



A G E N D A

REGULAR COUNCIL MEETING

Date: July 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 4.14)

4.1 A-95 Review

4.2 Minutes of Meeting of June 25, 1981

Regional Development Committee Recommendations:

- 4.3 Resolution No. 81-256, For the Purpose of Amending the FY 1981 Transportation Improvement Program to Authorize Use by Tri-Met of Federal Aid Urban Funds for the Clackamas Town Center Project in Exchange for Interstate Transfer Funds and Authorizing the Transfer of FAU Funds from FHWA to UMTA
- 4.4 Resolution No. 81-257, For the Purpose of Amending the Interim Transportation Plan (ITP), the Functional Classification System, and the Federal Aid Urban System (FAUS)
- 4.5 Resolution No. 81-258, For the Purpose of Authorizing Federal Funds for a 16(b)(2) Special Transportation Project
- 4.6 Resolution No. 81-259, For the Purpose of Finding the Clackamas Town Center Area Transportation Plan Consistent with the Transportation Systems Planning Process and Amending the Transportation Improvement Program

- 4.7 Resolution No. 81-260, For the Purpose of Providing for Waivers of the July 1 Deadline for Petitions for Locational Adjustments of Metro's Urban Growth Boundary
- 4.8 Resolution No. 81-261, For the Purpose of Approving Metro's Participation in a Voluntary, Cooperative Regionwide Economic Development Association
- 4.9 Resolution No. 81-262, For the Purpose of Recommending a Continuance of the City of Rivergrove's Request for Acknowledgment of Compliance with LCDC Goals

Coordinating Committee Recommendations:

- 4.10 Resolution No. 81-263, For the Purpose of Establishing and Authorizing a New Classification of Maintenance Electrician in the Building and Grounds Division of the Zoo
- 4.11 Resolution No. 81-264, For the Purpose of Approving and Authorizing the Position of Regional Planner I for Plan Review
- 4.12 Resolution No. 81-265, For the Purpose of Approving and Establishing the Classification of Field Office Manager for the Resource Recovery Project and Authorizing a New Position
- 4.13 Resolution No. 81-266, For the Purpose of Authorizing Funds for the Oregon City Resource Recovery Facility Office
- 4.14 Motion Ratifying the Action of the Executive Officer in Waiving the Personnel Rules Regarding Recruitment of Applicants for Positions of Manager of Accounting and Budget, and Public Affairs Director

5. REPORTS

- 5.1 Executive Officer's Report (7:35)*
- 5.2 Committee Reports (7:45)

6. GENERAL DISCUSSION (8:00)

ADJOURN

*Times listed are approximate.



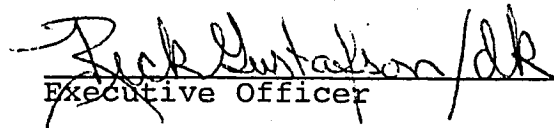
METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

Date: July 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

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- 4.2 Minutes of Meeting of June 25, 1981
- 4.3 Resolution No. 81-256, For the Purpose of Amending the FY 1981 Transportation Improvement Program to Authorize Use by Tri-Met of Federal Aid Urban Funds for the Clackamas Town Center Project in Exchange for Interstate Transfer Funds and Authorizing the Transfer of FAU Funds from FHWA to UMTA
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METRO

