Program. . . . .	637,500
2.	Metro Corridor Planning. . . . .	300,000
3.	McLoughlin Boulevard PE. . . . .	100,000
4.	Westside Corridor Analysis . . . . .	200,000
5.	Milwaukie Transit Station. . . . .	1,050,000
6.	Oregon City Transit Station. . . . .	465,000
7.	Clackamas Town Center Transit Station. . . . .	208,000
8.	Balance of Westside Corridor Project . . . . .	150,000
9.	Balance of McLoughlin Boulevard PE . . . . .	100,000
10.	Tigard Transit Station . . . . .	261,000
11.	Westside Circulation Study . . . . .	161,000
12.	Articulated Buses. . . . .	1,632,000
13.	Milwaukie Transit Station - PE and Joint Development Studies . . . . .	<u>120,000</u>
	TOTAL	<u>\$22,347,000</u>

Funds in TIP (excluded from above) to be  
Dropped or Delayed:

Drop:	Southside Circulation Study . . . . .	\$ 112,000
	Southwest Circulation Study . . . . .	125,000
Delay:	Part of Station Area Planning Program	<u>375,000</u>
	TOTAL TO BE DROPPED OR DELAYED	<u>\$ 612,000</u>



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

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Amending the FY 81 Unified Work Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the FY 81 UWP to reflect:
1. Deletion of a previous grant programmed that will not be received.
  2. Additional work effort to complete the RTP.
  3. Programming of Tri-Met FY 80 carryover funding into FY 81.
- B. POLICY IMPACT: This action will recognize as the three highest priorities in the Transportation Department the Westside Corridor project, the Regional Transportation Plan and Air Quality planning. Other activities programmed for use of grant funding will be delayed to FY 82 including Energy Contingency planning and Computer Graphics. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: Grants programmed that will not be received result in a loss of \$56,000 for Metro.

II. ANALYSIS:

- A. BACKGROUND: Metro adopted the FY 81 UWP in May, 1980 describing the work activities to be funded with federal transportation grants. Included in the UWP was some \$56,000 in funding in energy planning with 80 percent from Windfall Profits Tax which will not be received. Also programmed in the UWP was the Regional Transportation Plan (RTP) at \$185,000 to be completed by December, 1980. Other work elements were budgeted under the assumption that staff resources would shift upon completion of the RTP. Based upon Council, JPACT and public review of the second draft of the RTP, significant additional work is scheduled for 1981. As such, several work elements must be delayed or eliminated.

Finally, the UWP is also intended to identify carryover funding from previous grants. Tri-Met's portion of the UWP was programmed based upon anticipated carryover and is being modified to reflect actual carryover as of June 30, 1980.

- B. ALTERNATIVES CONSIDERED: Alternative program priorities include de-emphasizing the RTP and initiating new work activities or carrying the RTP through to completion.
- C. CONCLUSION: Recommend adoption of the UWP amendment with consideration for delayed work elements for inclusion in the FY 82 UWP.

AC:et  
1820B/188

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING ) RESOLUTION NO. 81-224  
THE FY 81 UNIFIED WORK PROGRAM )  
 ) Introduced by the Joint  
 ) Policy Advisory Committee  
 ) on Transportation

WHEREAS, The FY 81 Unified Work Program (UWP) was adopted  
in May 1980 by Ordinance No. 80-151; and

WHEREAS, Changes to the UWP must be approved by the Metro  
Council and the Intermodal Planning Group; and

WHEREAS, The FY 81 UWP must be revised to accurately  
reflect revised task priorities and actual funding availability; now  
therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approves the amendments  
to the FY 81 UWP as shown in Exhibits "A" and "B."
2. That staff is directed to submit this Resolution with  
its exhibits to the Intermodal Planning Group for approval.

ADOPTED by the Council of the Metropolitan Service District  
this 26th day of February, 1981.

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

KT/et  
1230B/188

EXHIBIT A

PROPOSED FY 81 UWP AMENDMENT

A. METRO WORK ELEMENTS

Project	UMTA			FHWA PL	EPA		Clark Co.	Clark Co. Carryover	W.S. Circ.	S.S. Circ.	Net Energy	WDOT	TOTAL
	e(4)	Sec. 8	Westside		Air Quality	A.Q. Spec.							
1. Reg. Trans. Plan													
Budget	\$185,000	0		0									\$185,000
Proposed Change	+92,842	+11,000		+48,500									+152,342
Revised	277,842	11,000		48,500									337,342
2. TIP													
Budget	69,000	5,000		5,000									79,000
Proposed Change	0	0		0									0
Revised	69,000	5,000		5,000									79,000
3. Air Quality													
Budget					\$71,600	\$35,000							106,600
Proposed Change					0	0							0
Revised					71,600	35,000							106,600
4. Functional Class													
Budget	8,000			24,000									32,000
Proposed Change	-7,900			-23,000									-30,900
Revised	100			1,000									1,100
5. Westside Corridor													
Budget			\$480,000										480,000
Proposed Change			0										0
Revised			480,000										480,000
6. Tech. Assistance													
Budget		17,000		17,000			\$25,000	0					59,000
Proposed Change		-11,000		-14,500			0	+3,983					-21,517
Revised		6,000		2,500			25,000	3,983					37,483
7. Coord. & Management													
Budget		35,000		40,000									75,000
Proposed Change		0		0									0
Revised		35,000		40,000									75,000
8. Modeling													
Budget		20,000		44,000			11,000						75,000
Proposed Change		0		0			0						0
Revised		20,000		44,000			11,000						75,000
9. Counting Program													
Budget				11,000			2,000						13,000
Proposed Change				0			0						0
Revised				11,000			2,000						13,000
10. Computer Graphics													
Budget	67,942												67,942
Proposed Change	-62,942												-62,942
Revised	5,000												5,000
11. W.S. Circulation													
Budget								\$104,000					104,000
Proposed Change								0					0
Revised								104,000					104,000
12. S.S. Circulation													
Budget										\$72,000			72,000
Proposed Change										0			0
Revised										72,000			72,000
13. Energy													
Budget	23,000	750		21,000							56,000		100,750
Proposed Change	-22,000	0		-11,000							-56,000		-89,000
Revised	1,000	750		10,000							0		11,750
14. Northern Corridor													
Budget												17,000	17,000
Proposed Change												0	0
Revised												17,000	17,000
<b>METRO TOTAL</b>													
Budget	\$352,942	77,750	480,000	162,000	71,600	35,000	38,000	0	104,000	72,000	56,000	17,000	1,466,292
Proposed Change	0	0	0	0	0	0	0	+3,983	0	0	-56,000	0	-52,017
Revised	352,942	77,750	480,000	162,000	71,600	35,000	38,000	3,983	104,000	72,000	0	17,000	1,414,275

## EXHIBIT B

PROPOSED FY 81 UWP AMENDMENTB. TRI-MET

Project	UMTA			e (4)	TOTAL
	Section 8 Grant 0030	Section 8 FY 80 Carryover	Section 8 FY 81		
1. TDP Systems Support					
Budget	\$ 98,000				\$ 98,000
Proposed Change	+ 6,400				+ 6,400
Revised	104,400				104,400
2. Community Transit Station Development					
Budget	0				0
Proposed Change	+65,800				+65,800
Revised	65,800				65,800
3. Service Plan Refinement					
Budget		\$ 29,000	\$ 57,000		86,000
Proposed Change		+ 1,000	0		+ 1,000
Revised		30,000	57,000		87,000
4. Plan Maintenance					
Budget		11,000	24,000		35,000
Proposed Change		0	0		0
Revised		11,000	24,000		35,000
5. Service Analysis					
Budget		25,000	30,000		55,000
Proposed Change		1,000	0		+ 1,000
Revised		26,000	30,000		56,000
6. Capital Impr. Program.					
Budget			20,000		20,000
Proposed Change			0		0
Revised			20,000		20,000
7. TSM/Function Facility					
Budget		25,000	20,000		45,000
Proposed Change		+ 4,000	0		+ 4,000
Revised		29,000	20,000		49,000
8. Special Transportation					
Budget		10,000	90,000		100,000
Proposed Change		+ 1,000	0		+ 1,000
Revised		11,000	90,000		101,000
9. Net Energy Analysis					
Budget		25,000			25,000
Proposed Change		0			0
Revised		25,000			25,000
10. Land Use					
Budget	0				0
Proposed Change	+ 8,500				+ 8,500
Revised	8,500				8,500
TRI-MET TOTAL					
Budget	\$ 98,000	\$125,000	\$241,000		\$464,000
Proposed Change	+80,700	+ 7,000	0		+87,700
Revised	\$178,700	\$132,000	\$241,000		\$551,700

