



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

A G E N D A

REGULAR COUNCIL MEETING

Date: April 23, 1981
Day: Thursday
Time: 5:30 PM - Council Dinner & Informal Discussion
7:30 PM - Formal Meeting
Place: Council Chamber

ROLL CALL

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 4.13)

4.1 A-95 Review

4.2 Minutes of Meeting of March 26, 1981

Regional Development Committee Recommendations:

- 4.3 Resolution No. 81-237, For the Purpose of Endorsing the Conclusions of the Bi-State Task Force
- 4.4 Resolution No. 81-238, For the Purpose of Reallocating City of Portland Uncommitted Safer Off-System Road (SOSR) Funds to Regional Projects Needing Additional Funds
- 4.5 Resolution No. 81-239, For the Purpose of Amending the FY 1981 Transportation Improvement Program (TIP) to Include a Federal Aid Primary Repair Project at Highway 217 Southbound On-Ramp and Beaverton-Hillsdale Highway
- 4.6 Resolution No. 81-240, For the Purpose of Amending the Transportation Improvement Program to Include Funding for Highway Elements of the Westside Corridor Project

Regional Services Committee Recommendations:

- 4.7 Resolution No. 81-235, For the Purpose of Establishing Future Direction of Metro Drainage Management Program

Times listed are approximate.

4. CONSENT AGENDA (Continued)

Coordinating Committee Recommendations:

- 4.8 Resolution No. 81-236, For the Purpose of Authorizing Continuation of the Goals and Objectives Planner Position Through FY 81, and Approving an Additional Four Months Funding for Said Position for Inclusion in the FY 82 Budget
- 4.9 Resolution No. 81-241, For the Purpose of Transmitting the Fiscal Year 1981 Supplemental Budget to Tax Supervising and Conservation Commission
- 4.10 Extension of Jackson & Associates Personal Services Contract for Resource Recovery Project Management
- 4.11 Construction Management Contract with W.R. Gamble Engineering for Resource Recovery Site Development
- 4.12 Transit Station Area Planning Program (TSAPP) Contract with Zimmer, Gunsul, Frasca for Urban Design Analysis
- 4.13 Contract for Scale Equipment at the Clackamas Center (Report to Metro Public Contract Review Board)

5. ORDINANCES

- 5.1 Ordinance No. 81-107, For the Purpose of Providing for a Temporary Partial Waiver of Charges at the St. Johns Landfill for Woody Wastes (Second Reading) (7:35)

6. PUBLIC HEARING on Proposed FY '82 Budget (7:55)

Preliminary information included; subject to change as per Coordinating Committee meeting of 4/20/81

7. REPORTS

- 7.1 Executive Officer Report (8:25)
- 7.2 Committee Reports (8:40)

8. GENERAL DISCUSSION (9:20)

ADJOURN



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

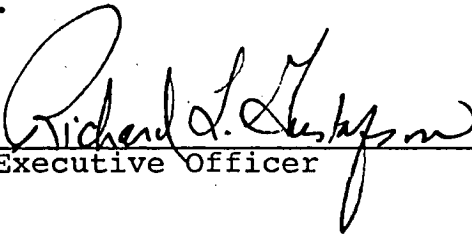
A G E N D A

REGULAR COUNCIL MEETING

Date: April 23, 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 Meeting of March 26, 1981
- 4.3 Resolution No. 81-237, For the Purpose of Endorsing the Conclusions of the Bi-State Task Force
- 4.4 Resolution No. 81-238, For the Purpose of Reallocating City of Portland Uncommitted Safer Off-System Road (SOSR) Funds to Regional Projects Needing Additional Funds
- 4.5 Resolution No. 81-239, For the Purpose of Amending the FY 1981 Transportation Improvement Program (TIP) to Include a Federal Aid Primary Repair Project at Highway 217 Southbound On-Ramp and Beaverton-Hillsdale Highway
- 4.6 Resolution No. 81-240, For the Purpose of Amending the Transportation Improvement Program to Include Funding for Highway Elements of the Westside Corridor Project
- 4.7 Resolution No. 81-235, For the Purpose of Establishing Future Direction of Metro Drainage Management Program

- 4.8 Resolution No. 81-236, For the Purpose of Authorizing Continuation of the Goals and Objectives Planner Position Through FY 81 and Approving an Additional Four Months Funding for Said Position for Inclusion in the FY 82 Budget
- 4.9 Resolution No. 81-241, For the Purpose of Transmitting the Fiscal Year 1981 Supplemental Budget to Tax Supervising and Conservation Commission
- 4.10 Extension of Jackson & Associates Personal Services Contract for Resource Recovery Project Management
- 4.11 Construction Management Contract with W.R. Gamble Engineering for Resource Recovery Site Development
- 4.12 Transit Station Area Planning Program (TSAPP) Contract with Zimmer, Gunsul, Frasca for Urban Design Analysis
- 4.13 Contract for Scale Equipment at the Clackamas Center (Report to Metro Public Contract Review Board)

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Community Development Block Grant (#8103-8)</p> <p><u>Applicant:</u> Clackamas County</p> <p><u>Summary:</u> Application for 1981 entitlement funds. The Housing Assistance Plan (HAP) contained within the grant is consistent with Metro's Areawide Housing Opportunity Plan. Other projects to be undertaken include street improvements, housing rehabilitation, water and sewer improvements and neighborhood improvement programs.</p> <p><u>Staff Recommendation:</u> Favorable Action.</p>	<p>\$2,434,000 (HUD)</p>				<p>\$2,434,000</p>
<p>2. <u>Project Title:</u> Jacob Kamm House (#8103-13)</p> <p><u>Applicant:</u> State of Oregon, Historic Preservation Office</p> <p><u>Summary:</u> Project involves restoration and relocation of this historic structure built in 1871 for use as a bilingual and cultural center by the Portland French-American Bilingual School. The house, now located at SW 20th Avenue in Portland, must be relocated to avoid possible demolition. Project is consistent with Metro's Housing Goals and Objectives</p> <p><u>Staff Recommendation:</u> Favorable Action.</p>	<p>\$85,000 (HCRS)</p>				<p>\$ 85,000</p>

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>3. <u>Project Title:</u> 1981 Annual Unified Work Program (#8103-9)</p> <p><u>Applicant:</u> State of Oregon, Department of Transportation, Highway Division</p> <p><u>Summary:</u> 1981 Annual Unified Work Program for transportation planning in the State. This project consolidates the State's various planning activities into one funding project. This year's program remains basically unchanged from last year's program.</p> <p><u>Staff Recommendation:</u> Favorable Action.</p>	\$1,439,310 (DOT)	260,510	144,730	1,886,455	\$3,731,005
<p>4. <u>Project Title:</u> Multnomah County Special Transportation Program (#8103-20)</p> <p><u>Applicant:</u> Special Mobility Services, Inc.</p> <p><u>Summary:</u> Project will provide transportation services to the elderly and handicapped persons in Multnomah County. It will utilize a radio dispatching center and 15 vehicles. Persons needing transportation call the dispatch center directly or are referred by a service agency.</p> <p><u>Staff Recommendation:</u> Favorable Action.</p>	\$ 139,650 (UMTA)		34,913		\$ 174,563

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>5. <u>Project Title:</u> Washington County Special Transportation Program (#8103-21)</p> <p><u>Applicant:</u> Special Mobility Services, Inc.</p> <p><u>Summary:</u> Project will provide transportation services to the elderly and handicapped in Washington County. It will utilize a radio dispatching center and 11 vehicles. Persons needing transportation call the dispatch center directly or are referred by a service agency.</p> <p><u>Staff Recommendation:</u> Favorable Action.</p>	<p>\$ 83,790 (UMTA)</p>		<p>\$ 20,948</p>		<p>\$ 104,738</p>



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

MEMORANDUM

Date: April 23, 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: Geographic Information System (#8102-22)
Applicant: State of Oregon, Forestry Department
Project Summary: Project is part of cooperative effort between local, state and federal resource management/planning agencies to develop a state and regionwide geographic information system in the Pacific Northwest. The project will incorporate portions of Multnomah, Hood River and Wasco Counties in Oregon, and Skamania and Klickitat Counties in Washington, and proposes using a single data management facility in an attempt to achieve a viable regional data system
Federal Funds Requested: \$53,000, Pacific Northwest Regional Commission
Staff Response: Favorable Action
2. Project Title: Energy Crisis Intervention Program (#8102-23)
Applicant: Oregon Human Development Corporation (OHDC)
Project Summary: Program will provide low income farmworker families with supplemental assistance to meet high costs of energy, provide assistance for alternate energy sources and enhance access to other energy assisted programs and resources. Energy programs and resources will operate out of local service offices that have been established for other OHDC programs, including one in Hillsboro.
Federal Funds Requested: \$89,342, Community Services Administration (CSA)
Staff Response: Favorable Action
3. Project Title: Family Planning Program (#8102-25)
Applicant: Family Planning Association, Inc.
Project Summary: Continuation grant to fund family planning service delivery and coordination of a regional data system. Program will serve approximately 10,000 women

in need and teens in the Portland metropolitan area.
Federal Funds Requested: \$458,279, Department of Health
and Human Services (HHS)
Staff Response: Favorable Action

4. Project Title: Primary Care and Comprehensive Health
Services Project (#8103-1)
Applicant: Multnomah County
Project Summary: Continuation grant for a program which
provides comprehensive medical, dental, mental health,
optometric and specialty referral services to approximately
48,000 low income residents of the county who have no other
source of primary health care. Program also provides
in-patient care for approximately 10,000 residents.
Federal Funds Requested: \$2,717,908, HHS, Public Health
Service
Staff Response: Favorable Action

5. Project Title: SHELTER Children's Program (#8103-2)
Applicant: SHELTER/A Resource For Battered Women, Inc.
Project Summary: Project will provide specialized services
to children who reside at SHELTER to overcome the effects
of violence. Daily treatment consisting of play, art and
music therapy, exercise and individualized treatment plans
will be offered to the children. The agency will serve
clients in the Washington County area and will coordinate
with the County, the Virginia Garcia Clinic and the local
school district.
Federal Funds Requested: \$60,000, HHS
Staff Response: Favorable Action

6. Project Title: Clackamas River- Acquisition of Carver Access
(#8103-3)
Applicant: Oregon Department of Fish and Wildlife
Project Summary: Acquisition of 7.29 acres adjacent to an
existing launching site near Carver in Clackamas County.
Purpose of the proposed acquisition is to provide additional
space for anglers at the existing boat ramp and
additional bank angler access to the Clackamas River.
Federal Funds Requested: \$33,113, Department of Interior
(DOI)
Staff Response: Favorable Action

7. Project Title: Durham Park (#8103-4)
Applicant: City of Durham
Project Summary: Proposal to purchase and install picnic
tables, benches and playground equipment and to construct a
picnic shelter in the park. The park is a 20-acre site
located in the northwest corner of the City of Durham along
Fanno Creek.
Federal Funds Requested: \$6,836, Heritage Conservation and
Recreation Service, DOI
Staff Response: Favorable Action

8. Project Title: Senior Community Service Employment Program (#8103-6)
Applicant: State of Oregon
Project Summary: Nationwide program which expects to have 25 positions in Multnomah County. The program will provide subsidized, part-time employment opportunities in the community for low income persons over 55 years of age. Cooperative relationships will be established with the Area Agency on Aging, State Office of Elderly Affairs and other agencies concerned with aging.
Federal Funds Requested: \$698,000, Department of Labor (DOL)
Staff Response: Favorable Action
9. Project Title: Feasibility Study for Small Hydroelectric Projects, Howard's Mill (#8103-7)
Applicant: Willamette Landmarks
Project Summary: Application for loan to perform feasibility study to determine benefits of replacing a hydroelectric generating device within Howards Mill on the Clackamas River, Mulino, Clackamas County.
Federal Funds Requested: \$17,600, Department of Energy (DOE)
Staff Response: Favorable Action
10. Project Title: Centro Cultural (#8103-9)
Applicant: Washington County Community Action Agency
Project Summary: Continuation funding of basic services to the Chicano community in Washington County, including translations, a food cooperative and referrals to other community services. Funding will also go towards salaries and basic administration of the program.
Federal Funds Requested: \$39,500, CSA
Staff Response: Favorable Action
11. Project Title: Delta Park Development, Phase I (#8103-11)
Applicant: City of Portland
Project Summary: Funding for planning, design and construction of intensive use recreational complex, including athletic fields, tennis courts, playgrounds and security lighting, as well as pedestrian and vehicle circulation at Delta Park along the Columbia River.
Federal Funds Requested: \$400,000, HCRS, DOI
Staff Response: Favorable Action

LZ/srb
2756B/D2

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

March 26, 1981

Councilors in Attendance

Presiding Officer Jack Deines
Coun. Marge Kafoury
Coun. Craig Berkman
Coun. Corky Kirkpatrick
Coun. Jane Rhodes
Coun. Cindy Banzer
Coun. Bruce Etlinger

Others in Attendance

Ruth Smith
Todd Dougdale
Eugene Stewart

Staff in Attendance

Denton Kent
Leigh Zimmerman
Jim Sitzman
Jill Hinckley
Joe Cortwright
Andrew Jordan
Mike Holstun
Sharon Kullberg
Marilyn Holstrom
Paula Godwin
Caryl Waters
Doug Drennan
Norm Wietting
Charles Shell
Marie Nelson

Metro Council
Minutes of March 26, 1981

CALL TO ORDER

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

1. WRITTEN COMMUNICATIONS TO COUNCIL

There were no written communications to Council at this meeting.

2. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

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

3. CONSENT AGENDA

Presiding Officer Deines said page 4, paragraph 2, line 6 of the February 26, 1981, minutes should be corrected as follows: the date of January 1, 1981, should be changed to October 1, 1980.

Coun. Rhodes requested the spelling of her name be corrected on page 1 of the Council minutes of February 26, 1981, and March 5, 1981.

Presiding Officer Deines said that item 3.5, regarding Resolution No. 81-227, would be removed from the Consent Agenda at the request of Coun. Kirkpatrick and would be discussed after the approval of the Consent Agenda.

Coun. Kirkpatrick moved, seconded by Coun. Kafoury, to approve the Consent Agenda as corrected. The motion carried unanimously.

4. RESOLUTIONS

- 3.5 Resolution No. 81-227, For the Purpose of Recommending a Continuance of the City of Sherwood's Request for Acknowledgement of Compliance with LCDC Goals

Coun. Kirkpatrick explained she had asked that Resolution No. 81-227 be removed from the Consent Agenda because the City of Sherwood Council had recently approved the Comprehensive Plan which successfully addressed the previous concerns of the Metro Council Planning Committee. She referred Council to a memo from Rick Gustafson, dated March 26, 1981, which outlined those previous concerns and the process by which they were addressed to the satisfaction of Metro staff, the Council Planning Committee and the City of Sherwood. Coun. Kirkpatrick then introduced three Sherwood citizens who wished to speak to the Council about the Comprehensive Plan: Todd Dougdale, Sherwood Planning Director; Eugene Stewart, Chairman of the Sherwood Planning Commission; and Ruth Smith, Sherwood property owner.

Metro Council
Minutes of March 26, 1981

Todd Dougdale expressed his appreciation for Metro's help in achieving compliance with the regional plan and LCDC's goals and guidelines.

Mr. Cortwright said he was also pleased with the good working relationship with City of Sherwood staff and said the plan was now ready for LCDC acknowledgement.

Coun. Kirkpatrick moved for adoption of Resolution No. 81-227. Coun. Kafoury seconded the motion.

Ruth Smith said she was impressed with the ample opportunity given to Sherwood citizens for participating in the regional plan. She felt that every aspect of the plan had been thoroughly addressed at public meetings and she urged the Council to adopt the resolution.

Eugene Stewart told the Council he thought the cities of Sherwood and Tualatin had overlooked the potential problem of abutting industrial boundaries. Because of the number and variety of special districts crossing city boundaries, he questioned whether Metro would move to merge the two municipalities at some future point. Mr. Stewart also thought Metro should have had input earlier in the planning process. He said this would have saved much time and money. Other than those two concerns, Mr. Stewart was supportive of the plan.

Presiding Officer Deines, in response to Mr. Stewart's comments on the timing of Metro's assistance, said it would be preferable to define parameters in the initial stages of these projects.

Coun. Etlinger was pleased the planning had preserved the diversity of the Metro region and the uniqueness of Sherwood.

A vote was taken on the motion and it passed unanimously.