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

MEMORANDUM

Date: July 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: Parent/Child Center (#8105-9).
Applicant: Parent/Child Services, Inc.
Project Summary: The grant will provide funds to operate a parent/child center in Portland. The Center offers developmental programs for young children and teaches parenting skills.
Federal Funds Requested: \$324,990, Department of Health and Human Services (HHS).
Staff Response: Favorable action.
2. Project Title: Early Childhood Education (#8105-10).
Applicant: Portland Public Schools.
Project Summary: The grant will provide funds to operate a pre-school program (Head Start) for three and four year old children from economically disadvantaged families, including 10 percent handicapped children.
Federal Funds Requested: \$682,508 (HHS).
Staff Response: Favorable action.
3. Project Title: CETA IV/G Summer Youth Employment Program (#8105-12).
Applicant: City of Portland.
Project Summary: The grant will fund a summer youth employment program for Portland's economically disadvantaged youth ages 14 to 21. The program will provide work experience, training and career exploration.
Federal Funds Requested: \$1,715,993, Department of Labor (DOL).
Staff Response: Favorable action.
4. Project Title: Tupper Park Improvements (#8105-13).
Applicant: City of Sandy, Oregon.
Project Summary: The grant will provide funds for improvements in Tupper Park, including such activities as seeding a 10,000 sq. ft. kick ball field and construction

of a drainage system.

Federal Funds Requested: \$3,000. Department of Interior -
National Park Service.

Staff Response: Favorable action.

5. Project Title: Community Mental Health Grant (#8106-2).
Applicant: Clackamas County.
Project Summary: This grant will provide funds for a community mental health center in Clackamas County.
Federal Funds Requested: \$984,194. (HHS).
Staff Response: Favorable action.
6. Project Title: Oregon Indian Alcohol Treatment Systems (#8106-3).
Applicant: Oregon Commission on Indian Services.
Project Summary: The grant will provide funds for a Statewide demonstration project dealing with Indian alcoholism and alcohol related problems.
Federal Funds Requested: \$300,000 (HHS).
Staff Response: Favorable action.
7. Project Title: Northeast Mental Health Center (#8106-5).
Applicant: North/Northeast Community Mental Health Center Inc.
Project Summary: The grant will provide funds to implement a comprehensive mental health center for north and northeast Multnomah County. The Center will be administered by a private nonprofit organization.
Federal Funds Requested: \$961,779 (HHS).
Staff Response: Favorable action.
8. Project Title: Westside Mental Health Center (#8106-8).
Applicant: Mental Health Services--West, Inc.
Project Summary: The grant will provide operation funds to implement a comprehensive mental health center in west Multnomah County.
Federal Funds Requested: \$1,340,886 (HHS).
Staff Response: Favorable action.
9. Project Title: Head Start (#8106-9).
Applicant: Albina Ministerial Alliance Child Development Center.
Project Summary: The grant will provide funds to operate a day care center (Head Start) for low-income children aged three and four years in north, northeast and southeast Portland.
Federal Funds Requested: \$604,292 (HHS).
Staff Response: Favorable action.

Memorandum
July 23, 1981
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10. Project Title: Operations Grant (#8105-8).
Applicant: Portland Action Committees Together, Inc.
Project Summary: The grant will provide funds to implement a comprehensive Mental Health Center in southeast Multnomah County.
Federal Funds Requested: \$721,055 (HHS).
Staff Response: Favorable action.

MH/srb
3688B/D2

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

June 25, 1981

Councilors in Attendance

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

Others in Attendance

Beth Blunt
Bob Blunt
Mike Kennedy
Larry Roth
Allen Meyer
Commissioner Hayes
Commissioner Gardener
Bob O'Brien

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Denton Kent
Andrew Jordan
Mike Holstun
Charles Shell
Leigh Zimmerman
Caryl Waters
Jennifer Sims
Andy Cotugno
Judy Roumpf
Merle Irvine
Cary Jackson
Steve Siegel
Doug Drennen
Nancy Carter
Marie Nelson

CALL TO ORDER

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

1. INTRODUCTIONS

Coun. Schedeen introduced the new chairman of the National Association of Regional Councils (NARC), Coun. Corky Kirkpatrick. She and other Councilors congratulated Coun. Kirkpatrick on receiving this honor.

2. WRITTEN COMMUNICATIONS TO COUNCIL

There were no written communications to Council at this meeting.