C. OTHER AGENCIES

1. S.S. Circulation (Clackamas County)					
Budget			\$ 60,000		60,000
Proposed Change			0		0
Revised			60,000		60,000
2. Westside Circulation (Washington County)					
Budget			85,000		85,000
Proposed Change			0		0
Revised			85,000		85,000
OTHER AGENCIES TOTAL					
Budget			\$145,000		\$145,000
Proposed Change			0		0
Revised			\$145,000		\$145,000

## 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 a Grant Application for the U.S. Department of  
Transportation Comprehensive Transportation Systems  
Management Assistance Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution endorsing the USDOT Comprehensive Transportation Systems Management Assistance Program grant application and amending the Transportation Improvement Program (TIP) to include the proposed projects, following commitment of the necessary local match by the sponsoring agencies.
- B. POLICY IMPACT: This action will enable Metro, ODOT, Tri-Met and the cities of Portland and Vancouver to compete for USDOT discretionary funds for implementation of low-capital intensive Transportation System Management projects. This is consistent with the region's transportation policies and goals. Since these are discretionary funds, the proposed projects do not compete for funding with other transportation projects in the region.
- C. BUDGET IMPACT: Funding of the McLoughlin Blvd. Rideshare Program and the Bicycle Marketing and Promotion Program would provide Metro with an additional \$16,000 - \$40,000 in revenues. Final budget impact would be determined pending agreement with the City of Portland regarding Metro's role in the Bicycle Marketing and Promotion Program.

II. ANALYSIS:

- A. BACKGROUND: See Attachment "A", February 4, 1981, Memorandum to Joint Policy Advisory Committee on Transportation. JPACT endorsed all projects and a TIP amendment at their meeting on February 12, 1981.
- B. ALTERNATIVES CONSIDERED: Additional projects were considered, but were withdrawn for consideration by the sponsoring agencies, including: reduced off-peak transit fares, bus shelters in Clark County, additional signal intertie projects, and freeway T.V. surveillance.
- C. CONCLUSION: Metro staff recommends adoption of the attached Resolution in accord with Committee actions.

GB/ga  
2056B/206A

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING A ) RESOLUTION NO. 81-225  
GRANT APPLICATION FOR THE U.S. )  
DEPARTMENT OF TRANSPORTATION ) Introduced by the Joint  
COMPREHENSIVE TRANSPORTATION SYSTEMS ) Policy Advisory Committee  
MANAGEMENT ASSISTANCE PROGRAM ) on Transportation

WHEREAS, The United States Department of Transportation (USDOT) has made available \$28 million for the implementation of low capital intensive Transportation Systems Management projects; and

WHEREAS, All applications for said monies must be submitted by March 1, 1981, and

WHEREAS, The proposed projects, as described in Attachment "A", will improve service of the region's transportation system; and

WHEREAS, The proposed projects will not compete for funding with other regional transportation projects; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects to be submitted under the USDOT Comprehensive Transportation Systems Management Program.

2. That the Transportation Improvement Program be amended to reflect the costs of said projects, following the commitment of local match by the sponsoring agencies.

3. That the Metro Council affirms that the projects are in accordance with the region's continuing, cooperative, and comprehensive planning process and hereby give affirmative A-95 review approval.

ADOPTED by the Council of the Metropolitan Service  
District this 26th day of February, 1981.

---

Presiding Officer





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

## MEMORANDUM

Date: February 4, 1981  
To: JPACT  
From: Metro Transportation Staff  
Regarding: USDOT Comprehensive Transportation Systems  
Management Assistance

### Background

UMTA, FHWA, and NHTSA are now soliciting proposals for Transportation Systems Management approaches to improving the operation of local transportation systems. A total of \$28 million is available under three programs which have varying criterion for local match, ranging from 0 to 25 percent. The programs also have different limits regarding the total fundable amount of any given project. The U.S. Department of Transportation needs to have the proposals, with an endorsement from the MPO, by March 1, 1981.

An ad hoc subcommittee of TPAC was formed to consider projects for application. This memorandum briefly describes the seven TSM projects which the committee feels the region should seek funding for. It was originally felt that FHWA was seeking only "innovative" projects that had regional significance. For this reason, the subcommittee recommended that the last projects on this list, the signal interties, be given a lower priority for consideration than the other projects. Further discussions with FHWA have left us with the understanding, however, that projects which are intended to deal with subarea problems would be considered just as favorably. For this reason, Metro staff recommends that all projects on this list be given equal consideration.

### Projects

The following is a brief description of the projects which the subcommittee has recommended for consideration:

1. Freeway Ramp-Metering Monitoring and Management. It is the objective of ODOT to expand the ramp-metering and freeway management program to other critical freeway links in the metropolitan area. Before new links are metered, ODOT

proposes to extensively monitor the operation of the existing ramp meters on I-5 North. Activities would include collecting traffic data, performing an origin and destination study, developing travel time data, etc. After identifying their findings, they would then adjust the existing ramp meters and use this information when expanding the system. The budget for this project would be \$50,000.

2. Carpool/Vanpool Loan Incentive Program. Tri-Met is exploring new and innovative avenues for increasing the number of persons ridesharing in the region. They are proposing a marketing program to test the impact of financial incentives on the formation of vanpools and carpools. This past summer, the State Senate Interim Task Force on Energy Conservation developed a tax credit program for carpools. This program was designed to offer a \$50.00 income tax credit to anyone participating in a carpool or vanpool of four or more. The concept met with general support. Lack of State funds to support any new programs and lack of substantial evidence of such a program's effect on carpools and vanpools kept the bill from being introduced.

Tri-Met's Rideshare project proposes to model a two-year regional program after this concept in the hopes of validating the concept and making passage of such a tax-incentive program more likely in the 1983 legislative session. The budget for this project would be \$300,000.

3. Flex-time Program. The main goal of this program is to reduce Portland's dependence on the construction of new capital facilities by spreading peak-hour congestion on the region's freeways. This would be accomplished by a City of Portland administered program to promote the use of flexible and/or variable work hours (hereafter referred to as flex-time). The target area is the entire City of Portland, with some emphasis placed on downtown. Program elements include: 1) the promotion of the flex-time concept through direct mailings, advertising, etc.; 2) the institution of flex-time programs at selected firms; and 3) the evaluation of the implemented programs. The budget for this project would be \$65,000.
4. Bicycle Marketing, Promotion, and Intermodal Shelters. Metro, the City of Portland and the City of Vancouver are proposing a regionwide program to promote the use of bicycling as a means for Transportation Systems Management. The objectives are to increase the percentage of bicycles used for work trips in the region and to increase the degree of public acceptance of bicycling as a real transportation alternative. The project elements would be 1) an employer-based bicycle

incentive program, and 2) a public information campaign to promote bicycling. Specific activities would include 1) targeting approximately 12-15 employment centers or major employers and working with each one to establish an effective bicycling program, and 2) implementing a market survey to determine current bicycling attitudes. Activities of the public information campaign would include producing TV and radio spots, bus signs, billboards, etc. addressing the main perceived obstacles to bike riding. The proposed budget for this element is \$250,000. In addition, the City of Vancouver, supported by the Clark County PTBA, is proposing to establish 12 intermodal shelters in Vancouver for the purpose of providing central collection points for bicyclists, pedestrians and transit riders. The shelters would be located on current or planned pedestrian/bike trails at their connection point on transit routes, and in major park and ride lots which would also be served by transit. The shelters would include: a lighted and wind-protected structure, a lock-up for bikes, drinking water, telephones, waste receptacles, and an area to post bus schedules and other information. The total cost of this element would be \$150,000.

It should be noted that if the carpool, flex-time, and bicycle projects are all funded, there will be interagency coordination. The required employer contacts for these programs will be done simultaneously, possibly by one agency.

5. McLoughlin Boulevard Rideshare Program. The rideshare emphasis in the region to date has focused on establishing rideshare programs with major employers or employment centers throughout the region. Metro is proposing to study the potential for ridesharing to help solve a corridor problem, in this case the Southern/McLoughlin corridor. Following the planning study, Tri-Met's Rideshare group would implement a McLoughlin Boulevard rideshare program, as they are currently doing in the I-5 North corridor. As part of the planning study, Metro would also establish base-line information regarding ridesharing rates, auto occupancy, traffic, etc. for both corridors in order to determine the effectiveness of the programs. The budget for the planning study would be \$16,000. The budget for implementation would be \$200,000.
6. Clark County Rideshare Promotion. The Clark County Regional Planning Council, in cooperation with the Clark County Public Transportation Benefit Area (PTBA) and Tri-Met will undertake a multi-faceted program to support and promote current rideshare and transit activities which are being carried out in the County, and between the County and Portland,

Oregon. This program would include: 1) a survey to identify appropriate markets and service features to promote; and 2) publication of information brochures which would promote: 1) current rideshare services offered by Tri-Met in the Clark County area; 2) transit services offered by the Clark County PTBA and Tri-Met in the County; and 3) recently constructed park and ride lots. Total cost will be \$38,000.