- 4.1 Resolution No. 81-234, For the Purpose of Establishing a New Classification "Public Information Specialist 2"; Authorizing Such a New Position in Public Information and Solid Waste

Presiding Officer Deines said this item had been removed from the agenda and would be addressed at the Council's meeting of April 2, 1981.

5. TEMPORARY RULE

- 5.1 Temporary Rule No. 81-5, For the Purpose of Amending the Rules of Procedure for Contested Cases

Mr. Holstun explained this action was being proposed in the form of a temporary rule so it could be in effect in advance of anticipated contested cases on locational adjustments. Should the Council adopt the temporary rule, it would be followed with a permanent rule embodying the same terms, he said. A permanent rule must be advertised in the Secretary of State's bulletin which is a time consuming process. Mr. Holstun then briefly explained each change proposed, as outlined in the Agenda Management Summary, and said these rules were primarily being proposed so Metro would be in compliance with the State of Oregon 1979 Administrative Procedures Act.

Metro Council
Minutes of March 26, 1981

Presiding Officer Deines asked if the temporary rule were adopted, would Metro then be in compliance with state law. Mr. Holstun said Metro would be in compliance.

Coun. Kirkpatrick moved, seconded by Coun. Etlinger, to adopt Temporary Rule No. 81-5.

Coun. Banzer asked how long a temporary rule could be in effect. Mr. Holstun said this rule would expire in 180 days. Coun. Banzer also asked, since this was Temporary Rule No. 81-5, if four other temporary rules had been approved. Mr. Holstun replied that all rules are numbered consecutively, whether temporary or permanent. One other temporary rule had been adopted which was followed by a permanent rule, he said.

There being no further discussion, a vote was taken on the motion. Voting aye were Couns. Berkman, Kirkpatrick, Rhodes, Banzer, Etlinger, Kafoury and Presiding Officer Deines. The Presiding Officer declared the temporary rule adopted.

6. REPORTS

6.1 Executive Officer Report

There was no report from the Executive Officer at this meeting.

6.2 Committee Reports

Coun. Banzer said the hearing before the Regional Services Committee on the proposed Wildwood Landfill site would be held March 30, 1981 and that a memo from Judy Rumpf outlined a number of citizen concerns about the site. She urged Council to review this information before the hearing date.

7. GENERAL DISCUSSION

7.1 Budget Status Report

Mr. Kent presented a brief budget update. He said the overall expenses would increase slightly due to increased zoo and solid waste capital programs. The general fund would show a dramatic reduction because of approximately \$481,000 cutbacks in grant aid. Major grants not available next year would be HUD 701 housing funds (\$120,000), the EDA 302-A demonstration land use planning grant (\$100,000) and EPA 208 funds for sewer and runoff projects (\$100,000). In addition, other small grant funds would not be available. As a result of these reductions, employees would be terminated.

Mr. Kent reported the zoo will continue to upgrade its operation and move ahead with major capital programs including the completion of the beaver-otter exhibit, remodeling the penguinarium and beginning the African plains exhibit.

The major solid waste effort will be promoting the full service solid waste disposal plant, Mr. Kent said.

Metro Council
Minutes of March 26, 1981

Mr. Kent said a change in direction would be proposed in Metro's planning and development projects. Since many land use plans have been adopted and acknowledged, such as the Sherwood Plan, Metro would take a less active role in the Comprehensive Plan process. Mr. Kent said the Council would soon be receiving the Executive Officer's proposal for planning and development efforts for next fiscal year.

Coun. Kirkpatrick asked if any of the federal grants proposed to be cut would be caught in this year's recisions or would the funds be available through October 1, 1981. Mr. Kent said they would terminte at the end of this fiscal year which explained the conservative financial forecast. He also added that the FY 1982 budget was prepared assuming dues would be assessed from local jurisdictions. If dues cannot be collected, more staff positions would be cut, he said.

Coun. Etlinger commented on the irony of some federal budget cuts when funding had been approved for the Veterans Administration Hospital in Portland - a project he considered to be a waste of federal dollars. He said it was our obligation to urge more rational alternatives to veterans' health care.

Coun. Kafoury asked Mr. Kent if attempts would be made again to pursue federal revenue share funds. Mr. Kent replied that Metro now has a convincing case in seeking such funds and would do so at the next opportunity. Extensions to revenue sharing may be considered for next fiscal year, he said.

Coun. Banzer pointed out an error in the April 2, 1981, Council Meeting agenda. She said Ordinance No. 81-107 should be scheduled for a first reading and public hearing. The agenda had indicated the ordinance would be scheduled for a second reading.

There being no further business, Coun. Kirkpatrick moved the meeting be adjourned. Coun. Kafoury seconded the motion. The meeting adjourned at 8:10 p.m.

Respectfully submitted,



A. Marie Nelson
Acting Clerk of the Council

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

TO: Metro Council
 FROM: Bi-State Task Force
 SUBJECT: Endorsing the Conclusions of the Bi-State Task Force

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution endorsing the conclusions of the Bi-State Task Force.
- B. POLICY IMPACT: This Resolution would establish the following policy direction for interstate travel between Portland and Vancouver:
 - A third highway bridge is not a cost-effective solution to the problems; rather, Transportation Systems Management (TSM) actions are more appropriate.
 - As with all major travel corridors, congestion will continue during peak periods.
 - In the long-term, congestion will be affected by the type and amount of land development; in the short-term, by the opening of I-205 and TSM improvements.
 - The most important priority to improve travel conditions is to ensure already "committed" projects are actually implemented; particularly the I-205, I-5/Slough bridge and I-5/S.R. 14 interchange.
 - Arterial circulation patterns should be designed around access to two bridges (I-5 and I-205).
 - Major transit and rideshare expansions are needed; the feasibility of light rail transit (LRT) to provide the needed transit expansion in a cost-effective manner should be examined further.
 - Continued cooperation between jurisdictions in Oregon and Washington is necessary (Note: the Bi-State Task Force will ask Metro and Clark County RPC to establish an Interstate Coordination Committee at a later date).

In summary, the Transportation Improvement Strategy to be included in the RTP for this corridor should consist of two freeways (I-5 and I-205), each connecting to a Columbia River bridge with significant improvements to the I-5 freeway, plus significant increases in transit and

rideshare services. The feasibility of LRT to provide the increased transit service will be addressed during FY 82. TPAC and JPACT have reviewed and endorsed the conclusions.

- C. BUDGET IMPACT: These conclusions are, in part, the result of a \$50,000 grant received by Metro from the U. S. Department of Transportation (USDOT) and, in part, the result of a study by the Washington Department of Transportation (WDOT). The Bi-State Task Force had anticipated initiating a \$200,000 study (\$170,000 federal share) funded from Interstate Transfer funding. However, since most of the needed information was generated by the WDOT study, this amount is being reduced to \$70,000 (\$59,500 federal share). The balance of \$110,500 of Interstate Transfer funding will be returned to the Portland Reserve from which it was allocated. The remaining study will be conducted by Metro during FY 82. Local match contribution will be divided 50 percent from Washington and Oregon jurisdictions. In addition, a minor cost for staff support to a newly created Bi-State Coordination Committee would be incurred.

II. ANALYSIS:

- A. BACKGROUND: The question of the need for a third Columbia River crossing has long been an unresolved issue in the Portland/Vancouver metropolitan area. The issue has been studied by several jurisdictions including recent studies by the USDOT and the WDOT.

In late 1979, the Governors of Oregon and Washington established a Bi-State Task Force with an overall charge to develop policy recommendations for the following:

- An acceptable multi-modal program for project implementation which will adequately correct outstanding corridor transportation problems.
- Institutional mechanisms necessary for elected and appointed officials of the two states to appropriately address corridor transportation problems.
- Financing to implement the recommended improvement program.

During the course of its deliberations, the Task Force relied on two studies:

1. The WDOT assessment of transportation alternatives to correct interstate travel problems in the Portland/Vancouver corridor. The alternatives evaluated included:

- a. the existing system plus committed improvements;
- b. the addition of low-cost TSM improvements to improve traffic flow and transit service;
- c. the addition of a third highway bridge; and
- d. the addition of an LRT facility connecting Vancouver to the Banfield/Coliseum LRT station.

WDOT concluded that a third bridge would not relieve I-5 congestion and is too high in cost to serve the level of traffic that would be carried and that LRT would also not relieve traffic congestion. The Task Force concurred with their conclusion that a third bridge should not be pursued.

In regard to LRT, they recognized that it could not solve the congestion problem, but they recommended that LRT not be fully eliminated from consideration. Rather, they suggested that it be examined as a potential cost-effective method to increase transit service.

2. The Task Force contracted with a consultant to examine the following issues:
 - a. to evaluate the "technical" transportation problems, the adequacy of past studies and the shortcomings of existing committed improvements;
 - b. to clarify policy issues associated with interstate travel; and
 - c. to evaluate alternative institutional and funding arrangements.

The Task Force concurred with the conclusions of the consultant that transportation problems had been adequately addressed and that, despite what transportation improvements are implemented, congestion will continue to be a peak-hour problem in this corridor. The Task Force also concluded that existing institutional and funding arrangements for implementation of highway, transit and rideshare actions are adequate but that minor adjustments are needed to better coordinate planning. At the conclusion of the Task Force's work, Metro and Clark County RPC will be asked to adopt a resolution creating a Bi-State Coordination Committee. This Committee would be advisory to the Metro Council and Clark County RPC, consist of the same representation as now exists on the Bi-State Task Force and meet every six months. The agenda would be drawn up by Metro and Clark County RPC staffs to deal with issues of interstate significance.

The Committee is recommended to report to the Metro Council rather than the Joint Policy Advisory Committee on Transportation (JPACT) to allow it to consider issues other than transportation. The Task Force is also recommending that TPAC membership be expanded to include staff from the newly formed Clark County Public Transit Benefit Area.

B. ALTERNATIVES CONSIDERED:

- Regarding transportation alternatives, the following alternatives were considered: committed improvements, the addition of TSM actions, a third bridge, LRT (see "Background" for evaluation of alternatives).

- Regarding institutional arrangements for planning, the following alternatives were considered: a Bi-State Compact, a single MPO, a new committee reporting to JPACT and the Clark County RPC, a new committee reporting to the Metro Council and Clark County RPC, expand TPAC to include the new Clark County Public Transit Benefit Area and status quo. The single MPO and Bi-State Compact were discarded as being administratively and politically infeasible. Establishment of the Bi-State Coordination Committee under the auspices of JPACT was discarded because it would limit the subject matter to strictly transportation issues.

- C. CONCLUSION: Adoption of the conclusions of the Bi-State Task Force represents a realistic view of the interstate corridor. It reaffirms the priority for committed projects, recognizes the fact that some level of congestion will persist and recognizes that a major investment in a third bridge that does not solve the problem is unwise. It also capitalizes on the success of the Task Force to accomplish policy coordination by establishing a similar committee on an on-going basis.

AC/gl
2547B/214

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 81-237
THE CONCLUSIONS OF THE BI-STATE)
TASK FORCE) Introduced by the Joint
) Policy Advisory Committee on
) Transportation

WHEREAS, The Bi-State Task Force on Transportation was established by the Governors of Oregon and Washington in order to identify the interstate travel needs of the metropolitan area and to prepare the projects, activities and funding needed to meet those needs; and

WHEREAS, the Metropolitan Service District was a member of the Bi-State Task Force; and

WHEREAS, The Bi-State Task Force has reviewed and/or directed a number of studies in order to respond to the charge of the two Governors, including recent studies by the Washington Department of Transportation, and the U. S. Department of Transportation on the feasibility of a third highway bridge and earlier studies identifying alternative improvements prepared by WDOT, ODOT and CRAG; and

WHEREAS, The Bi-State Task Force, using a grant from USDOT, has conducted a review of the adequacy of the currently programmed transportation projects and the need for additional projects, as well as funding sources and implementation procedures for those projects; and

WHEREAS, The WDOT study has concluded that congestion will exist in the I-5 Corridor during peak travel periods, as in other major corridors of the region; and

WHEREAS, Each of the WDOT, USDOT and Bi-State studies have concluded that a third highway bridge is not a cost-effective solution at this time; and

WHEREAS, The WDOT and Bi-State studies concluded that Transportation Systems Management (TSM) projects, increased transit and ridesharing and the already committed projects will meet the travel needs of interstate travel; and

WHEREAS, The current transportation funding limitations will make it difficult to complete the currently committed transportation projects; and

WHEREAS, Consideration of the appropriateness of transitways as effective means of providing transit services should be considered as part of the Regional Transportation Plan (RTP); and

WHEREAS, The Bi-State Task Force has concluded that a permanent Bi-State organization is necessary to carry out interstate cooperation; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the Bi-State Task Force's Recommended Conclusions on Portland/Vancouver Interstate Transportation (Attachment A).
2. That the Metro Council accepts the Work Program (Attachment B) as a revision of the previous Bi-State Work Program.
3. That the Metro Council concurs with the establishment of a Bi-State Coordinating Committee, agrees to serve on such a Committee, and agrees to work out the organization and scope of such

a Committee with Clark County Regional Planning Council.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of April, 1981.

Presiding Officer

AC/gl
2543B/214

ATTACHMENT A

Recommended Conclusions on Portland/Vancouver Interstate
Transportation:

1. A third highway bridge across the Columbia River is not a cost-effective solution to the interstate travel problems of the metropolitan area at this time. Transportation Systems Management (TSM) is the appropriate highway strategy in the foreseeable future. A third highway bridge by itself does not provide significant traffic capacity increases for interstate travel unless it is accompanied by major new highway corridors on each side of the river.
2. As with all major travel corridors in the metropolitan area, congestion will continue to be characteristic of travel in the I-5 Corridor, particularly in the peak travel periods. In the short term, the level of congestion experienced will be reduced by the opening of the I-205 and by TSM actions (such as ramp metering).
3. In the long term, the level of congestion will also be affected by the type and amount of land development. While Clark County development will have the greatest impact on interstate corridor congestion, decisions concerning the development of Hayden Island and similar areas will also affect congestion levels on I-5.

4. To improve interstate travel conditions, the most important priority is to ensure that the already "committed" projects are actually constructed. Of particular importance are the I-205, ODOT's Slough Bridge and I-5 North projects and the S.R. 14 interchange in Washington. The region should make every effort to achieve federal and state funding for these projects.
5. The arterial circulation patterns on each side of the Columbia River should be designed around access to two bridges (I-5 and I-205). Arterial circulation needs should be studied by the appropriate local jurisdictions on each side of the river.
6. Major transit and rideshare service expansions will be needed to accommodate the expected growth in interstate travel. As part of the development of the Regional Transportation Plan (RTP), the potential of a transitway to produce greater ridership and operating cost savings should be examined.
7. Continued cooperation and consultation between the states and regional agencies are necessary so that transit and ridesharing services are offered to the interstate travelers and to ensure that capital improvement programs are coordinated.

ATTACHMENT B

BI-STATE TRANSIT ASSESSMENT

OBJECTIVES:

1. To determine the long-range feasibility for fixed-guideway investment in the I-5 and/or I-205 corridors between Clark County, Washington, and Oregon.
2. To establish the transit improvement strategy for the Bi-State corridor including designation of regional trunk routes to be implemented in the short term.
3. To identify potential rights-of-way to protect for future consideration for construction of a fixed-guideway facility.

TASKS:

1. Develop transit networks for at least four alternative systems: bus trunk routes in the I-5 and I-205 corridors, LRT in the I-5 corridor, LRT in the I-205 corridor, and LRT in the I-5 and I-205 corridors.
2. Determine the capital cost, operating cost, ridership and other socio-economic costs and benefits for each alternative.
3. Determine the interdependence of service expansion in the I-5 and I-205 corridors and the travel impact on other segments of the transit and highway system (i.e., I-205 south of the Banfield Freeway, the Banfield Freeway and LRT, and McLoughlin Blvd.).
4. Evaluate the interdependence of service to interstate transit riders and local transit riders.

A decision will occur on LRT feasibility at the conclusion of Task 4 before proceeding.

5. Identify alternative routes for fixed-guideway construction in the I-5 and I-205 corridors and evaluate for compatibility with surrounding existing and planned land uses and ability to protect right-of-way for future construction.
6. Recommend routes for construction of fixed guideway in the long-range and short-term implementation of regional trunk routes.
7. Obtain consensus from affected jurisdictions.