3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

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

4. CONSENT AGENDA (Items 4.1 through 4.5)

Coun. Kirkpatrick moved, seconded by Coun. Schedeen, to approve the Consent Agenda. A vote was taken on the motion and it passed unanimously.

4.4 Resolution No. 81-250, For the Purpose of Endorsing Project Priorities Using Supplementary Interstate Transfer Funds Expected for FY 1981

Coun. Schedeen said the approval of this resolution was of much importance to the Gresham area. She then introduced Mayor Allen Meyer and Mr. Rick Walker, Planning Director, both of the City of Gresham. Coun. Schedeen, Mayor Meyer and Mr. Walker thanked the Council for their support in this matter.

5. ORDINANCES

5.1 Ordinance No. 81-109, For the Purpose of Adopting the Annual Budget of the Metropolitan Service District for Fiscal Year 1981, Making Appropriations from Funds of the District in Accordance with Said Annual Budget and Levying Ad Valorem Taxes (Second Reading)

Presiding Officer Deines referred the Council to a letter from the Tax Supervising Conservation Commission which approved Metro's proposed FY 82 budget. The Clerk read the ordinance by title only.

Coun. Williamson said that since no public comment had been given at the public hearing on this ordinance, a subject of a newspaper editorial, perhaps any members of the public wishing to comment at this meeting should be given the opportunity to do so. The Presiding Officer asked if any citizens wished to give testimony. There was no public comment. The Presiding Officer and other Councilors said they had not received any written or verbal communications on the ordinance.

Presiding Officer Deines explained a motion to adopt Ordinance No. 81-109 was received at the last meeting of the Council. A vote was then taken on the motion and it passed unanimously.

5.2 Ordinance No. 81-110, For the Purpose of Amending Ordinance No. 80-97, Adding Supplemental Appropriations to FY 1981 Budget (Second Reading)

The Clerk read the ordinance by title only. Presiding Officer Deines said this item was moved for adoption at the previous Council meeting. A vote was taken on the motion and it passed unanimously.

Presiding Officer Deines left the meeting chamber.

6. RESOLUTIONS

Joint Resolution No. _____, In the Matter of Setting Forth an Understanding of Agreement Between the Washington County Board of Commissioners and the Council of the Metropolitan Service District

Coun. Oleson introduced a resolution not on the regular meeting agenda. He explained he had been working with the Washington County Board of Commissioners to gain more cooperation in regional planning efforts. This resolution, he said, was the product of the positive working relationship achieved between Metro and Washington County. He was pleased to announce that four of the five Washington County Commissioners had endorsed the resolution. He then introduced Commissioners Hays and Gardener of Washington County and thanked them for their efforts.

Coun. Burton, Etlinger and Bonner saw the resolution as a major step for both Metro and Washington County and thanked the Commissioners for their support.

Coun. Banzer said she would support the resolution because of the assistance Metro had received from the Washington County Legislative Delegation. She expressed her hope that future relations with Washington County would be positive.

Coun. Oleson moved for adoption of the resolution. Coun. Kirkpatrick seconded the motion. All those present voted aye. When Presiding Officer Deines entered the room, he cast an approving vote making the passage of the resolution unanimous.

Commissioner Gardener thanked Metro for their support and said he hoped the resolution would provide the fourth leg to what once could be called a three-legged stool.

6.1 Resolution No. 81-252, For the Purpose of Submitting an Application to Multnomah County for Authorization to Construct and Operate a General Purpose Sanitary Landfill at the Wildwood Site

Coun. Banzer reviewed the history of how the Wildwood site came to be recommended for Metro's next landfill. She said that during one of several opportunities for public comment on the resolution, presentations were received from the West Hills and Island Neighborhood Group (WHI) and other citizens. The public had mainly expressed concerns about the site's slope stability. She said the Regional Services Committee had deliberated these issues and had recommended, on a four to one vote, the Council adopt the resolution. Coun. Banzer then moved, seconded by Coun. Kafoury, to adopt Resolution No. 81-252.