7. Signal Modernization Interconnect Program. ODOT is proposing that a traffic signal interconnect program be implemented in high volume traffic corridors throughout the region. Benefits of the program will include reduced fuel consumption, reduced traffic accidents, reduced stops and waiting time at signals, and reduced air pollution. Because of the \$500,000 limit on expenditures on a given TSM project, the subcommittee selected two highway links for consideration. They are:

1) 82nd Ave (OR 213)

This project would intertie signals south from SE Flavel Street (Portland city limits) to I-205, a distance of approximately three miles. This would be an extension of the City of Portland system north of Flavel. This arterial is heavily traveled with ADT's of 20,000 to 23,000 south of Flavel. The Clackamas Town Center is nearing completion and increased traffic is anticipated as a result. Several new signals have been and will be installed in conjunction with the Town Center. An intertie project will smooth travel in this corridor. The budget for this project would be \$358,000, which includes preliminary engineering and the signal work.

2) Tualatin Valley Highway (OR 8)

This signal interconnect would tie signals along 2½ miles of the heavily traveled (31,000 ADT) Tualatin Valley Highway west of Beaverton. This TSM project could complement those going on in Beaverton, on Farmington Road and those proposed for Canyon Road and Beaverton-Hillsdale Highway. The total budget for this project would be \$470,000.

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: Metro Concurrence in an Amendment to the Clark County  
Regional Planning Council's Transportation Improvement  
Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution concurring in the addition of an I-5 pavement overlay project in Clark County's Transportation Improvement Program (TIP).
- B. POLICY IMPACT: This action will be consistent with the Memorandum of Agreement between Metro and Clark County Regional Planning Council (RPC).
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: The State of Washington has requested that Clark County's TIP be amended to include a pavement overlay project on I-5 (Burnt Bridge Creek to I-205). This project will correct deficiencies existing on the wearing surface of the facility between the noted termini.

The Memorandum of Agreement calls for coordination between Metro and RPC on projects having interstate significance. Since the project is on Interstate 5 and will impact traffic flow on the facility during the construction period, Washington Department of Transportation has requested Metro's concurrence.

- B. ALTERNATIVES CONSIDERED: Reductions in State and Federal funding require adjustments to Clark County's TIP.
- C. CONCLUSION: Metro staff recommends concurrence, in accord with Committee actions.

BP/ga  
2048B/206A

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF METRO ) RESOLUTION NO. 81-226  
CONCURRENCE IN AN AMENDMENT TO )  
THE CLARK COUNTY REGIONAL ) Introduced by the Joint  
PLANNING COUNCIL'S TRANSPORTATION ) Policy Advisory Committee  
IMPROVEMENT PROGRAM (TIP) ) on Transportation

WHEREAS, The Metropolitan Service District (Metro) is the designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland/Vancouver urbanized area and the Clark County Regional Planning Council (RPC) is the designated MPO for the Washington portion; and

WHEREAS, Metro and RPC have entered into a Memorandum of Agreement specifying mechanisms to ensure adequate coordination of transportation policies, plans and programs; and

WHEREAS, In accordance with the Metro/RPC Memorandum of Agreement, the State of Washington has requested concurrence by Metro of an amendment to the RPC FY 1981 Transportation Improvement Program (TIP); and

WHEREAS, This project is of interstate significance and has been reviewed by Metro staff; now, therefore,

BE IT RESOLVED

1. That the project described in Exhibit A is concurred in by Metro Council and is consistent with the policies, plans, and programs of the Metropolitan Service District.

2. That the Clark County Regional Planning Council be advised of this concurrence.

ADOPTED by the Council of the Metropolitan Service District  
this 26th day of February, 1981.

---

Presiding Officer

BP/ga  
2049B/206A

ROBINSPITMAN  
Governor



EXHIBIT A

W. A. BUTTEY  
Secretary

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

Office of District Administrator • 4200 Main Street, P.O. Box 1717 • Vancouver, Washington 98668

11 February 1981

Mr. Charles Williamson  
JPACT Chairman  
Metropolitan Service District  
Portland, OR

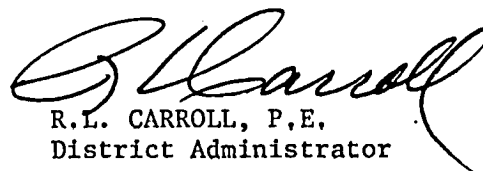
Dear Mr. Williamson:

We request that the Transportation Improvement Program (TIP) for the Urban Area of Clark County be amended to include an additional project. The project is a pavement overlay on I-5, starting at Burnt Bridge Creek and going north to I-5's intersection with I-205. Attached are the appropriate project information forms and a vicinity map showing the limits of the project.

Because of reductions in both State and Federal funding, we have had to make adjustments to our program. It is important for us to advance this project into the 1981 program at this time so that preliminary engineering can begin.

Ordinarily, TPAC would review this request and make a recommendation to this committee. We ask that JPACT take action at this time so that we can proceed with this project without delay.

Very truly yours,

  
R.L. CARROLL, P.E.  
District Administrator

RLC:lz  
DKP  
Attachments



# SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 19<sub>01</sub> to 19<sub>06</sub>

City/County Vancouver/Clark  
 City No. 03  
 County No. 06

- OBLIGATION PROGRAM -

Hearing Date \_\_\_\_\_  
 Adoption Date \_\_\_\_\_  
 Resolution Number \_\_\_\_\_

Dist. No.	PROJECT IDENTIFICATION Title, Route, Road Leg No., Section No., Location/Termini, Description of Work, Beginning Milepost & Bridge No. (PLEASE DOUBLE SPACE BETWEEN PROJECTS)	Major Class Of Work	Work Code	Total Length (Miles)	Functional Class	Rural/Urban	Continuing Project (X)	PROJECT COSTS IN THOUSANDS OF DOLLARS									
								OBLIGATION SCHEDULE				FUNDING SOURCE			TOTAL FUNDS		
								YEAR				FEDERAL		UAS		LOCAL	
								1st (ANNUAL ELEMENT)	2nd	3rd	4, 5 & 6th	AMOUNT	PROGRAM				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
10A	Burnt Bridge Creek to SR-205 S.R. M.P. 3.07 + 7.92 Drill and grout loose slabs Resurface pavement and shoulders	4	D	4.90	5	U		2,989					2,690	FAI		299	2,989

**DISTRIBUTION**  
 1 COPY DISTRICT STATE AID ENGINEER  
 1 COPY CHAIRMAN, URBAN ARTERIAL BOARD, OLYMPIA  
 1 COPY C.R.A.B. (COUNTIES ONLY)

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER  
METROPOLITAN AREA

**PROJECT DESCRIPTION**  
 RESPONSIBILITY (AGENCY) Washington State Department of Transportation  
 LIMITS Burnt Bridge to SR-205 LENGTH 1.00  
 DESCRIPTION Resurface existing traveled lanes, shoulders and median  
To include drilling and grouting under loose slabs.