PRODUCTS:

1. Technical Memorandum evaluating the long-range feasibility of fixed-guideway construction.

2. Technical Memorandum evaluating alternative routes in the I-5 and I-205 corridors for fixed-guideway construction.
3. Recommended improvement strategy identifying the fixed-guideway corridor(s) to include in the Regional Transportation Plan (RTP), specifying short-term regional trunk routes and identifying rights-of-way to be protected.

RELATIONSHIP TO OTHER ELEMENTS:

This work element has been recommended by the Bi-State Task Force to address the primary outstanding issue affecting interstate travel in the I-5 and I-205 corridors. The results of this Work Element will be incorporated into the RTP.

SOURCE OF FUNDS:

Federal

Interstate Transfer	\$72,250
---------------------	----------

Local Match

Metro	\$ 1,275
Tri-Met	1,275
ODOT	1,275
Portland	1,275
Multnomah County	1,275
Clark County	2,125
Vancouver	2,125
WSDOT	<u>2,125</u>

\$85,000

DISTRIBUTION OF FUNDS:

Metro	\$75,000
Tri-Met	<u>10,000</u>

\$85,000

AC/gl
2543B/214

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: Reallocating City of Portland Uncommitted Safer Off-System Road (SOSR) Funds to Regional Projects Needing Additional Funds

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution allocating an estimated \$36,000 of uncommitted City of Portland SOSR funds for use on regional projects needing additional funds.
- B. POLICY IMPACT: This action will reallocate uncommitted SOSR funds from the City of Portland to the region. In addition, it will commit those jurisdictions receiving the funds to pay (make up) the portion attributable to the federal share lacking in the City of Portland's projects if final audit determines additional funds are needed. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Originally, the City of Portland had five projects which were approved for use of SOSR funds. These were S. E. Woodward, 61st to 62nd, N. E. Emerson, S. W. 9th Drive, N. E. Hassalo, Hunt and Bryant and S. E. 142nd Bridge. Of these projects, N. E. Hassalo, Hunt and Bryant and S. E. 142nd Bridge were actually built. S. E. Woodward, N. E. Emerson and S. W. 9th Drive, however, were not built because of either technical problems or excessive cost.

The dropping of these projects resulted in uncommitted SOSR funds (estimated at \$36,000 subject to final audit) becoming surplus to the City of Portland. The City of Portland is willing to release the uncommitted SOSR funds for use on other projects in the region in need.

Previous Council action endorsed the recommendation that any surplus funds accruing to the City of Portland be made available to Multnomah County and the city of Gresham. Multnomah County and other participants in the SOSR program have indicated no additional need of funds (subject to final audit).

The city of Gresham has a shortfall of funds on the N. E. 2nd Street project. Reallocated funds from the City

of Portland would serve to alleviate some of the shortfall and reduce excessive local match requirements.

- B. ALTERNATIVES CONSIDERED: The uncommitted funds in the City of Portland are not sufficient to assign to a project and will (if not used) be lost to the region. The other alternative is to reallocate them to the city of Gresham.
- C. CONCLUSION: Metro staff recommends adoption of the attached resolution.

AC/gl
2546B/214

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REALLOCATING)	RESOLUTION NO. 81-238
CITY OF PORTLAND UNCOMMITTED)	
SAFER OFF-SYSTEM ROAD (SOSR) FUNDS)	Introduced by the Joint
TO REGIONAL PROJECTS NEEDING)	Policy Advisory Committee
ADDITIONAL FUNDS)	On Transportation

WHEREAS, The Metro Council, through Resolution No. 80-140 distributed Safer Off-System Road funds; and

WHEREAS, This action also endorsed the concept of making available to Multnomah County and the city of Gresham any surplus SOSR funds accruing to the City of Portland; and

WHEREAS, The City of Portland has identified uncommitted SOSR funds in the estimated amount of \$36,000, subject to final audit; and

WHEREAS, The City of Portland is willing to release the uncommitted SOSR funds for use on other projects in the region; and

WHEREAS, Multnomah County and other participants in the SOSR Program have indicated no additional need of funds, subject to final audit; and

WHEREAS, The city of Gresham has identified a funding shortfall and has requested that the City of Portland uncommitted SOSR funds be applied to its N.E. 2nd Street project; now, therefore,

BE IT RESOLVED,

1. That the estimated amount of \$36,000 (subject to final audit) of uncommitted City of Portland's SOSR funds be reallocated for use by the city of Gresham.

2. That if additional funds are needed to close out the

City of Portland's SOSR projects, the City of Portland will pay that portion of the needed additional funds attributed to local match and the city of Gresham shall pay the portion attributable to the federal share.

3. That the Transportation Improvement Program and its Annual Element be amended to reflect this authorization.

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

ADOPTED by the Council of the Metropolitan Service District this 23rd day of April, 1981.

Presiding Officer

BP/ga
2504B/214

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 1981 Transportation Improvement Program (TIP) to Include a Federal Aid Primary Repair Project at Highway 217 Southbound On-Ramp and Beaverton-Hillsdale Highway

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the TIP to include the subject project.
- B. POLICY IMPACT: This action will amend the TIP and enable the Oregon Department of Transportation (ODOT) to obligate federal funds to repair the facility. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The southbound on-ramp to Highway 217 at Beaverton-Hillsdale Highway has been subject to slope failures due to inadequate drainage. This project will correct the deficiency by providing an improved water drainage system and replacing the fill material with suitable granular material.

Federal Aid Primary funds will be used to implement the project.

- B. ALTERNATIVES CONSIDERED: Continued erosion of fill materials will eventually create a safety problem. Retaining walls are not needed nor cost-effective since adequate drainage will accomplish the corrective action at reduced cost.
- C. CONCLUSION: Metro staff recommends adoption of the Resolution.

BP/gl
2757B/214

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 81-239
FY 1981 TRANSPORTATION IMPROVEMENT)	
PROGRAM (TIP) TO INCLUDE A FEDERAL)	Introduced by the Joint
AID PRIMARY REPAIR PROJECT AT)	Policy Advisory Committee on
HIGHWAY 217 SOUTHBOUND ON-RAMP)	Transportation
AND BEAVERTON-HILLSDALE HIGHWAY)	

WHEREAS, The Metro Council, through Resolution No. 80-186 adopted the FY 1981 TIP and its Annual Element; and

WHEREAS, To comply with federal requirements, projects using federal funds must be included in the TIP; and

WHEREAS, The Oregon Department of Transportation has requested that the TIP be amended to include a slope repair project at Highway 217 and Beaverton-Hillsdale Highway; and

WHEREAS, This project will use Federal Aid Primary funds; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to reflect the project and funds set forth in Exhibit A.
2. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of April, 1981.

Presiding Officer

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

PROJECT DESCRIPTION
RESPONSIBILITY (AGENCY) Oregon Department of Transportation
LIMITS Southbound On-Ramp @ Beaverton-Hillsdale Hwy. **LENGTH** 0.1 mi.
DESCRIPTION Repair a slope failure of the fill material supporting the southbound on-ramp from the Beaverton-Hillsdale Hwy. to the Beaverton-Tigard Highway. Approximately 4000 cu. yds of failed material will be removed, a water drainage system will be installed and the fill will be replaced with suitable granular material.

PROJECT NAME Southbound On-Ramp @ Beaverton-Hillsdale Hwy.
ID No _____
APPLICANT ODOT

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

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

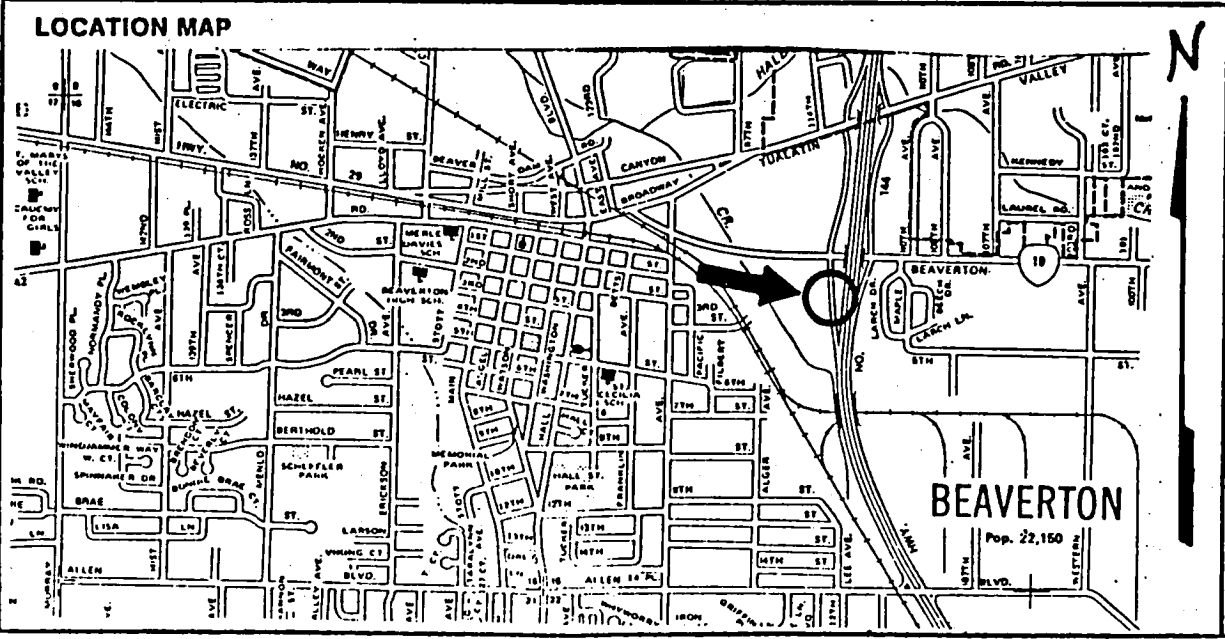
FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL				145		145
FEDERAL				128		128
STATE				17		17
LOCAL						

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 9,000
CONSTRUCTION 136,000
RIGHT OF WAY _____
TRAFFIC CONTROL _____
ILLUMIN, SIGNS, LANDSCAPING, ETC _____
STRUCTURES _____
RAILROAD CROSSINGS _____

TOTAL \$ 145,000



SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND) _____
FAUS (OREGON REGION) _____
FAUS (WASH REGION) _____
UMTA CAPITAL _____ **UMTA OPRTG** _____
INTERSTATE _____
FED AID PRIMARY INTERSTATE 88
SUBSTITUTION _____

NON FEDERAL
STATE 12 **LOCAL** _____

Attach to Res. 81-239

EXHIBIT "A"

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

TO: Metro Council
FROM: Executive Officer
SUBJECT: Amending the FY 81 Transportation Improvement Program to Include Preliminary Engineering for Westside Corridor Highway Projects

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the Transportation Improvement Program (TIP) to include Federal Highway Administration (FHWA) Interstate Transfer funding for the highway elements of the Westside Corridor project.
- B. POLICY IMPACT: If approved, these funds would be used for project planning on a series of arterial street projects in the Westside Corridor which are needed to provide for the service levels upon which the transit options are based. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: If awarded, the grant would be for \$70,000 (\$59,500 federal share) of which \$30,000 (\$25,500 federal share) would carry over into FY 82.

II. ANALYSIS:

- A. BACKGROUND: In September 1979, a major effort began to define and implement a workable transportation system on the Westside. It was understood that highway improvements were as important as transit improvements.

The current study on the Westside (funded by Urban Mass Transportation Administration (UMTA) Interstate Transfer) has identified three major areas of needed highway improvements: 1) physically-related improvements such as a Sunset climbing lane, ramp metering and reconstruction of the Sylvan interchange; 2) Supportive arterial improvements such as ramp metering on Hwy 217, interchange realignment, street widening and signalization; and 3) alternative arterial concept evaluation which would collect traffic counts and traffic assignment simulations.

This FHWA project would perform project planning on 23 possible improvements including design concepts, reconnaissance engineering and costing, preliminary environmental assessment, selection of implementation options and project management and public involvement.

- B. ALTERNATIVES CONSIDERED: The UMTA grant was basically for study of transit alternatives and did not include highway alternatives. In order to complete the project, preliminary engineering needs to be done on identified highway/street alternatives. This project application is the only means to fund this work.

- C. CONCLUSION: Metro staff recommends adoption of this Resolution amending the TIP to include this project.

AC/ga
2519B/214

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 81-240
THE TRANSPORTATION IMPROVEMENT)	
PROGRAM TO INCLUDE FUNDING FOR)	Introduced by the Joint
HIGHWAY ELEMENTS OF THE)	Policy Advisory Committee
WESTSIDE CORRIDOR PROJECT)	On Transportation

WHEREAS, The Metro Council in September 1979 determined that the Westside Corridor was a high priority for transit and highway improvements; and

WHEREAS, The UMTA Interstate Transfer grant was basically to be used to study transit options and did not include detailed highway/street studies; and

WHEREAS, In order to complete the project successfully certain highway/street options must be detailed more fully; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes amending the FY 81 Transportation Improvement Program (TIP) to include \$70,000 for this project (\$59,500 federal share) from the previous allocation of funding for Metro Systems Planning.

2. That the funding priorities for FY 81 highway projects be amended to delete \$170,000 for the Bi-State analysis and include \$59,500 for the highway element of the Westside Corridor project.

3. That the Executive Officer is authorized to apply for and accept these funds.

4. That the Metro Council finds the actions in accordance with the region's continuing cooperative comprehensive

planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of April, 1981.

Presiding Officer

AC/ga
2520B/214

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

TO: Metro Council
FROM: Regional Services Committee
SUBJECT: Establishing Future Direction of Metro Drainage Management Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: The Regional Services Committee recommends Council adoption of the attached resolution.
- B. POLICY IMPACT: This resolution clarifies previous Council actions and provides staff guidance concerning the future direction of the Drainage Management Program
- C. BUDGET IMPACT: This resolution directs staff to complete the work which is required and funded by a Section "208" planning grant from EPA.

II. ANALYSIS:

- A. BACKGROUND: At the March 10, 1981, Regional Services Committee meeting the Environmental Services staff outlined the options for Regional Drainage Management which were developed with the assistance of Andy Briscoe, EPA Financial Management Consultant. Following this presentation, the Environmental Services staff made the following recommendations:
 - 1. That the plans and studies required as part of the "208" planning grant be completed and adopted by the Metro Council prior to December 31, 1981.
 - 2. That the Council take no action on the question of the Johnson Creek LID or any other financial proposal concerning Drainage Management until after the 1981 Oregon Legislative Session adjourns.
 - 3. That the Council not undertake any further engineering studies until financial support for Drainage Management is approved by the voters of the District.
- B. ALTERNATIVES CONSIDERED: None.
- C. CONCLUSION: The attached resolution supports earlier action taken by the Metro Council with regard to Drainage Management and gives clear indication to the staff and the public, the future direction of Metro's Drainage Management Program.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 81-235
FUTURE DIRECTION OF METRO)
DRAINAGE MANAGEMENT PROGRAM) Introduced by the
) Regional Services Committee

WHEREAS, Metro has a statutory responsibility to provide for the metropolitan aspects of surface water control (ORS 268.030 (3) (a)); and

WHEREAS, Metro is the water quality management planning agency as designated by the Governor pursuant to Section 208, PL 92-500, which includes urban stormwater management; and

WHEREAS, The Metro Council has declared flooding and drainage problems in the Johnson Creek Basin to be a matter of regional concern and formed a Local Improvement District (LID) to finance the engineering studies, capital facilities, operation and maintenance necessary to solve these problems; and

WHEREAS, The Metro Council has resolved to take no action on the Johnson Creek LID assessment ordinance until after the Oregon Legislature has finished its 1981 regular session; and

WHEREAS, Metro does not have sufficient financial resources to pursue further Drainage Management engineering studies at this time; now, therefore,

BE IT RESOLVED,

1. That the Metro staff is directed to complete the studies, plans, policies and model ordinances being developed under the Section 208 Water Quality Management Planning program and submit these documents for review by the Water Resources Policy

Alternatives Committee (WRPAC), Regional Services Committee and Metro Council for adoption by December 31, 1981.

2. That the Metro Council will not undertake any further engineering studies related to drainage management in the region until financial support for drainage management has been approved by the voters of the District.

3. That the Metro Council will budget funds in FY 82 to analyze options and develop a Metro sponsored Ballot measure to establish financial support for Regional and/or Johnson Creek Management Drainage Program.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of April, 1981.