Coun. Burton said he had, at the Committee level, recommended the resolution be adopted with the understanding that Metro's technical advisors would provide more information about slope stability of the proposed Wildwood site. He said it was also the Committee's understanding that concerns of other Councilors could be addressed at this meeting.

Mr. Merle Irvine said that technical advisors from the engineering firm of CH2M Hill were present to answer questions of the Council. He then explained the extensive and objective process for siting a new landfill and said staff and technical consultants were confident Wildwood was the best possible site based on land use, operational and environmental criteria. He invited Mr. Mike Kennedy and Mr. Larry Roth of CH2M Hill to address the Council's concerns.

Mr. Kennedy said the feasibility study prepared by CH2M Hill had thoroughly addressed the issue of slope stability of the Wildwood site. However, in response to the questions raised by WHI and other citizens, his firm had distributed a letter to Councilors which responded to questions in more detail. In addition, Mr. Larry Roth, CH2M Hill Department Manager of Geotechnology, was present to answer questions of the Council. Mr. Kennedy said Mr. Roth had been extensively involved with the Wildwood project from its onset, first with assisting in developing the scope of work and then in directing and reviewing the work of geologists.

Mr. Roth proceeded to explain the issue of slope stability at the Wildwood site. In describing the process for determining the site's geological stability, he said consultants had reviewed the reports of other geological experts and had also conducted independent tests. He said extensive geotechnical evaluations had been performed including borings and laboratory tests.

Mr. Roth reported the typical geological conditions in the Northwest, as represented by the West Hills and the Cascade and Coast mountain ranges, were primarily rock formations. As continued weather caused erosion, soil layers developed above the rock. This type of terrain becomes stronger with depth, he said. Weather conditions have also caused the initial soil layers to become rather impervious to moisture, he explained, because as moisture seeps down through cracks in the rock, clay formations develop to close up these cracks. Therefore, water movement is restricted. Mr. Roth said this type of situation can cause instability when the combination of rock erosion and low permeability causes geological stress. Since the moisture trapped in deeper layers of the soil

must eventually be released, landslides occur. He said this situation is aggravated further when engineering improvements or construction projects interfere with the natural substrata.

Mr. Roth explained that some geological references consulted by his firm assumed the geological makeup of the Wildwood site was the same as described above. However, after careful analysis, his geologists learned another type of condition existed. He described the unique conditions resulted from the combination of two geological events: the old Scappoose formation, formerly a marine mass supported by sandstone and silt; and the Columbia Basalt formation. Mr. Roth said that in other areas outside the Scappoose formation, as the Columbia Basalt cooled, vertical columns of stone formations resulted when streams of liquid seeped to lower layers of the basalt. These types of formations can be seen along the Columbia Gorge. However, in the Scappoose area, the typical vertical basalt patterns did not form because of the softer under-layer of sandstone and silt. Instead, the basalt patterns rotated creating even more erosion of surface layers and new drainage patterns were established. These conditions, he said, were ideal for landfill drainage. Moisture can easily filter down through the many cracks in the surface layer soil and rock. It is then trapped in the underlying layers and sandstone and silt. Landslides due to low permeability and pressure would not occur as they would in other areas, he said. In summary, Mr. Roth said he was confident in his findings and thought the Wildwood site ideal for landfill use.

Coun. Burton stated that CH2M Hill would not know the exact geological nature of the site until more thorough tests were conducted after a land use permit was granted. He asked Mr. Roth if the consultants were confident no problems would occur based on the information compiled to date.

Mr. Roth replied he had no reason to expect the conclusions about the overall feasibility of the site would change. More subsurface information would be needed, however, to resolve other questions besides slope stability. For example, he said, the information could be used to design structures on the site's surface.