PROJECT NAME Burnt Bridge Creek  
to SR-205  
 ID No 45001C  
 APPLICANT WSDOT

**SCHEDULE**  
 PE OK'D \_\_\_\_\_ BIS OK'D N/A  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING N/A COMPL'T 3/84

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

FUNDING PLAN BY FISCAL YEAR (\$000)						
	FY <sup>81</sup> XX	FY <sup>82</sup> XX	FY <sup>83</sup> XX0	FY <sup>84</sup> XX1	FY <sup>85</sup> XX	TOTAL
TOTAL	<u>75</u>	<u>49</u>	<u>1833</u>	<u>1032</u>		<u>2,989</u>
FEDERAL	<u>67</u>	<u>44</u>	<u>1650</u>	<u>929</u>		<u>2,690</u>
STATE	<u>8</u>	<u>5</u>	<u>183</u>	<u>103</u>		<u>299</u>
LOCAL						

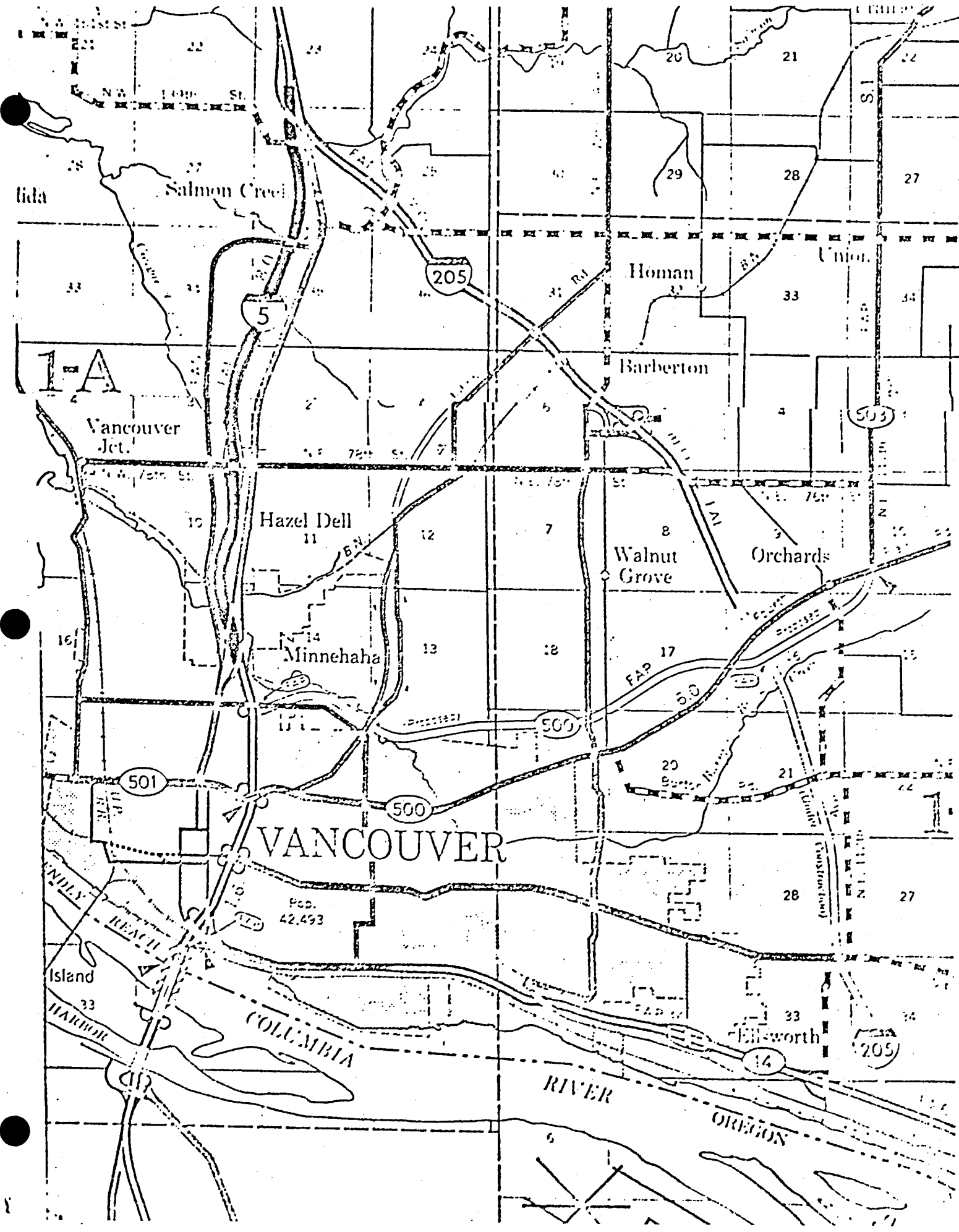
**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING \$	<u>164</u>
CONSTRUCTION	<u>2,673</u>
RIGHT OF WAY	
TRAFFIC CONTROL	<u>152</u>
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
<b>TOTAL</b>	<b>\$ <u>2,989</u></b>

**LOCATION MAP**

**SOURCE OF FUNDS (%)**

<b>FEDERAL</b>	
FMS (PORTLAND)	_____
FMS (OREGON REGION)	_____
FMS (WASH REGION)	_____
UMTA CAPITAL	UMTA OPRTG <u>90</u>
INTERSTATE	_____
FED AID PRIMARY INTERSTATE	_____
SUBSTITUTION	_____
<b>NON FEDERAL</b>	
STATE	<u>10</u> LOCAL _____



lida

Salmon Creek

205

Homan

Union

1-A

Vancouver Jet.

Barberton

503

Hazel Dell

Walnut Grove

Orchards

Minnehaha

501

500

500

VANCOUVER

Pop. 42,493

Island

COLUMBIA

RIVER

OREGON

Hillworth

205

## 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: Presiding Officer/Regional Planning Committee

SUBJECT: Appointment of Members to Fill Vacancies on the Housing Policy Alternatives Committee (HPAC)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve the following nominations for the seven vacant public member positions on HPAC:

Gordon Carlson  
Mary Jane Kamm  
Sharron Kelley  
Jeanne Leeson  
Tom Lucas  
Karen M. Myers  
~~Julie C. Sterling~~

- B. POLICY IMPACT: This action follows through on earlier Council action establishing additional public members to the existing membership of the HPAC and filling the two current vacancies.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: In December 1980, the Council amended the By-Laws for the Housing Policy Alternatives Committee. An amendment under Article III, Section 1, Membership of the Committee, expands the general public representatives from three to eight members. The Committee has only one named public representative at this time. The recommended appointments will bring the HPAC general public members to the required number.

- B. ALTERNATIVES CONSIDERED: None.

- C. CONCLUSION: The Presiding Officer has nominated the seven HPAC public representatives in consort with the Regional Planning Committee and members of the Council. These nominees should be appointed to fill the HPAC vacancies.

## 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: Converting St. Johns Landfill to a Weight Structure

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Ordinance to amend Ordinance No. 80-100 for the purpose of extending the date for reaching an agreement with Clackamas County to convert Rossman's Landfill to a weight basis rate structure, apply a one ton minimum charge to commercial haulers, and to assess a penalty for overweight vehicles crossing the Incinerator Road Bridge.
- B. POLICY IMPACT: Adoption of this Ordinance is in agreement with Metro's policy to convert general purpose landfills to a weight basis rate structure. The penalty for overload vehicles is in response to Metro's contract with the City of Portland to operate the St. Johns Landfill.
- C. BUDGET IMPACT: Adoption of this Ordinance will assure that the revenues at the St. Johns Landfill are directly related to the operations contract expenses. By contract, our operations expenses are based on weight rather than volume. December and January records indicate that the conversion figures developed at Rossman's and used to determine volume rates at the St. Johns Landfill do not reflect the actual conditions for the St. Johns Landfill. As a result, we are paying more to dispose of many loads than we are collecting at the gate.
- D. Adoption of this Ordinance is in conformance with Metro's Five Year Operational Plan.

- II. A. BACKGROUND: In September 1980, the Metro Council enacted Ordinance No. 80-100 to convert the St. Johns Landfill to a weight basis rate structure on April 1, 1981. At that time there was concern that Rossman's Landfill would fill too rapidly if they were on a volume basis and the St. Johns Landfill on a weight structure. The Council directed the staff to attempt to obtain an agreement with Clackamas County to convert Rossman's to weight by January 1, 1981. Several problems developed, and that date could not be met.

On January 29, 1981, the Clackamas County Solid Waste Advisory Committee voted to recommend to the County Commission that Rossman's Landfill convert to weight, their action is pending.

Metro's agreement with the City of Portland for the operation of the St. Johns Landfill states that Metro will not allow overloaded vehicles to cross the Incinerator Road Bridge.

- B. ALTERNATIVES: Several alternatives were considered for converting the St. Johns Landfill to weight. One alternative is to not charge by weight, which could have a serious negative impact on the St. Johns Landfill budget. Another alternative would be to convert to weight on April 1, 1981, regardless of Clackamas County's decision.

The alternatives considered for overweight trucks included prohibiting all overweight vehicles from crossing the bridge, unloading part of their load at the public transfer station, or Metro accepting total liability for the bridge by taking no action.

- D. CONCLUSION: The rates for the St. Johns Landfill and the operating contract were both based on charging by weight. Any further delays in converting to weight may necessitate a rate increase. The one ton minimum charge will minimize the number of small loads that are difficult to collect and are expensive to process. The one ton minimum will have a very minor impact on regular haulers. Imposing a penalty for overloaded trucks will assist in enforcing load limits placed on the Incinerator Bridge.