Presiding Officer

/srb
2688B/214

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: Authorizing Continuation of Goals and Objectives Planner Position Through FY 81 and Approving an Additional Four Months Funding for Said Position for Inclusion in the FY 82 Budget

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: That the Council adopt the attached Resolution No. 81-236 authorizing continuation of the current Goals and Objectives Planner position as a Futures Planner position through FY 81, and approve inclusion of an additional four months funding for said position for consideration in the FY 82 budget.
- B. POLICY IMPACT: The requested action will signal Metro's commitment to the concept of a Regional Futures Project in the wider community, sponsored by a network of organizations and individuals, to anticipate and plan for the critical issues that will face the Portland region between now and the year 2000. Metro would support the establishment of such a project with a Futures Planner position to provide it with fund raising assistance, information and expertise. This action would also allow for the continuation of the current Task Force on Goals and Objectives as a Futures Task Force to monitor project development and serve as liaison to the Metro Council.
- C. BUDGET IMPACT: The funding of a Futures Planner position (including fringe, materials and services and contingency) for the remainder of the current fiscal year would require a transfer of \$6,105 from General Fund contingency. The cost to continue this position for an additional four months in FY 82 would be \$12,210. Funding for this position would be derived entirely from local dues.

II. ANALYSIS

- A. BACKGROUND: Metro's intent has been that its 1979 "phase one" inquiry into goals and objectives would be followed by a second phase process establishing agencywide goals and objectives, which if implemented, would create a preferred physical and social environment in the year 2000. To implement this phase Council directed that a Task Force be assigned the responsibility to develop a proposed scope of work, specific work elements and cost estimates for conducting such a program. Last September a Planner was hired to facilitate this effort, and a Task Force on Goals and Objectives was set up through the Council Coordinating Committee and re-scheduled to recommend its proposal to Metro Council in late April.

Early in its discussions the Task Force unanimously agreed that a conventional goals and objectives documentation effort was not the optimum format for setting agencywide or regional directions. Instead, the Task Force recommended that Metro establish an ongoing futures process to strengthen the way in which the agency considers the future in its planning and policy development and to help the Portland region in preparing for the critical issues it will face between now and the year 2000.

Central to this effort, Metro would specifically assist the establishment of a Regional Futures Project, sponsored by key organizations and individuals and dedicated to implementing a broad-based public education and polling process that generates action agendas for the region. This would include the proviso that Metro neither own nor control such a Project, but contribute some staff time and its good offices in helping seed the Project.

Upon investigation, the Task Force found several key groups with parallel interest in establishing a Regional Futures Project. Given this informal commitment, the Task Force prepared a proposed futures work program including the above elements, as well as the continuation of its own work in a Metro Futures Task Force to monitor the program.

In April, reflecting the budget recommendations of the Regional Development Committee, the Task Force agreed to a condensed version of its proposal, focusing on providing assistance for the establishment of a Regional Futures Project in the wider community through a six-month Futures Planner position at Metro. This included the understanding that a primary role of the Futures Planner would be to assist the Project in finding independent financial support so that it would become self-supporting in that time frame. The attached futures proposal summarizes their revised work program.

- B. ALTERNATIVES CONSIDERED: A conventional goals and objectives documentation program was considered but found to be inadequate in several ways: A goals approach was not sufficiently long-range or comprehensive in its orientation to address emerging issues in the region; a goals and objectives format set by Metro alone appeared to be an inappropriate format for determining regional futures; and a goals project was seen as likely resulting in a repetitive exercise or an unused document.
- C. CONCLUSION: Council is requested to adopt the attached Resolution authorizing continuation of the Goals and Objectives Planner position through FY 81, and approving inclusion of an additional four months funding for said position for consideration in the FY 82 budget.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 81-236
CONTINUATION OF THE GOALS AND)
OBJECTIVES PLANNER POSITION) Introduced by the Council
THROUGH FY 81, AND APPROVING) Coordinating Committee
AN ADDITIONAL FOUR MONTHS FUNDING)
FOR SAID POSITION FOR INCLUSION)
IN THE FY 82 BUDGET)

WHEREAS, Metro's intent has been to establish a "phase two" process establishing agencywide goals and objectives; and

WHEREAS, Metro's Task Force on Goals and Objectives has in the place of a goals and objectives program endorsed the concept of a Regional Futures Project in the wider community, sponsored by a network of organizations and individuals, to anticipate and plan for the critical issues that will face the Portland region between now and the year 2000, and recommended that Metro assist the establishment of such a Regional Futures Project; and

WHEREAS, Continuation of the current Goals and Objectives Planner position as a Futures Planner position for six months is seen by the Task Froce as the best means to provide such assistance; now, therefore,

BE IT RESOLVED,

1. That a transfer of \$6,105 from General Fund Contingency be authorized in the supplemental budget for the purpose of continuing the Goals and Objectives Planner position as a Futures Planner position through FY 81.

2. That an additional four months funding (\$12,210) for

said position be included for consideration in the FY 82 budget.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of April, 1981.

Presiding Officer

SA/gl/2801B/214

April

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: Transmitting Fiscal Year 1981 Supplemental Budget to the Tax Supervising and Conservation Commission (TSCC).

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Hold public hearing on attached Resolution and Appendix and approve for transmittal to the Tax Supervising and Conservation Commission.
- B. POLICY IMPACT: The supplemental budget will make the changes needed in the adopted FY 81 budget to implement Zoo construction projects previously approved by the Council and pay the debt service on a loan assumed as part of the transfer of the St. Johns Landfill from the City of Portland.
- C. BUDGET IMPACT: The supplemental budget will make the changes needed in the legal appropriations adopted by the Council to authorize expenditures for previously approved Zoo construction projects and the St. Johns Landfill.

II. ANALYSIS:

- A. BACKGROUND: State budget law establishes procedures for appropriating funds during the course of the fiscal year which were not anticipated when the budget was adopted. These procedures involve the following steps:
 1. The Council holds a public hearing and approves the transmittal of the supplemental budget to the TSCC (April 23).
 2. The TSCC will schedule public hearings to be held in mid to late May.
 3. The Council will adopt the supplemental budget by Ordinance by June 25.

The supplemental budget will appropriate the \$546,480 increase in actual fund balance over the \$2,010,227 anticipated in the FY 81 budget. Most of the fund balance increase is caused by the savings incurred in last year's budget by delays in Zoo capital projects. Increased appropriations will be needed to cover the primate project which will be completed this year. In order to maintain consistency in the financial records, the total amount of the fund balance is recommended for appropriation and is divided between capital projects and contingency.

Although there have been increases in other funds as reported in the first quarter review, increased appropriations are not required to cover current year expenditures.

Additional adjustments to the FY 81 budget which do not require TSCC approval will be submitted to the Council Coordinating Committee in May. These adjustments include first, transfers between major expense categories, such as contingency, materials and services or capital outlays, to cover expenditure second, changes previously discussed with the Council and changes in grant appropriations.

Also included is the debt service on a \$60,870 loan from the Department of Environmental Quality for the St. Johns Landfill. This loan was part of the debt assumed from the city of Portland with the transfer of the landfill.

The supplemental budget includes the following items:

1.	Zoo Fund		
	Revenues		
	Increase in Zoo fund balance		\$546,480
	Expenditures		
	Capital Projects		
	Primate project		446,480
	Contingency		<u>100,000</u>
	Total		\$546,480

The appropriation for the primate project will increase from \$1,569,507 to \$2,015,987.

2.	Solid Waste Funds		
	a. Solid Waste Operations		
	Increase Transfer to the Solid Waste Debt Service fund (Transfer from Contingency)		\$1,535
	b. Solid Waste Operations		
	Revenues		
	Increase Transfer from Solid operating fund		\$1,535
	Expenditures		
	Increase Debt Service requirements		\$1,535

B. ALTERNATIVES CONSIDERED: The supplemental budget implements decisions on the Zoo budget which have previously been made by the Council.

C. CONCLUSION: Approve the supplemental budget for transmittal to the TSCC.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF TRANSMITTING) RESOLUTION NO. 81-241
THE FISCAL YEAR 1981 SUPPLE-)
MENTAL BUDGET TO TAX SUPERVISING) Introduced by the Council
AND CONSERVATION COMMISSION) Coordinating Committee

WHEREAS, The need exists to appropriate funds not anticipated in the fiscal year 1981 budget as adopted on June 25, 1981; and

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

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

BE IT RESOLVED,

1. That the supplemental budget to the fiscal year 1981 budget, which is attached hereto, is hereby approved for submission to the TSCC.

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

ADOPTED by the Council of the Metropolitan Service District this 23rd day of April, 1981.

Presiding Officer

CS/gl
2742B/214

June

E X H I B I T A

METROPOLITAN SERVICE DISTRICT

General Fund

	<u>Adopted¹ Budget</u>	<u>Transfers</u>	<u>Grant Appropriations</u>	<u>Revised Budget</u>
Personal Services	\$ 2,119,423	\$ 6,100		\$2,125,523
Materials and Services	1,350,436	48,200	\$388,100	1,786,736
Capital Outlay	14,330	2,000		16,330
Contingency	657,641	(56,300)		601,341
Transfer to Other Funds	150,000			
Total General Fund	\$ 4,291,830	0	\$388,100	\$4,679,930

Zoo Fund¹

Personal Services	\$ 1,807,731	\$100,000	0	\$1,907,731
Materials and Services	1,311,245		0	1,311,245
Capital Outlay	216,124		0	216,124
Transfers	275,610		0	275,610
Contingency	742,915	(100,000)	0	642,915
Unappropriated Balance	100,000		0	100,000
General Capital Improvements	2,623,981		0	2,623,981
Total Zoo Fund	\$ 7,077,612	0		\$7,077,612

Transportation Assistance Fund

Materials and Services	\$ 569,500		\$335,000	\$904,500
Total Transportation Assistance Fund	\$ 569,500		\$335,000	\$904,500

¹ Includes Supplemental Budget Adjustments

CS:srb
8266A/118

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

TO: Metro Council
FROM: Council Coordinating Committee
SUBJECT: Approval of Extension of Jackson & Associates Personal Services Contract for Resource Recovery Project Management

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve \$116,750 one-year extension of a professional services contract with Jackson & Associates for Resource Recovery Project Management.
- B. POLICY IMPACT: The Council has adopted a Solid Waste Management Plan which incorporates the development of a Resource Recovery Facility. The action requested advances the implementation of this Council adopted policy and is in accord with the Five Year Operational Plan.
- C. BUDGET IMPACT: Both the adopted 1981 Resource Recovery Budget and the proposed 1982 Resource Recovery Budget currently include monies to contract for project management services in the amount of this contract (\$116,750). The proposed FY 82 Resource Recovery Budget is for \$6,774,067. This includes monies from solid waste user fees, a matching grant from the U. S. Environmental Protection Agency and a grant/loan from the State of Oregon Pollution Control Loan Fund.

II. ANALYSIS:

- A. BACKGROUND: The Resource Recovery project had a long, uneven history and uncertain future in October, 1979, when Metro first contracted with Jackson & Associates for project management services.

Jackson & Associates has now been managing the project for 17 months. During this period the project has made significant progress.

In the first seven months, the Phase I feasibility analysis was completed, and the basic configuration of an Energy Sales Agreement was agreed upon between Metro and Publishers Paper Co.

During the immediately preceding 10 months, Jackson & Associates has accomplished major milestones in the fulfillment of Phase III - Project Implementation. Included in the major accomplishments of the last 10 months are:

- Receipt of \$450,000 in Urban Policy grants from the Environmental Protection Agency to finance the continued progress of the project.
- Completion of an Energy Sales Agreement with Publishers Paper Co.
- Selection of a technology for the project and pre-qualification of prospective contractors for the design, construction and operation.
- Issuance of a Request for Proposals for the design, construction and operation, and receipt of proposals.
- Development of a draft construction and operation agreement.
- Development of a finance plan, including the solicitation of expressions of interest by private companies in participating in the project financing.
- Application for a Conditional Use Permit in Oregon City, and the implementation of a community education program.
- Development of a preliminary air quality permit application for submission to the Department of Environmental Quality and to the Environmental Protection Agency.
- Preparation of contract materials for the actual site development and construction of the Clackamas Center.
- Receipt of a \$6.4 million grant/loan from the Oregon State Legislature to finance the site development and construction of the Clackamas Center.

In the forthcoming year, the proposed project management contract will include the following tasks and assignments in accord with the EPA approved Task Outline:

CARY JACKSON - Responsible for the overall project management and performance of the work scope. In the upcoming year, Mr. Jackson will be placing particular individual emphasis on: Task Group III.5 - contract negotiation; Task Group III.7 - structuring the ownership and financing of the facility; Task Group III.7½ - overseeing the third party environmental assessment; Task Group III.8 - securing the preconstruction and environmental permits; III.11 - financing; and III.14 - Phase IV organizational planning. 1,500 hours.

KEVIN WATKINS - Responsible for the completion of assignments and subtasks delegated from the Contract Manager. In the upcoming year, Mr. Watkins' technical experience will be particularly utilized in the Jackson & Associates performance of the following elements of the work plan: Task Group III.7½ - overseeing the third party environmental assessment; Task Group III.8 - securing the preconstruction and environmental permits; Task Group III.9 - coordinating the transportation plan with the Resource Recovery Program; and Task Group III.14 - development of the Clackamas Center. 1,500 hours.

Another Jackson & Associates staff member also will be responsible for the completion of assignments and subtasks delegated from the Contract Manager, with particular emphasis on administrative activity. Specifically, task areas where this Jackson & Associates consultant will be working include: Task Group III.5 - contract negotiation; Task Group III.6 - acquiring recovered materials market contracts; Task Group III.11 - financing; and Task Group III.12½ - continuing community education program. 1,800 hours.

Support services and clerical for the performance of the work plan by the consultants. 1,175 hours.

- B. ALTERNATIVES CONSIDERED: The alternative to Jackson & Associates contract would be to solicit a contract from another firm. This alternative was not pursued since requests for proposal for project management services were solicited last year. Jackson & Associates emerged from that process to receive their current contract. The performance has been very good and the firm's knowledge of the project is incomparable. Therefore, the decision to extend the Jackson & Associates contract rather than seek additional proposals is recommended.
- C. CONCLUSION: Approval of the \$116,750 project management contract with Jackson & Associates will keep an experienced firm assisting Metro in the Resource Recovery Project. Good progress has been made on the project to date utilizing this firm, and it is anticipated that the project may be fully assembled in the next year.

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: Construction Management Contract for Resource Recovery Site Development

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve a Construction Management Contract for the Resource Recovery Site Development with W. R. Gamble Engineering, 0324 S. W. Abernethy Street, Portland, Oregon 97201.
- B. POLICY IMPACT: This contract is consistent with Metro's Oregon City Site Development plans for the construction of the Resource Recovery Project.
- C. BUDGET IMPACT: The amount of this contract for Construction Management Services from W. R. Gamble Engineering is \$89,944. Funds are currently available in the Solid Waste budget through State Pollution Control Bonds, 70 percent of which is a loan.

This contract is consistent with Metro's Five Year Operational Plan.

II. ANALYSIS:

- A. BACKGROUND: On February 23, 24 and 25, 1981, Metro's Solid Waste Department advertised a Request for Proposal for Construction Management Services for the Resource Recovery Site Development. Nine proposals were submitted March 23, 1981. A selection committee composed of Metro staff, an Oregon Department of Transportation (ODOT) representative, and a representative from Jackson & Associates reviewed the proposals March 25 and selected six to be interviewed. The six were evaluated against an established criteria. W. R. Gamble Engineering was then selected as the most responsive proposal, March 27, 1981.
- B. ALTERNATIVES CONSIDERED: Contract out for a Construction Manager or administer through the Solid Waste staff. This particular job involves extensive testing and inspection of the placement of 500,000 cubic yards of fill material in a short period of time. The job would require the services of several professional staff personnel for a period of four months. This temporary demand of services from in-house staff was not feasible for this project.
- C. CONCLUSION: Staff recommends the acceptance of this personal services contract with W. R. Gamble Engineering to perform construction management of the site development project.

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

TO: Metro Council
FROM: Council Coordinating Committee
SUBJECT: Approving Transit Station Area Planning Program (TSAPP)
Contract with Zimmer, Gunsul, Frasca for Urban Design
Analysis

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Approval for Metro to enter into a \$53,000 contract with Zimmer, Gunsul, Frasca to do the urban design analysis within the TSAPP.