Coun. Berkman asked if concerns about contamination of groundwater by the landfill were legitimate and if special construction techniques would be recommended to minimize this threat if it existed. Mr. Roth said that any time a landfill is sited potential for groundwater pollution exists. Because he considers the region's groundwater a valuable resource, he said every effort would be made to eliminate any possibility of pollution. He further stated the Wildwood site had been recommended because of all the sites considered, it had the lowest potential for such problems. He also said he had been involved in siting other landfills around the nation and this site was the most suitable he had encountered.

Coun. Etlinger said he had received a letter from Robert Flanagan, Chief Engineer of the Army Corps of Engineers. Mr. Flanagan was concerned about the potential for seismic risk in the Wildwood area and did not think CH2M Hill had adequately addressed this risk potential in their feasibility report. Coun. Etlinger asked Mr. Roth to comment on this matter.

Mr. Roth replied his firm had carefully examined the potential for seismic problems along with the issue of slope stability. He said geologists had studied the Portland Hills Fault to see if it extended into the Wildwood area and geologists had determined it did not. He further explained the existence of this fault is enigmatic. Some experts do not think it exists. The potential for liquefaction occurring as a result of strong ground motions had also been examined, he said. Finding showed the strength of rock and soil material in the area would preclude this possibility.

Coun. Oleson asked if pollution of the Willamette watershed might result if the landfill were sited at Wildwood. Mr. Kennedy replied that water protection was a major concern of the consultants because protection of that resource was mandated by state and federal law. He was confident the geological makeup of the site would result in ideal drainage conditions and water pollution would not be a problem.

Coun. Oleson also asked if groundwater contamination was a problem with other landfills in the United States. Mr. Kennedy answered that landfills have only recently been subject to regulatory and technical attention. Therefore, many sites had been improperly sited and engineered. He explained the history of landfills was not encouraging but perhaps because of those problems, engineers have learned how to build safe landfills.

Coun. Banzer said a resident of the Wildwood area was concerned about the potential toxicity of ash coming from the resource recovery facility to the landfill. She asked if ash would be considered hazardous material. Executive Officer Gustafson replied the Environmental Protection Agency (EPA) had thoroughly investigated fly ash from resource recovery facilities and their tests confirmed ash is less hazardous in landfills than is putrescible waste.

Coun. Banzer asked if the leachate collection pattern discussed in CH2M Hill's study would be in proximity to any domestic wells in the Wildwood area. Mr. Kennedy said the patterns discussed in the study were the hypothetical worst possible conditions. If those conditions were to occur, one domestic well in the immediate area would potentially be affected, he said. He also said finding showed that if a strong earthquake were to occur, however unlikely, the leachate collection pattern would not be altered.

Coun. Williamson said he and his neighbors were concerned about the number of collection vehicles traveling to the site and asked if it would be necessary to complete the Yeon Avenue Highway Project in order to accommodate the anticipated vehicle traffic. Mr. Irvine said the consultants had estimated about 476 round trips per day would be made to the site assuming no resource recovery facility were built. Trucks would be traveling along U.S. Highway 30, a four lane highway, and through the Northwest Industrial truck route. He said the completion of the Yeon project would not be mandatory to accommodate anticipated traffic. Mr. Kennedy said his studies indicated existing roads would be more than adequate to handle traffic flow to the site.

Coun. Williamson said he would not vote against the resolution, but thought traffic flow through the Northwest Portland neighborhood was a potential problem. He said he would be working to resolve those problems. Coun. Banzer reminded Coun. Williamson the Council had previously discussed whether Interstate Highway Transfer Funds should be used to improve the Yeon Corridor and that some efforts had already been undertaken to improve road conditions to the site.

Coun. Etlinger said he had received communications from constituents asking if the EPA might extend the St. Johns Landfill closure date, thus making the immediate siting of another landfill unnecessary. Executive Officer Gustafson responded that the St. Johns Landfill was the only landfill in the nation permitted to be sited in a wetland area. The EPA granted that permit with the understanding the region would site a more suitable landfill as soon as possible. He said the St. Johns permit expires in 1985 and the EPA will not extend the permit for obvious environmental reasons. Furthermore, he said, the Rossman's Landfill will be closed by June, 1982, making an additional landfill even more necessary.