NW/ga  
1882B/188A

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF EXTENDING	)	ORDINANCE NO. 81-106
THE DATE FOR CONVERSION OF	)	
ROSSMAN'S LANDFILL TO WEIGHT	)	Introduced by the
BASIS RATES; ESTABLISHING	)	Regional Services Committee
ADDITIONAL CHARGES AT ST. JOHNS	)	
LANDFILL; AND AMENDING CODE	)	
SECTION 4.06.010, AND ORDINANCE	)	
NO. 80-100	)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1:

Metro Code Section 4.06.010 [Disposal Charges; St. Johns Landfill,] is hereby amended to read:

"A base disposal rate of \$8.40 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. Said rate is in addition to user fees collected at the St. Johns Landfill pursuant to Code Section 4.03.020. The minimum charge for commercial vehicles shall be one ton. The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the St. Johns Landfill:

VEHICLE CATEGORY	BASE RATE		METRO FEE		TOTAL RATE	
	\$/TON	\$/CY	\$/TON	\$/CY	\$/TON	\$/CY
<b>COMMERCIAL</b>						
Compacted	\$8.40	\$2.48	\$1.33	\$0.34	\$9.73	\$2.82
Uncompacted	8.40	1.05	1.33	0.20	9.73	1.25
Special						
Sewage Sludge	8.40	6.55	1.33	0.20	9.73	6.75
<b>PRIVATE</b>						
Cars <sup>1</sup>	3.15		0.45		3.60	
Station Wagons <sup>1</sup>	3.15		0.45		3.60	
Vans <sup>2</sup>	4.05		0.45		4.50	
Pick-ups <sup>2</sup>	4.05		0.45		4.50	
Trailers	4.05		0.45		4.50	

VEHICLE CATEGORY	BASE RATE		METRO FEE		TOTAL RATE	
	\$/TON	\$/CY	\$/TON	\$/CY	\$/TON	\$/CY
<b>TIRES**</b>						
Passenger (up to 10 ply)	\$0.55				\$0.55	
Passenger Tire (tire on rim)	1.25				1.25	
Tire Tubes	0.55				0.55	
Truck Tires (20" diameter to 48" diameter or greater than 10 ply)	1.75				1.75	
Small Solids	1.75				1.75	
Truck Tire (tire on rim)	7.00				7.00	
Dual	7.00				7.00	
Tractor	7.00				7.00	
Grader	7.00				7.00	
Duplex	7.00				7.00	
Large Solids	7.00				7.00	

<sup>1</sup>Based on minimum load of two cubic yards.

<sup>2</sup>For the first two and a half cubic yards, each additional cubic yard is \$1.76.

\*\*Cost per tire listed"

Section 2:

Ordinance No. 80-100 Section 3, (uncodified) is amended to read:

"[Said] The rate established by section 2 of this ordinance shall be collected on the basis of cubic yardage delivered, commencing on October 1, 1980. The Metro Council intends that the rates stated in Section 2 above, shall be levied on a volume basis until April 1, 1981, after which time, the rates charged at the St. Johns Landfill shall be converted to a weight basis. Provided, however, that said change to a weight basis be contingent upon Metro reaching an agreement with Clackamas County [by January 1, 1981,] for conversion of rates charged at Rossman's Landfill to a weight basis by April 1, 1981."

Section 3:

Section 4 of this ordinance shall be added to Chapter 4.06 of the Metro Code.



Section 4:

All vehicles entering the St. Johns Landfill  
with gross weights in excess of the Incinerator  
Road Bridge weight limits shall be charged  
double for the excess weight in addition to the  
normal disposal charge.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1981.

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

Attest:

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

(Underlined language is new, language in brackets is repealed.)

AJ:gl  
1867B/188

TITLE For the Purpose of Establishing  
Procedures for Locational Adjustments to  
Metro's Urban Growth Boundary

DATE INTRODUCED \_\_\_\_\_

FIRST READING \_\_\_\_\_

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

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

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

ROLLCALL

	Yes	No	Abst.
Burton			
Oleson			
Williamson			
Berkman			
Kirkpatrick			
Deines			
Rhodes			
Schedeen			
Miller			
Banzer			
Etlinger			
Kafoury			

NOTE: On February 12, 1981, the Regional Planning Committee recommended four amendments to the staff recommendations. These changes and the location of the amended language in the ordinance are as follows:

- (1) Clarify the purpose of the July 1 petition deadline to limit the hearing of petitions to the period following that deadline, but allow the Council to hear petitions earlier in response to requests by individual Councilors or to initiate its own amendments for consideration, provided all other applicable procedures are followed (Section 4(a) through (c), page 4; Section 7(c), page 7 deleted);
- (2) Allow more than fifty acres of land to be added or removed in trades; provided the net addition of vacant land remains less than ten acres (Section 4(e), page 5; also Section 1(a), page 1; 2(h), page 2; and 8(c)(3), page 10).
- (3) Allow the requirement for the local recommendation to be waived if the local jurisdiction has not acted within six months (rather than a year, as the ordinance currently provides) (Section 5(b), pages 5-6).
- (4) Indicate that the fee schedule, to be established by Council resolution, should be designed to cover full administrative costs (Section 10, page 14).

The Committee also authorized staff to forward the findings for the ordinance to the Council under separate cover after the agenda is distributed. Additional copies of the findings will be available at Metro prior to the Council meeting.

Note: Additions recommended by the Regional Planning Committee are underlined; deletions recommended are shown in brackets.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	ORDINANCE NO. 81-105
PROCEDURES FOR LOCATIONAL	)	
ADJUSTMENTS TO METRO'S URBAN	)	Introduced by the Regional
GROWTH BOUNDARY	)	Planning Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Purpose

(a) It is the purpose of this ordinance to establish procedures to be used by the District in making minor amendments to [amending] the District Urban Growth Boundary (UGB) adopted pursuant to ORS 268.390 (3) and 197.005 to 197.430. Procedures for District UGB amendments that do not meet the standards provided in this ordinance will be adopted by separate ordinance.

(b) This ordinance is intended to incorporate relevant portions of Statewide Goal #14, and, by restricting the size and character of UGB adjustments that may be approved under this ordinance, this ordinance obviates the need to specifically apply the provisions of Goal #14 to UGB amendments approved hereunder.

[(b)] (c) Procedural provisions of this ordinance are to be construed as directory rather than mandatory and minor procedural deviations from this ordinance shall not constitute grounds for invalidating District actions taken under this ordinance.

[Section 2. Findings]

## Section 2. [3.] Definitions

(a) "UGB" means the District Urban Growth Boundary adopted pursuant to ORS 268.390 and 197.005 to 197.430.

(b) "District" means the Metropolitan Service District.

(c) "Council" means the Council of the Metropolitan Service District.

(d) "Goals" means the statewide planning Goals adopted by the Oregon Land Conservation and Development Commission at OAR 660-15-000.

(e) "Petition" means a petition to amend the UGB.

(f) "Property owner" means a person who owns a legal interest in the property.

(g) "Legal Description" means a written description which appears on the UGB map as adopted by the Council or a written description from which the adopted map was drafted or which was adopted by Metro or its predecessor CRAG to describe the mapped UGB.

(h) "Locational Adjustment" means an amendment to the District UGB which includes [the net] an addition or deletion of 50 acres or less or a combination of an addition and deletion resulting in a net change of 10 acres of vacant land or less, and which is otherwise consistent with the standards indicated in Section 8 of this ordinance.

## Section 3. Administrative Interpretation of the UGB

(a) When the UGB map and the legal description of the UGB are found to be inconsistent, the Executive Officer is hereby authorized to determine and interpret whether the map or the legal description correctly establishes the UGB location as adopted and to correct the

map or description if necessary. In determining where the adopted UGB is located, the Executive Officer shall review the record to determine legislative intent and shall seek a legal opinion from the District General Counsel. The map location should be preferred over the legal description in absence of clear evidence to the contrary.

(b) A city, county or special district whose municipal or planning area boundary includes the property, or a property owner who would be included or excluded from the urban area depending on whether the map or legal description controls, may request that the Executive Officer render an interpretation under this section. If the request is submitted in writing, the Executive Officer shall make the requested interpretation within 60 days after the request is submitted.

(c) Within ten days of rendering the interpretation, the Executive Officer shall provide a written notice and explanation of his decision to each city or county whose municipal or planning area boundaries include the area affected, owners of property in the area affected, and the Council.

(d) Any party eligible to request an interpretation under subsection (b) may petition the Council under subsection (e) of this section for a determination of where the UGB is located if that party disagrees with the Executive Officer's interpretation or if the Executive Officer fails to render an interpretation requested under subsection (b).

(e) Petitions for a Council determination of the location of the UGB under this section shall be treated as a petition for declaratory ruling. Petitions shall be submitted and decided in

accordance with Code chapter 5.03 and not as a petition for locational adjustment under Sections 4 through 16 of this ordinance.