B. POLICY IMPACT: On March 27, 1980, the Metro Council voted to amend the FY 1980 Unified Work Program (UWP) to include the TSAPP and give Metro responsibility for program coordination.

On September 29, 1980, the Urban Mass Transportation Administration (UMTA) approved Tri-Met's grant application funding the TSAPP.

On November 20, 1980, the Metro Council authorized Metro to accept funding for the program from Tri-Met and to hire project consultants.

C. BUDGET IMPACT: Metro has a contract with Tri-Met which funds TSAPP project consultants. Funding is entirely from Interstate Transfer funds (85%) and the local jurisdictions of Portland, Gresham, Multnomah County and Tri-Met (15%). No new hires are included.

II. ANALYSIS:

A. BACKGROUND: The TSAPP is intended to capitalize on the potential for development induced by the \$225 million light rail project. Metro is coordinating the planning and development program which began in October 1980, and will identify the effects of the Banfield LRT on development, redevelopment or conservation of neighborhoods along the route. The \$1.6 million program is funded by the Urban Mass Transportation Administration (UMTA) and involves the cities of Portland and Gresham, Multnomah County, Tri-Met, Oregon Department of Transportation (ODOT) and Metro. Based on their adopted comprehensive plans, the local jurisdictions will prepare detailed plans, implementation strategies and development programs for each of the station areas along the Banfield light rail line.

The purpose of the urban design analysis is to portray the urban design implications of land use plans for each station area and to develop urban design strategies. The analysis will recommend:

- Architectural and landscape designs which address specific station influence area conditions;
- Amendments to local ordinances and capital improvement plans affecting urban design so that they support station area goals and objectives;
- Links between neighborhoods and the light rail transit system; and
- Interfaces between new and existing development.

A Request for Proposal process was used to solicit potential urban design consultants. Zimmer Gunsul Frasca was selected from 16 competing firms.

- B. ALTERNATIVES CONSIDERED: Local jurisdictions could have performed the work in-house. In fact, Gresham will be using that approach. Portland and Multnomah County did not feel they could hire high quality urban design staff for the limited life of the grant.

Local jurisdictions could have each contracted separately with an urban design consultant. The local project managers felt that better coordination and greater economies of scale could be gained by hiring one consultant for analysis in both jurisdictions.

- C. CONCLUSION: Metro's contract with Zimmer Gunsul Frasca is recommended for approval.

SB/gl
2456B/214



METRO

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

MEMORANDUM

Date: April 9, 1981
To: Metro Public Contract Review Board
From: Norm Wietting, Operations Manager-St. Johns
Regarding: Contract for Scale Equipment at the Clackamas Center

As required by OAR 127-20-030 the Metropolitan Service District Council, in its capacity as Public Contract Review Board, is hereby notified of the following contract in excess of \$10,000.

Description of Contract

The contract is for equipment to record weight and print receipts and invoices (console and printer) for the Clackamas Center. Equipment must be compatible with the existing equipment at the St. Johns Landfill and must be able to use the accounting program already developed for the St. Johns Landfill equipment.

Why Colt Industries Was Selected

Colt Industries submitted a price quotation of \$45,967 to provide and install a console and printer identical to the unit installed at St. Johns in September 1980. This compares with a price of \$46,676 for the unit purchased for St. Johns. The Colt Industries console and printer is the only standard equipment unit that would be compatible with our billing computer program.

Colt was originally awarded the contract for the St. Johns unit following public bids based on servicability of their entire system. Because the unit is to be used initially at Rossman's and later at the Resource Recovery Facility it must be compatible with the program developed for the St. Johns unit and because Colt Industries is the only vendor of a standard compatible unit, the contract with Colt Industries has been properly entered without public bid. Such a bid process would achieve no useful purpose since only Colt would be capable of submitting a bid for a compatible unit.

NW/MH/gl
2721B/D2

TITLE For the Purpose of Providing for a
Temporary Partial Waiver of Charges at the
St. Johns Landfill for Woody Wastes

DATE INTRODUCED _____

FIRST READING _____

SECOND READING April 23, 1981

DATE ADOPTED _____

DATE EFFECTIVE _____

ROLLCALL

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

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROVIDING) ORDINANCE NO. 81-107
FOR A TEMPORARY PARTIAL WAIVER OF)
CHARGES AT THE ST. JOHNS LANDFILL) Introduced by the Regional
FOR WOODY WASTES) Services Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1.

Metro Code Section 4.06.005 !Definitions! is hereby amended to read:

As used in this ordinance, unless the context requires otherwise:

(a) "Person" means any individual, partnership, association, corporation, trust, firm, estate, joint venture or any other private entity or any public agency.

(b) "Solid Waste" means all putrescible and nonputrescible wastes, including without limitation, garbage, rubbish, refuse, ashes, paper and cardboard; vehicles or parts thereof; sewage sludge, septic tank and cesspool pumpings or other sludge; commercial, industrial, demolition and construction waste; home and industrial appliances; and all other waste material permitted by ordinance to be disposed of at the St. Johns Landfill.

(c) "St. Johns Landfill" is that existing landfill owned by the City of Portland, Oregon, operated by Metro and located at 9363 N. Columbia Blvd., Portland, Oregon 97203.

(d) Woody Waste" means twigs, branches and tree limbs in a form appropriate for mechanical processing for reuse or sale.
Woody waste does not include grass clippings, leaves (other than

leaves still attached to limbs or branches), or other yard or construction debris that is not appropriate for mechanical processing for reuse or sale. The operator or person in charge of accepting woody waste shall make the final determination of what is woody waste based on the capacity of available machinery to process the woody waste. The Executive Officer may establish guidelines for determining what is woody waste within the meaning of this chapter.

(e) "Separated Woody Waste" means woody waste which does not contain sufficient nonwoody waste to interfere with mechanical processing of the woody waste or contaminate the processed woody waste product.

Section 2.

Metro Code Section 4.06.030 !Waiver of Rates; St. Johns Landfill is hereby amended to read:

(a) A waiver of charges may be made by the operator of the landfill for inert material, including but not limited to earth, sand, stone, crushed concrete and broken asphaltic concrete, if, at the discretion of the operator of the landfill, such inert material is needed for cover, road base or other internal use.

(b) The Executive Officer may, from time to time, direct that separated woody waste be accepted at the following charges:

VEHICLE CATEGORY	TOTAL RATE
PRIVATE	
Cars, Station Wagons	\$1.00 ¹
Vans, Pick-ups, Trailers	2.00 ²
COMMERCIAL	
Compacted	1.00/CY
Uncompacted	.50/CY

¹Based on a minimum load of 2 cubic yards.

²For the first two and a half cubic yards, each additional cubic yard is \$1.00.

The Executive Officer may direct that such separated woody waste be accepted under such conditions as may be convenient to facilitate its processing for reuse or sale. Before directing that separated woody waste be accepted at a reduced charge under the terms of this subsection, the Executive Officer shall determine that a sufficient demand exists for processed woody waste to ensure that the woody wastes accepted under the provisions of this subsection can be reused or sold and will not have to be disposed of with other solid waste in the landfill.

Section 3.

This ordinance is adopted as a temporary measure to encourage alternative disposal of woody waste. This ordinance shall cease to apply and shall be of no further effect after January 1, 1982.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of April, 1981.

Presiding Officer

ATTEST:

Clerk of the Council

MH/gl
2347B/214

METROPOLITAN SERVICE DISTRICT

FY 82 PRELIMINARY BUDGET

Please note: This is the Executive Officer's Preliminary Budget which will be reviewed at a meeting of the Metro Council's Coordinating Committee on, April 20, 1981. The formal proposed document will be presented on, April 23, 1981.

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET SUMMARY

<u>FUND</u>	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
1. <u>Operations</u>						
General Fund	4,291,830	93.3	4,028,603	74.5	(263,227)	(18.8)
Solid Waste						
St. John's	2,989,530		3,610,000			
Other	4,302,350		3,587,270			
Total	<u>7,291,880</u>	<u>30.0</u>	<u>7,197,270</u>	<u>27.68</u>	<u>(94,610)</u>	<u>(2.32)</u>
Solid Waste Debt						
Service	398,063		768,000		369,937	
Zoo	4,353,625	94.1	5,136,043	101.46	782,418	7.36
Criminal Just. Asst.	1,651,000		1,100,000		(551,000)	
Drainage Fund	8,741		--		(8,741)	
Transportation Asst.	569,500		--		(569,500)	
Total	<u>18,564,639</u>	<u>217.4</u>	<u>18,229,916</u>	<u>203.64</u>	<u>(334,723)</u>	<u>(13.76)</u>
2. <u>Capital</u>						
Zoo	2,623,987*		2,831,116		207,129	
Solid Waste Capital	4,077,119		15,660,000		11,582,881	
Johnson Creek	770,000		--		(770,000)	
Total	<u>7,471,106</u>		<u>18,491,116</u>		<u>11,020,010</u>	
Total Budget	<u>26,035,745</u>	<u>217.4</u>	<u>36,721,032</u>	<u>203.64</u>	<u>10,685,287</u>	<u>(13.76)</u>

*This amount reflects the supplemental budget changes to be presented to the Council in April.

METROPOLITAN SERVICE DISTRICT
FY 82 BUDGET

GENERAL FUND SUMMARY

	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
1. Personnel Services	2,154,423	93.3	1,921,211	74.5	(233,212)	18.8
2. Materials & Services	1,315,436		1,639,108*		323,672	
3. Capital Outlay	14,330		6,100		(8,230)	
4. Transfers	150,000		--		(150,000)	
5. Unappropriated Balance	--		100,000		100,000	
6. Contingency	657,641		362,184		(295,457)	
Total	<u>4,291,830</u>	<u>93.3</u>	<u>4,028,603</u>	<u>74.5</u>	<u>(263,227)</u>	

Revenues

Dues	548,420	550,410	1,990
Grants	2,263,589	1,779,047	(484,542)
Local Agency Pymts.	224,568	189,937	(34,731)
Enterprise	200,000	--	(200,000)
Trans. from Zoo	275,000	323,681	48,681
Trans. from S.W.	436,259	520,670	84,411
Trans. from Johnson Creek	25,000	--	(25,000)
Trans. from Crim. Just.	25,000	27,958	2,958
Fund Balance	250,000	600,000	350,000
Interest	20,000	15,000	(5,000)
UGB Amendment fees	--	22,000	22,000
Total	<u>4,921,830</u>	<u>4,028,603</u>	<u>(263,227)</u>

*Includes \$86,000 for unemployment reserve.

METROPOLITAN SERVICE DISTRICT
FY 82 BUDGET

Department: Council

A. SUMMARY OF RESOURCES

Expenditures	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Personnel Services	26,562	1.5	29,137	1.60	2,575	.1
Materials & Services	48,950		53,920		4,970	
Capital Outlay	1,500		1,000		(500)	
Sub-Total	<u>77,012</u>	<u>1.5</u>	<u>84,057</u>	<u>1.60</u>	<u>7,045</u>	<u>.1</u>
Contingency	2,656		2,331		(325)	
Total	<u>79,668</u>		<u>86,388</u>		<u>6,720</u>	

B. KEY CHANGES

1. Council Clerk and Council Secretary FTE transferred from Executive Management.

C. IMPACT ON COUNCIL PRIORITIES

1. No Change

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Executive Office

A. RESOURCE SUMMARY

Expenditures	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Personnel Services	242,887	6.5	268,327	7.40	25,440	.90
Materials & Services	37,250		50,975		13,725	
Capital Outlay	2,500		1,000		(1,500)	
Sub-Total	<u>282,637</u>		<u>320,902</u>		<u>37,665</u>	
Contingency	23,288		21,465		(1,823)	
Total	<u>305,925</u>	<u>6.5</u>	<u>341,767</u>	<u>7.40</u>	<u>35,842</u>	<u>.90</u>

B. KEY CHANGES

Transfer in	
1. State and Federal Liason	1.0
2. Eliminate Policy and Development Officer	(1.0)
3. Change in Council Clerk and Secretary	(.10)
Add	
1. Executive Mgmt. Assist.	<u>1.0</u>
	.90

C. IMPACT ON COUNCIL PRIORITIES

1. Data assessment project not funded.

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Support Services

A. RESOURCE SUMMARY

Expenditures	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Personnel Services	672,465	31.5	647,599	27.5	(24,866)	(4.0)
Materials & Services	717,808		708,332		(9,476)	
Capital Outlay	5,030		2,100		(2,930)	
Sub-Total	<u>1,395,303</u>		<u>1,358,031</u>		<u>(37,272)</u>	
Contingency	63,822		51,810		(12,012)	
Total	<u>1,459,125</u>		<u>1,409,841</u>		<u>(27,884)</u>	

B. KEY CHANGES

Transfer State and Federal Liason to Executive Office	(1.0)
Cut Public Invol. Coord. II	(1.0)
Cut Local Gov't. Assistant	(1.0)
Cut Administrative Assistant	(1.0)
Cut Public Involv. Coord.	(1.0)
Cut Graphic Artist	(1.0)
Cut Community Relations Spec.	(1.0)
Add Support Services Director	1.0
Add Media Specialist	1.0
Add Accounting Clerk I	1.0
Total	<u>(4.0)</u>

C. IMPACT ON COUNCIL PRIORITIES

Priorities not funded

1. Fixed asset project
2. Internal audit program
3. Data Processing plan
4. Management Education Reduced
5. Johnson Creek Public Involvement not included.

D. SUPPORT SERVICES DEPARTMENT DETAIL

FY 81

Accounting	193,857	5.6
Personnel & Support Services	765,896	10.9
Local Government & Citizen Invol.	283,082	10.0
Public Information	152,468	5.0
Contingency	63,822	
Total	<u>1,459,125</u>	<u>31.5</u>

FY 82

Accounting and Budgeting	260,170	7.0
Personnel & Support Services	686,561	6.5
Public Information & Pub. Invol.	217,840	8.0
Local Government	106,704	3.0
Director's Office	86,756	3.0
Contingency	51,810	
Total	<u>1,409,841</u>	<u>27.5</u>

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Transportation

A. RESOURCE SUMMARY

Expenditures	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Personnel Services	611,583	27.5	603,195	24.0	(8,388)	3.5
Materials & Services	733,848		481,043		(252,805)	
Capital Outlay	2,800		2,000		(800)	
Sub-Total	<u>1,348,231</u>	27.5	<u>1,086,238</u>	24.0	<u>(261,993)</u>	
Contingency	113,000		48,359		(64,641)	
Support Services	403,000		362,922		(40,078)	
Total	<u>1,864,231</u>		<u>1,497,519</u>		<u>(366,712)</u>	

Revenues				
Grants	1,624,648	1,124,827		(499,821)
Local Agency Pymts.	38,000	100,000		62,000
Match:				
ODOT	77,000	46,187		(30,813)
Tri-Met	60,000	37,940		(22,060)
Local Jurisdictions		8,925		8,925
Local Dues	60,000	117,922		57,922
Local Dues (Discretionary)	-	41,890		41,890
Support Services	4,583	19,828		15,245
Total	<u>1,864,231</u>	<u>1,497,519</u>		<u>(366,712)</u>

B. KEY CHANGES

The following staff reductions are included; all are vacant positions:

Principle Planner	1.0
Planner II	1.0
Planning Technicians	1.5

C. IMPACT ON COUNCIL PRIORITIES:

1. All Council priorities are included with exception of Demand Management Planning.
2. A Transportation financing program will be funded. Decisions on how to shift resources within the existing level will be made before proposed budget is presented.

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Development Services

A. RESOURCE SUMMARY

Expenditures	<u>FY 81</u>	<u>FTE*</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Personnel Services	546,530	23.3	284,919	11.0	(261,611)	12.3
Materials & Services	346,080		257,338		(88,742)	
Capital Outlay	2,500		-		(2,500)	
Sub-Total	895,110	23.3	542,257	11.0	(352,853)	12.3
Contingency	47,993		22,794		(25,199)	
Support Services	232,957		99,794		(133,163)	
Total	<u>1,176,060</u>		<u>664,845</u>		<u>(511,215)</u>	
Revenues						
Grants	885,508		435,081		(450,427)	
Transfer-Solid Waste Match	21,383		-		(21,393)	
Tri-Met	-		42,972		42,972	
Local Dues	154,351		37,592		(116,759)	
Local Dues (Discretionary)	114,818		149,200		34,382	
Total	<u>1,176,060</u>		<u>664,845</u>		<u>511,215</u>	

*Combines Metro Development and Environmental Services budgets and adds 1.0 Senior Planner for Transit Station project.