Coun. Oleson asked for assurance from the Executive Officer that substantial, further technical analysis would be performed by Multnomah County before the decision to grant a landfill permit was made. Executive Officer Gustafson replied that if Resolution No. 81-252 were approved, Metro would seek a land use permit. Extensive development, engineering and site plans would be required by the County and other agencies to seek additional permits, he said. He assured the Council they would be consulted prior to commencing this process.

Coun. Berkman said he hoped the Council would formally request the DEQ and Multnomah County to notify the Council if technical information should come to their attention that might require further action.

Executive Officer Gustafson said Bob Baldwin of Multnomah County also wanted to clarify the Council's action approving the application for a land use permit did not necessarily mean the County could refer any problems or decisions back to Metro. County regulations require the property owner, Publisher's Paper Company, to apply for the permit. The Executive Officer did say, however, an agreement would be made with Publisher's in order to proceed with the permit process. He said negotiations for this agreement were now being pursued on behalf of the Council.

There being no further discussion a vote was taken on the motion to adopt Resolution No. 81-252. Voting aye were Couns. Rhodes, Schedeen, Bonner, Banzer, Etlinger, Kafoury, Burton, Oleson, Williamson, Berkman and Kirkpatrick. Voting no was Presiding Officer Deines. The Presiding Officer declared the resolution adopted.

During the voting process, Coun. Burton explained he did not support the fact that the next regional landfill was being sited outside Metro's boundaries. He said he would prefer that landfills not be a solution to the solid waste problem and that the sites he would have preferred were not legally acceptable. However, he explained he was casting a supporting vote because another landfill was needed and of all the sites considered, the Wildwood site was the most acceptable from an environmental and technical standpoint.

After the voting process, Coun. Oleson said he wanted his vote recorded as "aye" with the understanding there would be another checkpoint in the siting process. The Presiding Officer said the Council would be given ample opportunity to review and approve other steps in the siting process.

The Presiding Officer called a five-minute recess. Couns. Berkman, Oleson and Kafoury did not return after the Council reconvened.

6.2 Resolution No. 81-253, A Resolution for the Purpose of Approving Additions and Changes to the Metro Classification Plan and Pay Plan and Authorizing New Positions and Funding in the FY 82 Budget

The Executive Officer explained the proposed changes to the Metro Classification and Pay Plans were consistent with the FY 82 budget and had been approved for adoption by the Council Coordinating Committee. He said many of the positions were created as a result of recent staff reorganization.

The Clerk read the resolution by title only. Coun. Burton then moved, seconded by Coun. Kirkpatrick, to adopt Resolution No. 81-253.

Presiding Officer Deines asked staff to explain the position of Technical Manager. Ms. Jennifer Sims said the position was created as a result of the Transportation Department reorganization. This position would take lead responsibilities for managing the technical aspects of transportation work such as computer information systems, she said. She further explained the position would be directly supervised by the Director of Transportation, was a reclassification of a Principal Planner position and that the position description had been drafted in generic terms so it could apply to other departments.

Coun. Banzer asked how the position of Deputy Executive Officer differed from that of Chief Administrative Officer. Coun. Burton replied that the role of the Chief Administrative Officer was one of direct line authority. Also, that position supervised the activities of department directors. He said the responsibilities of the Deputy Executive Officer would be considerably less than the Chief Administrative Officer and that major duties would involve assuming administrative responsibilities delegated by the Executive Officer. The Deputy Executive Officer would not supervise the activities of other department managers and would have no line authority, he said.