Section 4 [5]. Petitions Generally

(a) All petitions filed pursuant to this ordinance for [amendment] locational adjustment of the UGB must include a completed petition on a form provided by the District. Petitions which do not include the appropriate completed form provided by the District will not be considered for approval. Except as provided in subsection (b) of this section, petitions for locational adjustment shall be considered by the District at one time each year beginning July 1[.] and petitions filed after July 1 of each year shall not be [accepted for consideration during that] considered until July of the next calendar year [unless the Council extends the deadline]. The District will determine not later than one week after the July 1 deadline for receipt of petitions whether [the] each petition is complete and notify the petitioner. If the petitioner is notified that the petition is not complete, the petition must be completed and refiled within two weeks of notification or [before] by July 1, whichever is later, to be considered in that calendar year.

(b) Upon request by a Councilor or the Executive Officer, the Council may, by majority vote, waive the July 1 filing deadline for a particular petition or petitions and hear such petition or petitions at any time. Such waiver shall not waive any other requirement of this ordinance.

(c) In addition, upon request by a Councilor or the Executive Officer, the Council may at any time by majority vote, initiate consideration of a locational adjustment without petition or filing

fee. Such consideration shall be in accordance with all other requirements of this ordinance.

[(b)](d) No petition will be accepted under this ordinance if the proposed amendment to the UGB would result in a UGB not contiguous to the existing UGB.

(e) No petition to add or remove more than fifty acres of land in one location will be accepted under this ordinance; provided, however, that petitions which request a combination of an addition and a deletion which would result in a net change of no more than 10 acres of vacant land may be accepted notwithstanding the total acreage involved.

Section 5 [6]. Local Position on Petition

(a) Except as provided in [paragraph] subsection (b) of this section, a petition shall not be accepted and shall not be considered a completed petition under Section 4 unless the petition includes a written action by the governing body of [the] each city or county with jurisdiction over the areas included in the petition which [results in]:

(1) [a recommendation] recommends that Metro approve the petition; or

(2) [a recommendation] recommends that Metro deny the petition; or

(3) [an expression of] expresses no opinion on the petition.

(b) The requirement of paragraph (a) of this section shall be waived if the applicant [submits evidence] shows that a recommendation from the governing body was requested [one year] six



months or more before the petition was filed with the District and that the governing body has not reached a decision on that request.

(c) If a city or county holds a public hearing to establish its position on a petition, the city or county [shall] should:

(1) provide notice of such hearing to the District and to any city or county whose municipal boundaries or urban planning area boundary abuts the area affected; and

(2) provide the District with a list of the names and addresses of parties testifying at the hearing and copies of any exhibits or written testimony submitted for the hearing.

Section 6 [7]. Local Action to Conform to District Boundary

(a) A city or county may, in addition to the action required in Section [6]5, approve a plan or zone change [for urban use] to implement the proposed adjustment in the area included in a petition prior to an amendment of the District UGB if:

(1) The District is given notice of the local action,

(2) The notice of the local action states that the local action is contingent upon subsequent action by the District to amend its UGB, and

(3) The local action to amend the local plan or zoning map [only] becomes effective only if the District [takes the required action to approve the UGB] amends the UGB consistent with the local action.

(b) If the city or county has not contingently amended its plan or zoning map to allow the use proposed in a petition, and if the District does approve the UGB amendment, the local plan or map change shall be changed to be consistent with the UGB amendment.

That change shall be made at the next regularly scheduled plan or zoning map [amendment] review or within 1 year, whichever comes first.

Section 7 [10]. Standing to Petition for Amendment

(a) A petition may be filed by a county with jurisdiction over the property, a city with a planning area that includes or is contiguous to the property, the owners of the property included in the petition or a group of property owners who own not less than 50 percent of the property in each area included in the petition.

(b) Petitions to extend the UGB to include land outside the District [municipal boundary] shall not be accepted unless accompanied by:

(1) A copy of a petition for annexation to the [Metropolitan Service] District to be submitted to the Portland Metropolitan Area Local Government Boundary Commission pursuant to ORS chapter 199; and

(2) A statement of intent to file the petition for annexation within ninety (90) days of Metro action to approve the petition for UGB amendment, under Section 15(d) of this ordinance.

[(c) The Council may at any time, on its own initiative, or upon the request of the Executive Officer, consider an amendment of the UGB without submitting a petition.]

Section 8 [4]. Standards for Petition Approval

(a) As required by subsections (b) through (e) of this section, the following factors shall be considered in making locational adjustments under this ordinance:

(1) Orderly and economic provision of public facilities

and services. A locational adjustment should facilitate orderly and economic provision of public facilities and services, including but not limited to, water, sewerage, storm drainage, transportation, fire protection and schools. In addition to improving facilities and services efficiency in the adjoining areas within the UGB, any area to be added must be capable of being served in an orderly and economical fashion.

- (2) Maximum efficiency of land uses. Considerations shall include existing development densities [on adjacent urban lands and] on the area included within the amendment, and whether the amendment would facilitate needed development on adjacent existing urban land.
- (3) Environmental, energy, economic and social consequences. The impact on regional transit corridor development and any limitations imposed by the presence of hazard or resource lands must be addressed.
- (4) Retention of agricultural land. When a petition includes land with Class I - IV Soils that is not committed to non-farm use, the petition shall not be approved unless the existing location of the UGB is found to have severe negative impacts on land use or service efficiencies in that area and it is found to be impractical to ameliorate those negative impacts

except by means of the adjustment requested. [If an area is zoned EFU or contains Class I through IV Soils, and an exception has not been approved by LCDC, the Goal #2 requirements for an exception to Goal #3 must be met.]

- (5) Compatibility of proposed urban uses with nearby agricultural activities.

(b) Petitions to remove land from the UGB may be approved under the following conditions:

- (1) Consideration of the factors in subsection (a) of this section demonstrate that it is appropriate that the land be excluded from the UGB.
- (2) The land is not needed to avoid short-term land shortages for the District or for the county in which the affected area is located and any long-term land shortage that may result can reasonably be expected to be alleviated through addition of land in an appropriate location elsewhere in the region.
- (3) Removals [shall] should not be granted if existing or planned capacity of major facilities such as sewerage, water and arterial streets will thereby be significantly underutilized.
- (4) No petition shall remove more than 50 acres of land.

(c) A petition to both remove land from the UGB in one location and extend the UGB in another location [shall] may be approved under the following conditions:

- (1) The land removed from the UGB [shall] meets the

conditions for removal in subsection (b) of this section.

(2) Consideration of the factors in subsection (a) of this section demonstrate that it is appropriate that the land to be added should be included within the UGB.

[(3) If, in considering factor one of subsection (a), the petitioner fails to demonstrate that existing or planned public services and facilities can adequately serve the property to be added to the UGB without upgrading or expanding the capacity of those facilities or services, the petition shall not be approved absent a showing of unusual circumstances.]

(3) [(4)] Any amount of land may be added or removed as a result of a petition under this subsection but the net amount of vacant land added or removed as a result of a petition [under this subsection] shall not exceed 10 acres. Any area in addition to a 10 acre net addition must be identified and justified under the standards for an addition under subsection (d) of this [ordinance] section.

(4) [(5)] The larger the total area involved, the greater [must be] the difference should be between the relative suitability of the land to be added and the land to be removed based on consideration of the factors in subsection (a).

(d) Petitions to add land to the UGB may be approved under the following conditions:

- (1) [A minor] An addition of land to make the UGB coterminous with the nearest property lines may be approved without consideration of the other conditions in this subsection if the adjustment will add a total of two acres or less, the adjustment would not be clearly inconsistent with any of the factors in subsection (a) and the adjustment includes all [adjoining] contiguous lots [properties split] divided by the existing UGB.
- (2) For all other [minor] additions, the proposed UGB must be superior to the UGB as presently located[, ] based on a consideration of the factors in subsection (a). The minor addition must include all similarly situated contiguous land which could also be appropriately included within the UGB as [a minor] an addition based on the factors in subsection (a).
- (3) [Minor] Additions shall not add more than fifty acres of land to the UGB and generally should not add more than 10 acres of vacant land to the UGB. [The burden of proof for an adjustment that would add more than 10 acres of vacant land to the UGB shall increase with the size of the parcel to be added.] Except as provided in subsection (4) of this subsection, the larger the proposed addition, the greater the differences should be between the suitability of the

proposed UGB and suitability of the existing UGB,  
based upon consideration of the factors in subsection  
(a) of this section.

(4) If an addition is requested in order to remedy an  
alleged mistake made at the time the UGB for the area  
affected was adopted, the addition may be approved if  
all of the following conditions are met.