B. KEY CHANGES

Delete the following positions:

Metro Development

Director	(1.0)
Principle Regional Planner	(1.0)
Urban Economist	(1.0)
Administrative Asst.	(1.0)
Planner III	(1.5)
Planner II	(1.0)
Planner I	(1.0)
Development Analyst	(1.0)
Sub-Total	(8.5)

Environmental Services

Director	(1.0)
Secretary	(1.0)
Environmental Tech.	(1.0)
Regional Planner	(2.0)
Sub-Total	(5.0)

Total (13.5)

Increase Staff Assistant

Add Planner III	.2
Total	1.0
	(12.3)

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Criminal Justice

A. RESOURCE SUMMARY

Expenditures	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Personnel Services	97,046	4.0	88,034	3.0	(9,012)	(1.0)
Materials & Services	-		1,500		1,500	
Sub-Total	<u>97,046</u>	<u>4.0</u>	<u>89,534</u>	<u>3.0</u>	<u>(7,512)</u>	<u>(1.0)</u>
Support Services	64,050		55,146		(8,904)	
Contingency	9,704		7,044		(2,660)	
Total	<u>170,800</u>		<u>151,724</u>		<u>(19,076)</u>	
Revenues						
Grants	124,837		106,173		(18,664)	
Match-Metro	20,963		17,593		(3,370)	
Interest	25,000		27,958		2,958	
Total	<u>170,800</u>		<u>151,724</u>		<u>(19,076)</u>	

B. KEY CHANGES

Revenues down due to the elimination of Criminal Justice program.

Cut Criminal Justice Planner (1.0)

C. IMPACT ON COUNCIL PRIORITIES

A reserve of local funds to help offset this decrease has not been included.

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Zoo Operations

A. RESOURCE SUMMARY

Expenditures

Personnel Services	1,807,731	94.1	2,116,926	101.46	309,195	7.36
Materials & Services	1,311,245		1,399,597		88,352	
Capital Outlay	216,124		277,290		61,166	
Transfer	275,610		323,681		48,071	
Unappropriated Bal.	100,000		500,000		400,000	
Contingency	642,915		518,549		(124,366)	
Total	<u>4,353,625</u>	<u>94.1</u>	<u>5,136,043</u>	<u>101.46</u>	<u>782,418</u>	<u>7.36</u>

Revenues

Enterprise

Admissions	727,671		926,100		198,429
Concessions/food	474,082		665,000		190,918
Vending/food	7,900		7,000		(900)
Vending/Anl. food	30,250		--		(30,250)
Railroad	210,336		210,000		(336)
Gift Shop	147,881		175,000		27,119
Other	34,135		37,750		3,615
Sub-Total	<u>1,632,255</u>		<u>2,020,850</u>		<u>388,595</u>

Food Balance	500,000		413,693		(86,307)
Taxes	2,085,000		2,538,000		453,000
Federal Grants	30,100		25,000		(5,100)
Interest	62,770		50,000		(12,770)
Miscellaneous	3,500		3,500		--
Donations	40,000		85,000		45,000
Total	<u>4,353,625</u>		<u>5,136,043</u>		<u>782,418</u>

B. KEY CHANGES

Add:

Electrician	1.0
Animal Keepers	1.5
Food Service Assistant	1.0
Concession Workers	3.86
Total	<u>7.36</u>

C. IMPACT ON COUNCIL PRIORITIES

Contains Increase in admission fees.

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Zoo Capital

<u>Expenditures</u>	<u>FY 81</u>	<u>FY 82</u>	<u>CHANGE</u>
Capital Projects	2,623,987*	2,831,116	207,129

Revenues

Property Tax	--	2,024,000	2,204,000
Fund Balance	1,895,887	647,116	(1,248,771)
Interest	198,100	60,000	(138,100)
Donations	530,000	100,000	(430,000)
Total	<u>2,623,987</u>	<u>2,831,116</u>	<u>207,129</u>

Project Summary

Primate Project	2,015,987	100,000	(1,915,987)
Elephant Enclosure	25,000	-	(25,000)
Cascade Project	470,000	900,000	430,000
Bridge	18,000	-	(18,000)
Employee Rest Area	5,000	-	(5,000)
Sculpture Garden	5,000	6,000	1,000
Parking Lot	15,000	-	(15,000)
Cascade Nature Center	5,000	-	(5,000)
Elephant Museum	25,000	20,000	(5,000)
Storage Enclosure	20,000	-	(20,000)
Entrance Plaza Kiosks	5,000	-	(5,000)
Miscellaneous	15,000	-	(15,000)
Maintenance Bldg.	-	287,000	287,000
Penguinarium	-	672,000	672,000
Alaskan Exhibit	-	450,000	450,000
Misc. Exhibit Improv.	-	217,116	217,116
Visitor Service Improv.	-	29,000	29,000
Steam Engine Boiler	-	40,000	40,000
Emergency Generator	-	85,000	85,000
Visitor Services	-	-	-
Office Remodel	-	25,000	25,000
Total	<u>2,623,987</u>	<u>2,831,116</u>	<u>207,129</u>

*This amount reflects the supplemental budget changes to be presented to the Council in April. The current adopted budget amount is \$2,177,507.

METROPOLITAN SERVICE DISTRICT
 FY 82 ZOO BUDGET
 DIVISION SUMMARY

<u>Administration</u>	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Personnel Services	154,965	5.25	165,499	5.3	10,534	.05
Materials & Services	238,412		195,650		(42,762)	
Capital Outlay	4,870		3,960		(910)	
Sub-Total	<u>398,247</u>		<u>365,109</u>		<u>(33,138)</u>	
Contingency	<u>12,398</u>		<u>16,219</u>		<u>3,821</u>	
Total	<u>410,645</u>		<u>381,328</u>		<u>(29,317)</u>	
 <u>Animal Management</u>						
Personnel Services	671,560	29.46	774,280	31.03	102,720	1.57
Materials & Services	240,500		256,200		15,700	
Capital Outlay	26,200		24,300		(1,900)	
Sub-Total	<u>938,260</u>		<u>1,054,780</u>		<u>116,520</u>	
Contingency	<u>53,724</u>		<u>64,082</u>		<u>10,358</u>	
Total	<u>991,984</u>		<u>1,118,862</u>		<u>126,878</u>	
 <u>Buildings & Grounds</u>						
Personnel Services	475,270	21.47	530,313	21.5	55,043	.03
Materials & Services	352,134		396,324		44,190	
Capital Outlay	133,100		225,900		92,800	
Sub-Total	<u>960,504</u>		<u>1,152,537</u>		<u>192,033</u>	
Contingency	<u>38,021</u>		<u>42,426</u>		<u>4,405</u>	
Total	<u>998,525</u>		<u>1,194,963</u>		<u>196,438</u>	
 <u>Education Services</u>						
Personnel Services	178,967	9.4	214,063	9.8	35,096	.35
Materials & Services	68,957		73,758		4,801	
Capital Outlay	2,500		1,900		(600)	
Sub-Total	<u>250,424</u>		<u>289,721</u>		<u>39,297</u>	
Contingency	<u>16,107</u>		<u>20,979</u>		<u>4,872</u>	
Total	<u>266,531</u>		<u>310,700</u>		<u>44,169</u>	
 <u>Public Relations</u>						
Personnel Services	51,170	2.5	57,625	2.5	6,455	.00
Materials & Services	63,918		66,615		2,697	
Capital Outlay	730		4,430		3,700	
Sub-Total	<u>115,818</u>		<u>128,670</u>		<u>12,852</u>	
Contingency	<u>4,605</u>		<u>5,648</u>		<u>1,043</u>	
Total	<u>120,423</u>		<u>134,318</u>		<u>13,895</u>	
 <u>Visitor Services</u>						
<u>Admissions</u>						
Personnel Services			87,323	5.59		
Materials & Services			6,090			
Capital Outlay			3,900			
Sub-Total			<u>97,313</u>			
Contingency			<u>6,985</u>			
Total			104,298			
 <u>Revenues</u>						
Admissions			<u>926,100</u>			
Balance			821,802			

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Solid Waste Operations

A. RESOURCE SUMMARY

Expenditures

Personnel Services	624,037	30.0	612,047	27.68	(11,990)	(2.32)
Materials & Services	5,078,180		5,058,326		(19,854)	
Capital Outlay	17,100		14,500		(2,600)	
Transfers	1,125,893		1,128,170		2,277	
Sub-Total	6,845,210	30.0	6,813,043	27.68	(32,167)	(2.32)
Reserve for St. Johns Cover	-		150,000		150,000	
Contingency	446,670		234,227		(212,443)	
Total	<u>7,291,880</u>		<u>7,197,270</u>		<u>(94,610)</u>	

Revenues

Fund Balance	1,252,210		1,200,000		(52,210)	
User Fees	925,000		1,000,000		75,000	
Interest	35,000		80,000		45,000	
Portland Recycling	670		670		--	
Recycling Drop Centers	17,000		--		(17,000)	
St. Johns Landfill	3,500,000		3,086,000		(414,000)	
Nash Pit	1,000,000		--		(1,000,000)	
Troutdale Landfill	132,000		--		(132,000)	
EPA Grant	280,000		150,000		(130,000)	
Trans from Gen'l fund	150,000		--		(150,000)	
Clackamas Recycling fee	--		350,000		350,000	
Franchise fee	--		1,600		1,600	
City of Portland Landfill covers	--		150,000		150,000	
Trans from capital improvement - Landfill covers/ Resource Rec.	--		1,179,000		1,179,000	
Total	<u>7,291,880</u>		<u>7,197,270</u>		<u>94,610</u>	

B. KEY CHANGES

1. ADOPTED BUDGET

Delete:

Resource Recovery (1.0)

Add:

Public Involvement Specialist 1.0
 Public Information Specialist 1.0
 Secretary I 1.0
 Solid Waste Coord. (Waste Red.) 1.0
 Clerk Typist 2 (Switchboard) 1.5
 Solid Waste Coord. (Yard Debris) .58
 Sub-Total 32.08

DIVISION SUMMARY

	<u>FY 81</u>	<u>FTE</u>	<u>FY 82</u>	<u>FTE</u>	<u>CHANGE</u>	<u>FTE</u>
Food						
Personnel Services			208,918	19.68		
Materials & Services			278,900			
Capital Outlay			8,670			
Sub-Total			<u>496,488</u>			
Contingency			<u>16,715</u>			
Total			513,203			
Revenues						
Concessions, food			665,000			
Vending, food			<u>7,000</u>			
Total			<u>672,000</u>			
Balance			158,797			
Retail						
Personnel Services			48,375	4.12		
Materials & Services			122,760			
Capital Outlay			<u>4,120</u>			
Sub-Total			<u>175,255</u>			
Contingency			<u>3,870</u>			
Total			179,125			
Revenues						
Gift Shop			175,000			
Stroller Rentals			<u>14,000</u>			
Total			<u>189,000</u>			
Balance			9,875			
Railroad						
Personnel Services			36,781	1.94		
Materials & Services			3,300			
Capital Outlay			<u>110</u>			
Sub-Total			<u>45,596</u>			
Contingency			<u>2,943</u>			
Total			43,134			
Railroad Operations (from Bldg & Grnds Div.)			<u>154,161</u>			
Total			107,295			
Revenues						
Railroad			<u>210,000</u>			
Balance			12,705			
Total Division						
Personnel Services	275,799	26.0	375,146	31.33	99,347	5.33
Materials & Services	346,850		411,050		64,200	
Capital Outlay	<u>48,724</u>		<u>16,800</u>		<u>(31,924)</u>	
Sub-Total	671,373		802,966		131,623	
Contingency	<u>26,476</u>		<u>36,764</u>		<u>10,288</u>	
Total	697,849		839,760		141,911	
Revenues						
Admissions	727,671		926,100		198,429	
Concessions, food	474,082		665,000		190,918	
Vending, food	7,900		7,000		(900)	
Railroad	210,336		210,000		(336)	
Gift Shop	147,881		175,000		27,119	
Vending, Anl. Food	30,250		-		(30,250)	
Boat Ride	6,600		-		(6,600)	
Stroller Rental	8,200		<u>14,000</u>		5,800	
Total	<u>1,612,920</u>		<u>1,997,100</u>		<u>384,180</u>	
Balance	915,071		1,157,349		242,278	

KEY CHANGES

2. FY 82 BUDGET

Delete:

Collection Franchise Admin.	(1.0)
Collection Franchise Asst.	(1.0)
Gate Attendant	(7.4)
Sub-Total	<u>(9.4)</u>

Add:

Solid Waste Technician	1.0
Admin. Assistant	1.0
Staff Asst. - Engineering	<u>2.0</u>
Sub-Total	4.0

Total	<u>27.68</u>
-------	--------------

C. IMPACT ON COUNCIL PRIORITIES

No Change

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Solid Waste Debt Service

A. SUMMARY OF RESOURCES

Expenditures

Debt Service	398,063	768,000	369,937
--------------	---------	---------	---------

Revenues

Transfer from Solid Waste Oper. Portland Recycling	387,615	757,500	--
--	---------	---------	----

Loan repayment	10,448	10,500	--
----------------	--------	--------	----

Total	<u>398,063</u>	<u>768,000</u>	<u>369,937</u>
-------	----------------	----------------	----------------

B. KEY CHANGES

Repayment of DEQ loan for the St. John's landfill begins in this fiscal year.

C. IMPACT ON COUNCIL PRIORITIES

No Change

METROPOLITAN SERVICE DISTRICT

FY 82 BUDGET

Department: Solid Waste Capital

A. RESOURCE SUMMARY

Expenditures

Capital Projects	4,077,119	15,660,000	11,582,881
------------------	-----------	------------	------------

Revenues

Fund Balance	2,962,100	9,010,000	6,047,900
DEQ Grant/Loan	--	4,500,000	4,500,000
Methane Gas Grant	--	2,000,000	2,000,000
Interest	63,000	150,000	87,000
City of Portland	750,000	--	(750,000)
Trans. from Solid			
Waste Operation	302,019	--	(302,019)
Total	<u>4,077,119</u>	<u>15,660,000</u>	<u>11,582,881</u>

B. KEY CHANGES

1. Project Summary

Resource Recovery	350,000	179,000	(350,000)
St. John's	2,977,119	3,610,000	632,881
Troutdale Design	50,000	--	(50,000)
Clackamas Center	350,000	6,411,000	6,061,000
Waste Reduction	--	--	--
Transfer Stations	350,000	4,550,000	4,200,000
Transfer to Solid			
Waste Debt Service			
fund	--	150,000	150,000
Contingency	--	760,000	760,000
Total	<u>4,077,119</u>	<u>15,660,000</u>	<u>11,582,881</u>

C. IMPACT ON COUNCIL PRIORITIES

No Change



METRO

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

MEMORANDUM

Date: April 20, 1981
To: Metro Council
From: Executive Officer
Regarding: FY '81 Supplemental Budget

At the regular Council meeting to be held on Thursday, April 23, it will be requested that Agenda Item 4.9, Transmitting the FY '81 Supplemental Budget to the TSCC, be removed from the Consent Agenda for a public hearing concurrent with that to be held on the Proposed FY '82 Budget.

RG:DUK:cw

The Metro Futures Proposal

TASK FORCE ON GOALS AND OBJECTIVES
APRIL 1981

THE METRO FUTURES PROPOSAL

Metro Task Force on Goals and Objectives

April, 1981

PROPOSAL ABSTRACT

Adoption of the Task Force on Goals and Objectives' Metro futures proposal would signal Metro's commitment to the concept of a Regional Futures Project in the wider community, sponsored by a network of organizations and individuals, to anticipate and plan for the critical issues that will face the Portland region between now and the year 2000. Under this work program Metro would support the establishment of such a Project with a Futures Planner position to provide it with fund raising assistance, information and expertise. The Task Force on Goals and Objectives would also be continued as a Futures Task Force to monitor development of a Regional Futures Project and serve as liaison to Metro Council.

TABLE OF CONTENTS

	Page
I. The Need: "Anticipating" the Region's Future	1
II. Project History: From "Goals and Objectives" to "Futures"	2
III. A Metro Futures Proposal	5
IV. Key Project Concepts	7
V. Program Staffing and Budgeting	9

1. THE NEED: "ANTICIPATING" THE REGION'S FUTURE

The Portland region will face a number of critical issues between now and the year 2000, involving growth, the economy, environment, energy, technology and human needs. Addressing these issues, and the rapid changes they bring, will require an unprecedented degree of foresight and planning on the part of government, the private sector, citizens' groups and individuals. Without a concerted, regionwide effort to plan and prepare for the next 20 plus years, the Portland region could easily lose its ability to adapt to change, and forfeit its national reputation for livability and a high quality of life.