Coun. Banzer said she was concerned that many of the positions eliminated in recent staff cutbacks were actually being replaced by this resolution and that additional support services positions would be created at the expense of direct services. Coun. Burton explained this was not the case. He said the majority of the positions addressed in the resolution were reclassifications of existing positions. The net cutback in positions from the previous fiscal year was 19, he said. Coun. Burton further explained that he considered accounting positions a direct public service since the public expected good accounting of its tax dollars.

Executive Officer Gustafson said the support services and public affairs units had actually taken more staff cuts than other areas in order to preserve direct services. For example, he said, last year the Local Government Department was staffed by five people and this year it would be staffed by three people. He hoped that by more effective management and greater involvement of other departments, these needs could be met during fiscal year 1982.

A vote was taken on the motion to adopt Resolution No. 81-253. Voting aye were Couns. Schedeen, Bonner, Etlinger, Burton, Williamson, Kirkpatrick, Rhodes and Presiding Officer Deines. Voting no was Coun. Banzer. The Presiding Officer declared the resolution adopted.

6.3 Resolution No. 81-254, A Resolution for the Purpose of Transferring Appropriations Within Funds for the Fiscal Year 1981 Metropolitan Service District Budget

The Clerk read the resolution by title only. Coun. Rhodes moved, seconded by Coun. Bonner, to adopt the resolution. A vote was taken on the motion and it passed unanimously.

6.4 Resolution No. 81-255, A Resolution for the Purpose of Adding Grant Appropriations to the FY 81 Budget

The Clerk read the resolution by title only. Coun. Burton moved to adopt the resolution. Coun. Kirkpatrick seconded the motion. A vote was taken on the motion and it passed unanimously.

Couns. Williamson and Schedeen left the Council Chamber.

7. REPORTS

7.1 Air Quality Advisory Committee Report and Recommendation

Mr. Andy Cotugno explained that since last September's report to the Council on the status of Portland's ozone problem and potential control measures, several changes had occurred. Previously, Metro and Department of Environmental Quality staff had assumed the region would not be in attainment of the Federal Ozone Standard by 1987. However, because the Environmental Protection Agency changed the method used to measure ambient air quality, the DEQ now projects the region will be in attainment with the Federal Ozone Standard by the end of this summer.

Mr. Cotugno said the standard will most likely be attained because the new EPA standards for permissible ozone content are about 50 percent lower than the previous standard. If, after measuring ambient air quality levels for three consecutive years, the EPA determines their standards are met, attainment is automatically achieved. He said levels have been well within the standard for the past two years and DEQ expects levels to be within the standard this year. If attainment is achieved, no additional controls would be required by the EPA. Mr. Cotugno explained, however, the DEQ is challenging the new EPA Federal Ozone Standard and if the courts determine a stricter standard must apply, additional control measures may be in order. He said this court action could be settled as early as this summer or as late as this winter.

Mr. Cotugno said the Air Quality Advisory Committee, comprised of representatives from local government, private industry and the public, have recommended some controls be implemented even if the region is declared in attainment with ozone standards. These measures would have benefits for the environment, transportation and energy savings, he said. He then introduced Dr. Bob O'Brien, a member of the Air Quality Advisory Committee, who would elaborate on the control measures recommended by the Committee.

Coun. Banzer left the meeting room.

Dr. O'Brien reported the Committee had been meeting for over two years to advise the DEQ and Metro about air quality standards. He said the Committee wanted to see the air quality of Portland improve regardless of whether state or federal mandates were met. In short, he said, the air quality does not improve when standards for measuring air quality are lowered.

Dr. O'Brien reviewed the Committee's recommendations as summarized in the agenda information. He said these additional controls recommended were ranked by priority. Control measures ranking highest were implementing the Transit Development Plan, ramp metering, transit fare incentives, vanpool and carpool incentives, parking management, bicycling, paper coating, architectural coating and dry cleaning controls.

Coun. Burton pointed out that Clark County, encompassed in the regional plan, could also be in attainment with the Federal Ozone Standard by the end of this summer. Since the State of Washington's standards were lower than Oregon's, he asked how the Committee and Metro staff were working with Clark County to encourage higher air quality standards and controls.