A There is clear evidence in the record of  
specific legislative intent to place the UGB in  
the particular location requested.

B The petition for an addition to remedy an  
alleged mistake is filed by July 1, 1982 or  
within two years from the time the UGB for the  
area affected was adopted, whichever is later.

C The addition is consistent with the factors in  
subsection (a) of this section and does not add  
more than 50 acres of land.

[ (e) Corrections to add or remove land from the UGB may be  
approved under the following conditions:]

[(1) The legal description and the map location of the  
boundary do not agree or there is a clear record of  
legislative intent to place the UGB in a specific  
location which differs from that indicated by the  
legal description and map.]

[(2) A petition for correction under this subsection shall  
not be accepted if the mapping or legal description  
error to be corrected by the petition occurred more

than two years before the petition is submitted. For purposes of this two year limitation, if the error occurred before November 8, 1979, a petition for correction may be submitted until November 8, 1981.]

[(3) In making a correction one of the following procedures shall be followed:]

[A If the legislative intent is clear, it shall be followed unless more than 10 vacant acres would be added to the UGB or the area to be added is clearly inconsistent with the factors in subsection (a).]

[B Where the legislative intent is not clear, the map location shall be preferred unless it is shown to be clearly inconsistent with one or more of the factors in subsection (a).]

[C In all cases where the procedures in subsections (A) or (B) of this subsection are not applicable, the UGB shall be established in the location that best satisfies the factors in subsection (a) provided that the corrected UGB shall not exceed that indicated by the map, legal description or legislative intent except to include small portions of tax lots which would otherwise be divided. The new boundary shall not include so much additional vacant land as to significantly affect the region's growth capacity.]



Section 9 [8]. Notice of Filing Deadline

The District shall give notice of the July 1 deadline for acceptance of petitions for UGB amendments under this ordinance not less than 90 days before the deadline and again 20 days before the deadline in a newspaper of general circulation in the District. The notice shall briefly explain the consequences of failing to file before the deadline and shall specify the District officer or employee from whom additional information may be obtained.

Section 10 [9]. Filing Fee

Each [All] petition[s] submitted [pursuant to this ordinance] by a property owner[s] or group[s] of property owners pursuant to this ordinance shall be accompanied by a filing fee in an amount to be established by resolution of the Council. Such fees shall be generally sufficient to defray the actual cost to the District of processing such petitions.

Section 11. Notice of UGB Adjustment Hearing

(a) The notice provisions established by this section shall be followed in UGB hearings on petitions for UGB adjustments. These notice provisions shall be in addition to the District notice provisions for contested case hearings contained in the District Code Section 5.02.005.

(b) [(a)] Notice of public hearing shall include:

1. The time, date and place of the hearing.
2. A description of the property reasonably calculated to give notice as to its actual location.
3. A summary of the proposed action.
4. Notice that interested persons may submit written

comments at the hearing and appear and be heard.

5. Notice that the hearing will be conducted pursuant to District rules for contested cases.

(c) [(b)] Not more than 20 nor less than 10 days before the hearing, notice shall be mailed to the following persons:

1. The petitioner(s).
2. All property owners of record within 250 feet of the property subject to petition. For purposes of this subsection, only those property owners of record within 250 feet of the subject property as determined from the maps and records in the county departments of taxation and assessment are entitled to notice by mail. Failure of a property owner to receive actual notice will not invalidate the action if there was a reasonable effort to notify record owners.
3. All cities and counties in the District and affected agencies as determined by the Executive Officer.

(c) Notice shall be published in a newspaper of general circulation in the District not more than twenty (20) nor less than ten (10) days prior to the hearing.

(d) The hearing may be continued without additional notice [as determined by the hearings officer].

#### Section 12. Hearing

(a) [Prior to Council action to amend the UGB, at least one public hearing on the proposed action shall be held. If the action is legislative in nature, the hearing shall be before the Council or designated Council Committee and shall be conducted pursuant to

procedures established by the Council for legislative hearings. If the hearing is quasi-judicial,] All petitions accepted under this ordinance shall receive a contested case hearing. The hearing shall be conducted by a hearings officer pursuant to District procedures for contested cases contained in District Code chapter 5.02.

(b) Proposed UGB amendments may be consolidated by the hearings officer or presiding officer for [contested case] hearings where appropriate.

(c) [At a contested case hearing] The proponent of a proposed UGB amendment shall have the burden of proving that the proposed amendment complies with the applicable standards [adopted by the District] in this ordinance.

[Section 13. Legislative or Quasi-Judicial Hearing

All petitions shall receive a quasi-judicial hearing. When the Council or Executive Officer initiate consideration of a UGB amendment, the District General Counsel shall determine and advise the Council whether the proposed amendment may be given a quasi-judicial or legislative hearing.]

Section [14] 13. Staff Review and Report

All petitions shall be reviewed by District staff and a report and recommendation submitted to the Hearings Officer or the Council not less than five (5) days before the required hearing [to the Council or the Hearings Officer]. A copy of the staff report and recommendation shall simultaneously be sent to the petitioner(s) and others who have requested copies.

Section [15] 14. Council Action on Petitions

(a) Following public hearings on all petitions for UGB

changes, the Council shall act to approve or deny the petitions in whole or in part or approve the petitions as modified.

(b) Final Council action following a quasi-judicial hearing shall be as provided in [District] Code section 5.02.045. Parties shall be notified of their right to review before the Land Use Board of Appeals pursuant to 1979 Oregon Laws, ch 772.

(c) Final Council action following a legislative hearing shall be by ordinance.

(d) When the Council acts to approve in whole or in part a petition affecting land outside the District:

(1) Such action shall be by resolution expressing intent to amend the UGB if and when the affected property is annexed to the District within six months of the date of adoption of the Resolution.

(2) The Council shall take final action, as provided for in paragraphs (b) and (c) of this section, [to amend the UGB] within thirty (30) days of notice from the Boundary Commission that annexation to the District has been approved.

Section [16] 15. Notice of District Action

The District shall give each county and city in the District notice of [the] each amendment of the UGB. Such notice shall include a statement of the local action that will be required to make local plans consistent with the amended UGB and the date by which that action must be taken.

Section [17] 16. Review of Procedures

(a) These procedures are designed for small adjustments to the UGB which generally should not, in total, result in a net addition to or removal of more than 2,000 acres of urban land over the next

twenty years.

(b) If, at any time after December 31, 1983, the total net change in the size of the urban area is greater than an average net addition or removal of 100 acres [a] per year, the District shall either amend this ordinance to change the [circumstances in] standards under which petitions may be approved or adopt findings demonstrating why such ordinance amendment is not necessary to ensure continued compliance with [Goal #14] the Statewide Goals.

(c) The District action provided for in paragraph (b) of this section shall occur before any additional UGB amendments are approved.

Section 17. LCDC Acknowledgment

This ordinance shall be submitted upon adoption to the Land Conservation and Development Commission for acknowledgment pursuant to ORS 197.251, as an implementing measure to the District UGB.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

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

ATTEST:

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

JH:gl  
1740B/204

MINUTES OF THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

January 8, 1981

Councilors in Attendance

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

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Denton Kent  
Andy Jordan  
Doug Drennan  
Sue Klobertanz  
Judy Roumpf  
Wayne Coppel  
Jim Sitzman  
Paula Godwin  
Marilyn Holstrom  
Peg Henwood  
Tom O'Connor  
Caryl Waters  
Michele Wilder  
Walter Monasch  
Jill Hinckley  
Merle Irvine  
Joe Cortright  
Sonnie Russill  
Cynthia Wichmann

Others in Attendance

Jan Spencer  
Homer Spencer  
Floyd Hartwell  
C. J. Raber  
Ken & Melinda Scott  
Thomas O. Barnes  
Emma Mueller  
Clarence Koennecke  
Josephine Koennecke  
Maxine Borcherding  
Paul Gebhardt, Jr.  
W.J. Sanders II  
Vern Lentz  
Delyn Kies  
Mark Bello  
Bob Weil  
Peter Frix  
J. Pfaller  
Barbara Hamilton  
Doug Hamilton  
James Cozzetto  
John Trout

Metro Council  
Minutes of January 8, 1981

CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Presiding Officer Kafoury at 7:35 p.m. in the Council Chamber, 527 S.W. Hall St., Portland, Oregon 97201.

The Clerk administered the Oath of Office to Mr. Berkman, and he was seated as Councilor representing District 3.