Planning alone is often an ineffective way to prepare for the future because planners have no assurance of widespread public support. At the same time, citizen efforts to address complex issues are often ineffective because they lack a comprehensive or long-range perspective. What is needed is a public process that links long range planning with broad-based citizen participation in a way that "anticipates" the region's future.

A Regional Futures Project, sponsored by a network of groups and individuals, would provide just such a public process. Through extensive educational programs and public polling, a Regional Futures Project would encourage citizens to identify emerging regional issues and alternatives, and to choose preferred directions for the future.

Metro, as the elected regional government in the Portland area, is a logical public agency to help initiate a Regional Futures Project. Metro can provide key resources and information for a Futures Project, and also benefit from the increased public awareness of regional issues that would result from such an effort. A Regional Futures Project would provide Metro with invaluable citizen input, helping it:

- Identify "emerging" regional issues, and recognize the existence of alternative scenarios for the region's future;
- Develop policies that are more future-oriented than traditional goals and objectives;
- Educate and involve affected constituencies in advance of specific policy decisions, rather than after the fact;
- Develop a regional overview and a clear sense of direction for Metro.

The following futures proposal would signal Metro's commitment to the establishment of a Regional Futures Project in the wider community. It promises to be the first step in providing a more comprehensive backdrop for the difficult choices that will confront the Portland region in the coming years.

II. PROJECT HISTORY: FROM "GOALS AND OBJECTIVES" TO "FUTURES"

Over the past few years there have been a number of programs and reports at Metro that have revolved around the subject of direction. These efforts have answered some important questions: What is a "regional" issue? What kinds of involvement do Metro Councilors and its constituent groups support? Where should Metro's five-year budgetary priorities be placed? In answering these questions, Metro has established some effective short-range policy tools. But Metro has yet to develop a long-range integrating mechanism--an overview that imparts a clear sense of direction and a better articulation of its appropriate regional role.

Goals and objectives have always been seen as the means for establishing that overview. When Metro was formed in 1979 there was a legislative mandate requiring it to prepare goals and objectives. However, budgeted time and money would not initially support a full-scale goal setting program. As a result, Metro conducted a

limited "phase one" effort which examined a cross section of agency policies, analyzed where they were weak or strong, and assessed where Metro needed to think in terms of a new policy.

Metro's intent was that a "phase two" program would eventually establish agency goals and objectives, which if implemented would create a preferred physical and social environment in the year 2000. This included a commitment to full public involvement in the program and a heavy effort toward citizen education. To this end, Metro Council decided to set up a Task Force on Goals and Objectives to develop a proposed scope of work and cost estimates for conducting such a program. The Task Force began its work in the fall of 1980, with a recommendation to Council scheduled for the spring of 1981.

Early in its discussions, however, the Task Force agreed that a conventional goals and objectives program was not the optimum format for addressing the question of direction. This conclusion was based on the inability of goals to approach regional issues in a truly comprehensive or long-range fashion, or to anticipate those new issues that might emerge in the future. There was also a concern that producing more goals and objectives for the agency would be a repetitive exercise resulting in a potentially unused document.

These concerns, along with the fact that the Portland region would undoubtedly face a number of serious issues in the next 20 years, prompted the Task Force to shift its emphasis away from a goals and objectives format. What was needed instead, they concluded, was an ongoing process that would assist government and the region-at-large in jointly anticipating and planning for future choices. The agreed upon alternative was a "futures project"--a public education and polling process that combines planning foresight with broad-based citizen participation.

A futures project in the Portland region, the Task Force concluded, would give citizens a deeper understanding of the long-range issues

and choices confronting the region, and give Metro and other public agencies a better reading of public support for preferred directions in the future. While serving much the same purpose as producing a goals and objectives document, it would go much further to anticipate new trends and alternatives that goals alone might never address. It would also avoid the controversy of Metro itself assuming to set goals for the region.

One of the models used by the Task Force in endorsing the futures project concept was the Colorado Front Range Project, a nonpartisan, joint public/private effort initiated in 1979. The Front Range Project involved over 500 volunteers from a 13-county area in analyzing present and future trends in transportation, patterns of development, roles of government and natural resources as they related to both local communities and the entire region. A special Visions Task Force prepared five scenarios on Front Range futures for citizen review. Out of this work came action priorities for the public agenda, and issues for further study in the Project's second year. An additional 1,500 people participated in the Project's local forums and first year conference in September 1980.

Similarly, Metro's Task Force concluded that a Regional Futures Project in the Portland area should be a shared community endeavor, sponsored by a wide range of groups and individuals. Metro could help initiate a Futures Project, provide it with limited staff support and its good offices and exchange ongoing information and resources; but Metro could neither "own" nor run it. A Regional Futures Project needed to be autonomous and eventually self-supporting.

Before Metro Council was asked to commit itself to helping establish a Regional Futures Project, the Task Force sought an informal reading on community support for such an effort. Particularly important would be the participation of key organizations concerned with regional futures and committed to the "anticipatory" process. The Task Force found groups like the Metropolitan Citizens League,

City Club Vision Committee, Center for Urban Education, and others actively supportive of the Regional Futures Project concept. Numerous other citizens also indicated their interest in the idea.

Based on this initial response--and Metro's expressed needs--the Task Force developed a futures program for Council action. Their proposed program would have continued the current Goals and Objectives Planner position as a one staff project position through FY 82, coordinating a Metro futures program. In addition to its assistance in establishing a Regional Futures Project, the program would have incorporated some futures planning techniques into Metro's ongoing planning and policy development.

The developing political and fiscal climate in 1981 presented a new challenge to the Task Force proposal. Cutbacks in federal funding for Metro, questionable status of its local dues situation and political detractors of regional government all contributed to a scaled-down vision of Metro's regional role. To some, even a modest futures program at Metro seemed like a luxury. However, the Task Force maintained that this was precisely the time that the futures/foresight function was most needed. Experience showed that it could enhance decision-making in difficult times and help build public support for regional cooperation. These different concerns resulted in a condensed futures proposal, primarily focused on providing assistance toward the establishment of a Regional Futures Project in the wider community. Council Coordinating Committee recommended the proposal to Metro Council for action in late April.

III. A METRO FUTURES PROPOSAL

The primary purpose of the Metro futures proposal is to assist the Portland region in preparing for the critical issues it will face between now and the year 2000, and in so doing to strengthen the way in which Metro considers the future in its own planning and policy development. The proposal is based, in part, on two important assumptions:

- that a rapidly changing environment of complex social issues requires more foresight in planning than ever before;
- that long-range planning will be most effective when it fully involves the public in discussing alternatives and choosing directions for the future.

Specific objectives of the Metro futures proposal include the following:

- to facilitate the establishment of a Regional Futures Project sponsored by a network of organizations and individuals in the wider community, and to specifically assist the Project in becoming financially self-supporting;
- to promote the exchange of information, data and other resources on long-range planning and alternative futures between Metro and a Regional Futures Project;
- to monitor the development of a Regional Futures Project through a Metro Futures Task Force, and to advise Metro Council of important planning and policy considerations that emerge from the Project.

These objectives would be carried out in a six-month work program coordinated by a Futures Planner position at Metro, serving as a resource person on long-range planning and alternative futures to the wider community, as well as to Metro. Specific work targets of the Futures Planner would include the following:

- to provide assistance and expertise to a Regional Futures Project steering committee toward the establishment of a Regional Futures Project. This would include such activities as assisting in the location of grants and foundation support, "networking" key Project sponsors and

participants, facilitating Project design and development, and providing other technical assistance and support services;

- to provide staff support for a Metro Futures Task Force. This would include facilitating coordination and feedback between the Task Force and a Regional Futures Project, and keeping Task Force members current of other relevant information on long-range planning and alternative futures.
- to help make relevant Metro resources--such as forecast and composite information from its data files--available to a Regional Futures Project.

IV. KEY PROJECT CONCEPTS

A Regional Futures Project

Central to the futures work program at Metro would be the establishment of a Regional Futures Project for the Portland region. To this end, Metro would provide staff assistance, agency resources and its good offices. While a Futures Project would necessarily be shaped by the wider community as it evolves, Metro would view several components as critical to its success, including:

- the commitment to an autonomous and self-supporting Futures Project, co-sponsored by a network of key organizations and individuals from the region concerned with regional futures and committed to an "anticipatory" process. These sponsors would include representatives of government, business and labor, citizens and community groups, religious and educational institutions, as well as special resource people;
- the examination of existing and emerging issues of central concern to the region's future. These would include such

issues as growth and regional carrying capacity, energy and the environment, transportation and land use, technology, human services and social values, emergency preparedness, and more;

- the use of open-ended educational processes to investigate a wide range of alternatives for the region's future, and the use of extensive public polling to help generate "action agendas" for institutions, communities and individuals in the region;
- the encouragement of broad-based public participation from throughout the region whenever possible, and the use of communication techniques that help facilitate such participation and information-sharing, such as mass media, cable television and computers.

Metro Futures Task Force

The Metro Futures Task Force would be an ongoing version of the current Task Force on Goals and Objectives, re-organized to monitor a Regional Futures Project and to serve as liaison to the full Metro Council. The Task Force would function independently of Council Coordinating Committee and would meet on a regular basis. The chairperson of the Task Force would serve as Metro's representative to a Regional Futures Project steering committee. Metro staff would be included on the Task Force.

Program Relationship to Goals and Objectives

The Metro futures proposal has not been designed to specifically produce goals and objectives for the agency. It does parallel a goals program in that it seeks to address the question of direction for Metro and the region--albeit in a more long-range and comprehensive fashion. It also assumes that directions for the region's future will best be determined through a regionwide process

that encourages full public participation. A Regional Futures Project would undoubtedly generate directions, action agendas and, ultimately, public policy for the region. To that end it would still serve the original mandate of Metro's Task Force on Goals and Objectives.

V. PROGRAM STAFFING AND BUDGETING

Metro Council action in support of the Metro futures proposal would result in the continued funding of the current Goals and Objectives Planner position as a Futures Planner position coordinating a six-month work program. Staff time during this six-months would be allocated in the following proportions: support work for a Regional Futures Project, 75 percent; Metro Futures Task Force support, coordination and feedback, 25 percent. The Futures Planner position would be funded entirely from local dues.

The proposed budget for the six-month work program is \$18,315. This includes salaries (1.0 F.T.E.), fringe, contingency, and materials and services as itemized below:

EXPENSE:

Personal Services	\$11,237
Materials and Services	3,750
Fringe	2,428
<u>Contingency</u>	<u>900</u>
	\$18,315

REVENUE:

Local Dues	\$18,315
------------	----------

The current Goals and Objectives Planner position expires in April 1981, and a transfer of General Fund Contingency monies (\$6,105) is

necessary to continue this position through the last two months of FY 81. A Council resolution would be required for this purpose. In order to continue this position four months into FY 82, Metro Council needs to recommend that an additional \$12,210 be included for consideration in the FY 82 budget.

SA:gl

2730B:223

1000 FRIENDS OF OREGON

400 DEKUM BUILDING, 519 S.W. THIRD AVENUE, PORTLAND, OREGON 97204 (503) 223-4396

April 6, 1981

RECEIVED
APR 10 1981

METRO SERVICE DISTRICT

Mr. Rick Gustafson
Executive Officer
Metropolitan Service District
527 SW Hall
Portland, OR 97201

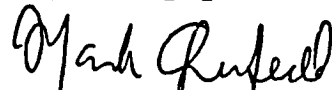
Subject: Clackamas County Request For UGB Amendment

Dear Mr. Gustafson:

I understand that you are considering recommending to the Metro Council that it directly hear Clackamas County's request to amend the regional urban growth boundary rather than referring this quasi-judicial matter to a hearings officer.

We are very concerned about such a recommendation and would want to be notified of the meeting at which you intend to present this recommendation to the Council. We request an opportunity to address the Council on this matter at that meeting.

Very truly yours,



Mark J. Greenfield
Staff Attorney

MJG:c

cc: Jack Deines, Metro Council
Presiding Officer
Members of Metro Council
Andrew Jordan
Timothy V. Ramis



METRO
METROPOLITAN
SERVICE DISTRICT
FISCAL YEAR 1982

**PROPOSED
BUDGET**

APRIL 1981

SUMMARY

527 SW. HALL, PORTLAND, OREGON
503/221-1646

METROPOLITAN SERVICE DISTRICT



Rick Gustafson
EXECUTIVE OFFICER

C O U N C I L

Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
VICE-PRESIDING OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Ernie Bonner
DISTRICT 8

Charles Williamson
DISTRICT 2

Cindy Banzer
DISTRICT 9

Craig Berkman
DISTRICT 3

Bruce Etlinger
DISTRICT 10

Corky Kirkpatrick
DISTRICT 4

Marge Kafoury
DISTRICT 11

Jane Rhodes
DISTRICT 6

Mike Burton
DISTRICT 12

FIRST PRINTING

METRO BACKGROUND

Metro began serving the tri-county area on January 1, 1979. It was authorized by the State Legislature in 1977, and approved by voters in May, 1978, as a consolidation of the Columbia Region Association of Governments (CRAG) and the Metropolitan Service District (MSD).

Metro assumed CRAG's planning functions and MSD's service responsibilities. But it was the first regional government organized under a directly elected Council and Executive Officer. Metro's 12 Councilors are elected from districts of about 70,000 population each. Its Executive Officer is elected at large.

During the first two years, Metro has concentrated on developing projects involving solid waste resource recovery, recycling, drainage management (e.g., Johnson Creek) and trans-

portation (e.g., Banfield Light Rail Transit (LRT) and Westside Transitway Corridor). Metro gained State approval for its UGB for the entire region, and improved its Washington Park Zoo by adding new programs and better exhibits.

As a regional government, Metro has been given a number of federal planning designations including A-95 Areawide Clearinghouse, Metropolitan Planning Organization for Transportation, "208" Water Quality Planning Agency, Air Quality Lead Agency, "701" Comprehensive Planning Organization and Law Enforcement Assistance Administration Regional Planning Unit.

For funding, Metro currently relies on State and federal grants, user fees, local government dues, and Zoo serial levies; all short-term sources of funding.



EXECUTIVE OFFICER'S BUDGET MESSAGE

Like most governments, Metro --the Metropolitan Service District-- will be severely affected by federal budget cuts in the next fiscal year.

The 1981-82 Metro budget calls for the elimination of 19 permanent staff positions, most of them in planning, and an overall six percent reduction in the General fund. Staff cuts will be made at all levels ranging from the Chief Administrative Officer and two department heads to some of the clerical staff.

These cuts will be accompanied by a change in direction for Metro's planning activities, particularly in housing, comprehensive planning, economic development, sewer planning, water quality and drainage management. The change will be timely, in that many of Metro's major planning efforts will be completed or near completion by the end of this fiscal year. By July 1, Metro will have completed its review of 20 of the 27 comprehensive plans for the region

and, by this summer, the Regional Transportation Plan should be completed and submitted to the Metro Council for adoption. As this planning work is completed, Metro will be moving from a period of regulation to one of implementation, which is best handled by the local governments with support from Metro.

The FY 82 budget assures that funds dedicated to the Zoo and Solid Waste will not be diverted to programs affected by the federal budget cuts, and that remaining funds will be focused on service to local governments.

General Fund

The General fund portion of the budget covers Development Services, Transportation, Criminal Justice, Support Services and Executive Management. It is the part of the budget affected by the federal funding cuts. The position of Chief Administrative Officer will be eliminated, as will

the department head positions for Environmental Services and Metropolitan Development. Federal grant support for the General fund will drop by \$485,000. The General fund includes \$550,000 in revenue from local government dues. Authority to collect those dues is pending approval in the State Legislature.

Washington Park Zoo

The Zoo budget will be unaffected by federal budget cuts. It reflects an increase in both capital and operation expenditures due to inflation, and includes revenue from the two new serial levies approved by voters in May, 1980. For FY 82, plans for the Zoo include upgrading some of the 20-year-old facilities, planning the Alaska Exhibit, and constructing the Penguinarium and Beaver/Otter Exhibit. The Zoo admission price is expected to increase, in order to maintain the Council's policy of paying only half the Zoo's operating costs with tax dollars.

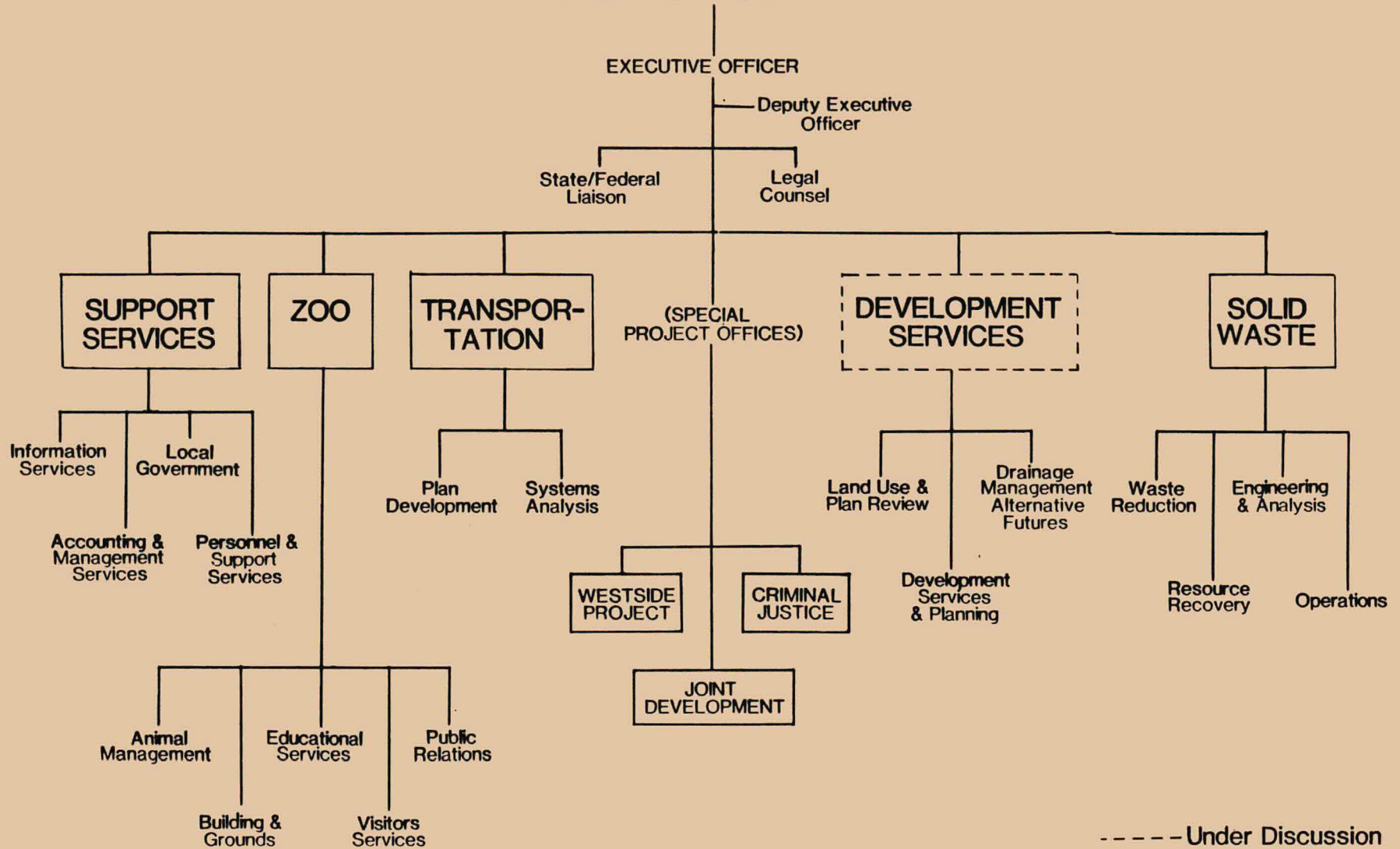
Solid Waste

The FY 82 budget reflects a full-service solid waste program for the region. It anticipates closure of Rossman's Landfill in June 1982, and includes plans to complete Phase I construction for the Resource Recovery Facility in Oregon City (filling the site and building the Clackamas Receiving and Recycling Center); complete plans for a new regional landfill; site two transfer stations to improve the movement of garbage in the region; and continue an aggressive program in waste reduction and recycling. The budget also includes an increase in landfill fees to reflect inflation in the operations contract for St. Johns Landfill.

Federal funding cuts have presented a particularly strong challenge for preparing the Metro budget this year. But, despite the difficulties, I am confident this document represents a sound program for Metro to provide necessary services to the region and continue to meet its primary responsibilities.

METRO ORGANIZATION CHART

METRO COUNCIL

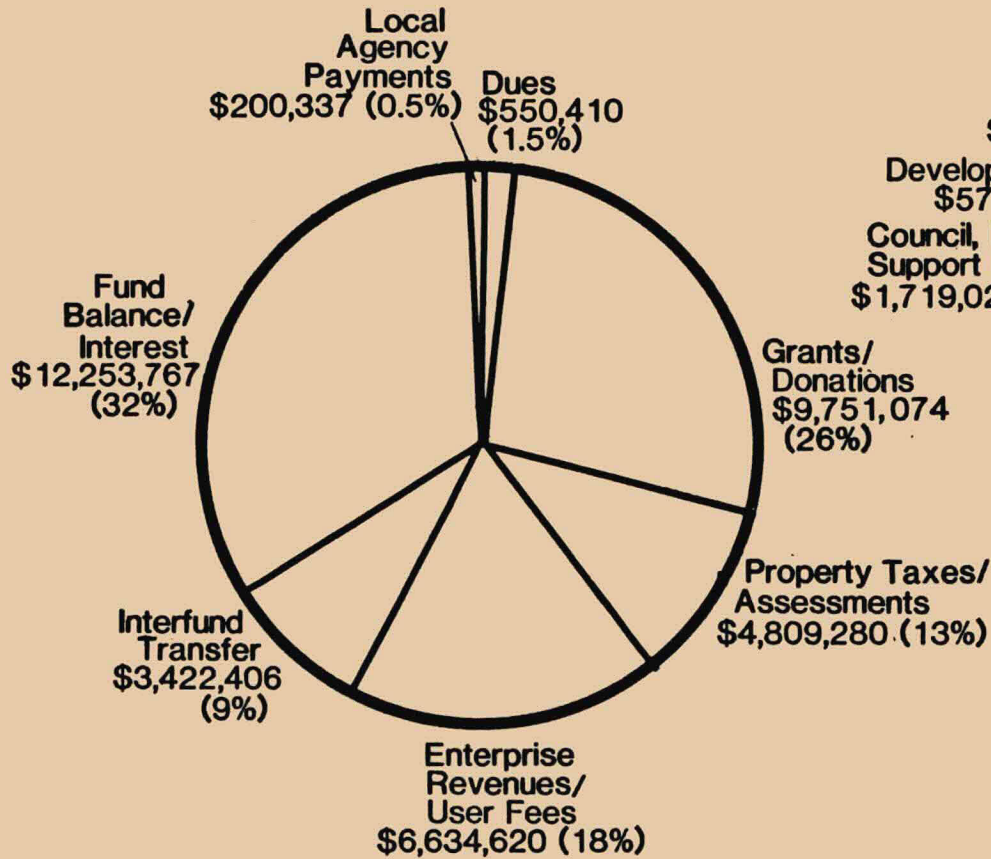


----- Under Discussion

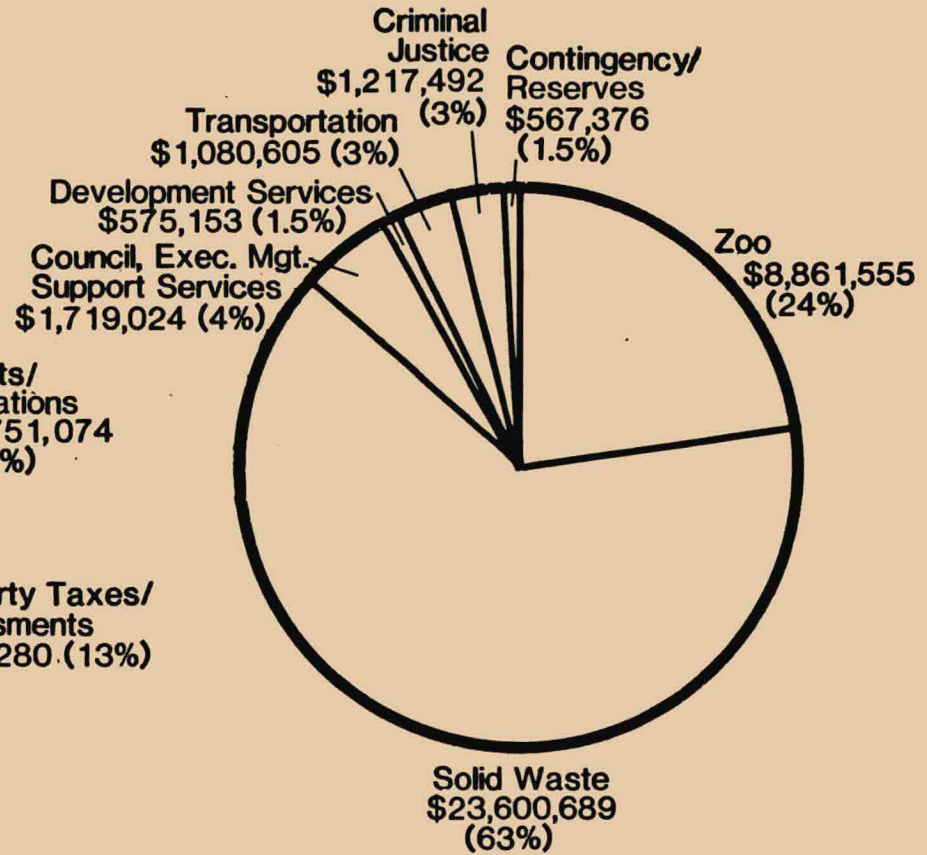
METRO FY 1982 BUDGET

TOTAL

\$37,621,894



REVENUES



EXPENDITURES



METROPOLITAN SERVICE DISTRICT

For the fiscal year beginning July 1, 1981 and ending June 30, 1982

FY 82 BUDGET SUMMARY

	General Fund	Zoo	Solid Waste Operating	Solid Waste Capital	Solid Waste Debt	Criminal Justice	Zoo Capital	Total
Expenditures								
Personal Services	1,945,840	2,118,615	612,047					4,676,502
Materials & Services	1,599,076	1,399,597	5,083,326		720,734	1,100,000		9,902,733
Capital Outlay	5,400	277,290	14,500					297,190
Capital Projects				15,660,000			2,831,116	18,491,116
Interfund Transfers		968,043	1,074,720			27,958		2,070,721
Contingency	381,376	628,894	285,362				138,000	1,433,632
Unappointed Balance	100,000	500,000	150,000					750,000
TOTAL	4,031,692	5,892,439	7,219,955	15,660,000	720,734	1,127,958	2,969,116	37,621,894
Revenues								
Dues	550,410							550,410
Grants/Donations	1,791,074	110,000	150,000	6,500,000		1,100,000	100,000	9,751,074
Property Taxes		2,647,280					2,162,000	4,809,280
Enterprise Revenues	22,000	2,024,350	4,588,270					6,634,620
Interfund Transfers	863,371		1,201,685		710,234		647,116	3,422,406
Fund Balance	600,000	1,060,809	1,200,000	9,010,000				11,870,809
Interest	15,000	50,000	80,000	150,000		27,958	60,000	382,958
Local Agency	189,837				10,500			200,337
TOTAL	4,031,692	5,892,439	7,219,955	15,660,000	720,734	1,127,958	2,969,116	37,621,894



METROPOLITAN SERVICE DISTRICT

For the fiscal year beginning July 1, 1981 and ending June 30, 1982

BUDGET COMPARISON

	FY 81	FTE	FY 82	FTE	CHANGE	FTE
General Government						
Council	84,951	1.5	84,057	1.6	(894)	.1
Executive Management	287,637	6.5	300,755	7.4	13,118	.9
Support Services	<u>1,339,714</u>	<u>31.5</u>	<u>1,334,212</u>	<u>27.5</u>	<u>(5,502)</u>	<u>(4)</u>
TOTAL	1,712,302	39.5	1,719,024	36.5	6,722	(3)
General Fund						
Contingency	657,641		381,376		(276,265)	
Other Reserves			186,000		186,000	
Transfers	<u>150,000</u>				<u>(150,000)</u>	
TOTAL	807,641		567,376		(240,265)	
Development Services and Planning						
Development Services	903,851	22.3	575,153	12.35	(328,698)	(9.55)
Transportation	1,349,231	27.5	1,080,605	24.0	(268,626)	(3.5)
Criminal Justice	<u>1,748,046</u>	<u>4.0</u>	<u>1,217,492</u>	<u>3.0</u>	<u>(530,554)</u>	<u>(1.)</u>
TOTAL	4,001,128	53.8	2,873,250	39.35	(1,127,878)	(14.45)
Services						
Zoo Operations	4,353,625	94.1	5,892,439	101.46	1,538,814	7.36
Solid Waste Operations	<u>7,691,478</u>	<u>30.0</u>	<u>7,940,689</u>	<u>27.68</u>	<u>249,211</u>	<u>(2.32)</u>
TOTAL	12,045,103	124.1	13,833,128	129.14	1,788,025	5.04
<u>TOTAL OPERATIONS</u>	18,566,174	217.4	18,992,778	204.99	426,604	(12.41)
Capital Projects						
Zoo	2,723,987		2,969,116		245,129	
Solid Waste	4,077,119		15,660,000		11,582,881	
Johnson Corridor	<u>770,000</u>				<u>(770,000)</u>	
TOTAL	7,571,106		18,629,116		11,058,010	
<u>TOTAL BUDGET</u>	26,137,280	217.4	37,621,894	204.99	11,484,614	(12.41)

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF MAKING
RECOMMENDATION TO THE PACIFIC
NORTHWEST ELECTRIC POWER AND
CONSERVATION PLANNING COUNCIL

)
)
)
)

RESOLUTION NO. 81-242

Introduced by the

WHEREAS, The Ninety Sixth Congress of the United States of America has passed the Pacific Northwest Electric Power Planning and Conservation Act; and

WHEREAS, Our specific purpose of the Act is:

"to provide for the participation and consultation of the Pacific Northwest States, local governments, consumers, customers, users of the Columbia River System (including Federal and State fish and wildlife agencies and appropriate Indian tribes), and the public at large within the region in--

"(A) the development of regional plans and programs related to energy conservation, renewable resources, other resources, and protecting, mitigating, and enhancing fish and wildlife resources,

"(B) facilitating the orderly planning of the region's power system, and

"(C) providing environmental quality;"

WHEREAS, The Act establishes a Pacific Northwest Electric Power and Conservation Planning Council mandated to prepare and adopt a regional conservation and electric power plan within two years; and

WHEREAS, The Act authorizes the Planning Council and the BPA Administrator "...to contract, in accordance with applicable law, with such agencies, entities, tribes and (political) subdivisions individually, in groups, or through associations

thereof to:

- A) investigate possible measures to be included in the Plan
- B) provide public involvement and information regarding the proposed plan or amendment thereto, and
- C) provide services which will assist in the implementation of the plan."; and

WHEREAS, Local governments through their regional associations can assist the Planning Council to develop the regional conservation and electric power plan in the most efficient, cost-effective and coordinated manner; and

WHEREAS, Local governments and regional associations are concerned at the minimum amount of money which has been allocated in the FY 81 BPA supplemental budget for their use; and

WHEREAS, Local governments and regional associations are further concerned by a BPA staff interpretation which restricts their eligibility for these limited funds. An interpretation that is clearly contrary to both the spirit and the purpose of the Act; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District make the following recommendation to the Pacific Northwest Electric Power and Conservation Planning Council:

- a. That the amount of money allocated by BPA in FY 81 for use by local governments and regional associations is inadequate. Ten percent of the total budget for implementing the Act would be

appropriate.

- b. All local governments and regional associations within the BPA region are equal in their^{is} responsibility to the people of the Pacific Northwest and should, therefore, be equally eligible for funds allocated for implementing the Act.
- c. Cooperation between utilities and local governments is essential to ensure cost-effectiveness and avoid duplication. This cooperation could best be achieved using the A-95 Review process which is already established.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of April, 1981.

Presiding Officer

JL/gl
2885B/214