1. ELECTION OF OFFICERS

Coun. Deines, seconded by Coun. Bonner, nominated Coun. Schedeen as Vice Presiding Officer. Coun. Kirkpatrick moved, seconded by Coun. Burton, that nominations be closed and Coun. Schedeen be elected unanimously. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

Coun. Berkman, seconded by Coun. Burton, nominated Coun. Deines as Presiding Officer. Coun. Kirkpatrick moved, seconded by Coun. Bonner, that nominations be closed and Coun. Deines be elected unanimously. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

Coun. Deines assumed the Chair and presented Coun. Kafoury with a gavel and certificate of appreciation for leadership shown for Metro during her year as Presiding Officer.

1. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

Mrs. David Francisco, speaking for RAFT, presented a position statement (which was distributed to members of the Council) asking Metro to pursue and investigate other options to the LID. Messrs. Frank Josselson and Jeff Kilmer have been engaged to prepare a statement which will be presented on behalf of RAFT to the Regional Services Committee at their meeting on Jan. 13.

Mr. Clarence Koennecke, representing WHI Neighbors, asked for an extension of the deadline for responding to the Draft Wildwood Sanitary Landfill Feasibility Study, explaining that more time was required to consolidate comments into a cohesive package.

It was pointed out that this item was on the Regional Services Committee agenda for discussion on Jan. 13, and that Mr. Gustafson would be recommending approval of an extension.

Coun. Berkman moved, seconded by Coun. Bonner, that the deadline for responding to the Draft Wildwood Sanitary Landfill Feasibility Study be extended to Feb. 28, 1981. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

Mr. Homer Spencer, 9620 SW Cypress, Beaverton, presented a statement asking for assurance that he could obtain 100 tons/day of incineratable

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garbage so he could proceed with construction of a solid waste energy plant in Forest Grove or Troutdale.

It was suggested that Mr. Spencer pursue this matter with staff and then, if appropriate, with the Regional Services Committee.

3. CONSENT AGENDA

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

4. ORDINANCES

4.1 PUBLIC HEARING on Ordinance No. 81-105, For the Purpose of Establishing Procedures for Locational Adjustments to Metro's Urban Growth Boundary

Presiding Officer Deines announced that though the public hearing would be held as scheduled, the Ordinance would probably be referred back to the Regional Planning Committee for further work.

Coun. Banzer moved, seconded by Coun. Kafoury, that Ord. No. 81-105 be adopted.

Coun. Banzer presented the Committee report, explaining that they were still in the process of receiving comment. She announced that it would receive further consideration at the Jan. 12 meeting of the Regional Services Committee, with a decision to be reached by Council on Feb. 26.

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ord. No. 81-105 for the first time by title only.

The public hearing was opened.

Mr. Ryan O'Brien, 11134 SE 23rd, Hillsboro, expressed his satisfaction with the Ordinance.

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

Without objection, the Ordinance was referred back to the Regional Planning Committee for further consideration.

5. RESOLUTIONS

5.1 Resolution No. 81-212, For the Purpose of Establishing a Comprehensive Waste Reduction Plan

Coun. Kirkpatrick summarized the contents of the Plan, outlining the four main elements of the program, and moved, seconded by Coun.



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Berkman, that Res. No. 81-212 be adopted. Coun. Kirkpatrick then responded to questions from Councilors concerning details of the Plan.

With regard to implementation, Mr. Kent explained that only the PRT funding and declaration of intent to assume responsibility for the recycling switchboard were covered by this Resolution. The remainder of the implementation program would be reviewed by the Coordinating Committee as budget items.

Mr. Peter Frix, of Mt. Hood Recycling, felt that emphasis should be placed on encouraging involvement by the private sector. He questioned whether financial assistance to PRT represented most efficient use of funds, and suggested that low-interest loans be made available to private companies.

Mr. Vern Lentz, 8115 SE 39th, supported the proposed Waste Reduction Plan and urged its adoption as written. He felt the Plan adequately addressed Mr. Frix's concerns about support for the private sector.

Mr. John Trout, representing the collection industry, took exception to the rate and source of funding for implementing the Plan, and commented that recycling programs should stand on their own merits.

Mr. Paul Higgins, representing Creston-Kenilworth Neighborhood Association, felt that the best use of financial resources and the most efficient solution to the solid waste problem would be to encourage the private sector as much as possible.

Mr. Lee Barrett, representing PRT, reminded the Council of testimony at previous meetings. He called attention to recent efforts to decrease expenses, and predicted that PRT would be in a debt-free situation by January of 1981.

Coun. Williamson entered the meeting.

Coun. Berkman expressed concern about the appropriateness of Metro participating in a management review committee, seeing it as analogous to acting as a consulting firm. He also questioned whether funding PRT represented the best use of Metro's limited financial resources.

Coun. Berkman moved, seconded by Coun. Kirkpatrick, that the following language be deleted from Res. No. 81-212 and referred to the Coordinating Committee for further consideration: Items 2(b) and 2(c), referring to funding for PRT; and the second sentence of Item 3, referring to a management review committee. Following discussion, a vote was taken on the motion. Couns. Berkman and Kirkpatrick voted aye; all other Councilors present voting no, the motion failed.

Mr. Tim Viviano, 16985 SE Foster, of SE Recycling, outlined his company's operations and future plans to operate a full line recycling service covering southeast Portland.

Mr. Steve Colton, 926 SE 15th, operations manager for Smith & Hill

Recycling, described their operations and their experiences with PRT, and commented that PRT was a unique and valuable operation in the Portland area.

Following further discussion of the role of the management review committee, a vote was taken on the motion to adopt Res. No. 81-212. All Councilors present voting aye, the motion carried.

7. GENERAL DISCUSSION

7.1 Backyard Burning Ban

Coun. Oleson presented a draft Resolution in support of DEQ's efforts to reduce the boundary of the zone in which the burning ban will go into effect, explaining that DEQ would be presenting their boundary recommendation to the EQC on Jan. 30.

Messrs. Brandman and Kent described an application to EPA for a demonstration grant to support investigation of alternative methods of debris disposal, outlining the terms of the grant and activities it would cover.

Responding to questions, Coun. Oleson explained that the boundary proposed by DEQ and his Resolution followed lines of fire districts and local districts, who had been consulted regarding their preferences in this matter.

Coun. Williamson moved, seconded by Coun. Kirkpatrick, that the draft Resolution be referred to the Regional Services Committee meeting of Jan. 13 for their recommendation to Council on Jan. 22. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

6. REPORTS

6.1 Executive Officer's Report

Mr. Gustafson's report covered the following topics:

- 1) Actions being taken in response to EQC action on the burning ban, in particular the grant application to EPA.
- 2) Status of the Resource Recovery Facility project, which is on schedule.
- 3) Responses of local jurisdictions and legislators to funding options for Metro. Councilors were asked to provide further input as well.
- 4) Recent occurrences with regard to the SE recycling center.

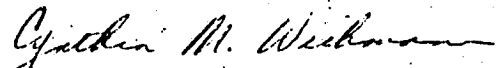
Coun. Deines reminded the Council of the retreat scheduled for

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10:00 a.m. on January 10, for preliminary budget discussions.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Cynthia M. Wichmann  
Clerk of the Council

Staff Present - 2/26/81

Dexter Best  
Andy Jordan  
Mike Irvine  
Dennis O'Neil  
Mike Holsten  
Lannie Bussell  
Jim Setzman  
Judy Rounsf  
Marilyn Holstrom  
Paula Godwin  
Dorey Drennan  
Peg Henwood  
Cynthia Wickman  
Marie Nelson

Toby - you already have  
the council roll call  
sheet for the 2/26 mtg.

METRO COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Roll Call

2/26

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

MEETING TITLE Council Meeting  
 DATE 2/26/81

NAME	AFFILIATION/ADDRESS
Don Marx Jr.	111 S.W. Columbia
Jack LeJardin	Gresham Chamber of Commerce
Judith A. Train	Gresham " "
CHRIS SANDOZ	5732 S.W. NEBRASKA - Boy Scouts
Michael A. McKillip	City of Tualatin
Beth Blunt	League Wausee Voters - OHSWENT
Bob Blunt	" " "
Ted Spence	ODOT
Greg Tracet	Pop Sanctuary Serv.
RICHARD DANIELS	
Clayton Koennicke	WHL
Bill Wyatt	City of Portland
Rick Walker	Out of Gresham
Gene Plew	Send Besenstrom, Inc.
Jo Koennicke	Portland
Tom Myers	City of Gresham
Wm J. Plew	Red Dog
Penis Bernhard	Aid Disposal
McKay Rich	Metra
Janne Norton	Andover / 1539 S.E. 30th 97214
Jeff Allen	Box 1 of 806 Portland Ave
Paul Clark	ABS 810 N Hunt St
John R Lamb	S.C.A. 232 NE Middlefield
Mumma Holt	