Mr. Cotugno said efforts were being made in this area. However, Washington's standards were the same as those imposed by the EPA. Furthermore, Washington had recently determined that Seattle and Spokane would be the only metropolitan areas within the state subject to vehicle inspection programs, he said.

Coun. Schedeen returned to the Council Chamber.

The Presiding Officer said the action requested before the Council was to endorse the resolution prepared by the Air Quality Advisory Committee and that staff use the resolution as a guideline for planning transportation efforts.

Coun. Rhodes moved the Council receive the report presented by the Air Quality Advisory Committee and take it under advisement when considering transportation plans and policies. Coun. Schedeen seconded the motion. A vote was taken on the motion and it passed unanimously.

Coun. Williamson left the meeting.

7.2 Executive Officer's Report

There was no Executive Officer's report at this meeting.

7.3 Committee Reports

There were no committee reports at this meeting.

There being no further business, the Presiding Officer adjourned the meeting at 10:05 p.m.

Respectfully submitted,



A. Marie Nelson
Acting Clerk of the Council

July 23, 1981

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 to Authorize Use by Tri-Met of Federal Aid Urban (FAU) Funds for the Clackamas Town Center Project in Exchange for Interstate Transfer Funds and Authorizing the Transfer of FAU Funds from FHWA to UMTA.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend adoption of the attached Resolution amending the Transportation Improvement Program (TIP) to reflect a transfer of Federal Aid Urban (FAU) funds from the Boones Ferry project to the Clackamas Town Center (CTC) project and, in compensation, a transfer of Interstate Transfer funds from the CTC project to the Boones Ferry project.
- B. POLICY IMPACT: This action will authorize the use of Federal Aid Highway (FHWA) funds on a non-highway transit project. It will act as the vehicle by which FHWA funds will be passed through to the Urban Mass Transportation Administration (UMTA) for project execution. There is no policy impact on either of the projects involved since both are already in the TIP. This action is consistent with Metro's Five Year Operational Plan. TPAC and JPACT have reviewed and approved this Resolution.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: Tri-Met has recently received an UMTA Section 5 grant approval in the amount of \$350,000 (\$280,000 federal) to be applied to the Clackamas Town Center Transit Center and park and ride. These funds will be used and supplemented with those available to Tri-Met for this project under the Interstate Transfer Program ((e)(4)).

The approximate bid price for completion of the project (project can be implemented this fiscal year) calls for:

1. Transit Center - Construction including layover facilities for 12 buses, 8 loading bays, covered structure, passenger island, illumination, kiosk, crosswalks and other passenger amenities.

Total: \$159,000 (\$127,200 Federal)

2. Park and Ride with Access Road - Construction

for 393 vehicles, covered passenger waiting area and access road to park and ride.

Total: \$412,000 (\$347,280 Federal)

Two problems exist with respect to the funding for the project:

- the combined funding (Section 5 and (e)(4)) is insufficient to carry out the design as committed; and
- (e)(4) funds are not available this fiscal year because of federal funding limitations and lack of obligational authority.

Metro, Tri-Met and Lake Oswego have formulated a plan-of-action to implement the project utilizing funding readily available--namely FAU funds. The action plan, upon formal agreement by the participants, will provide for carrying out the following steps:

1. Tri-Met will transfer the (e)(4) balance in its CTC project of \$146,081 to Boones Ferry and will transfer \$48,399 from the Milwaukie Transit Center also to the Boones Ferry project. The Milwaukie Transit Center is a logical funding source inasmuch as the Section 5 grant included funding for right-of-way acquisition for Milwaukie and, therefore, provides residual (e)(4) funding that would have been used for that purpose.

Total (e)(4) funds transferred to Boones Ferry Road: \$194,480

2. Lake Oswego--will transfer \$194,480 (FAU funds) from its Boones Ferry Road project to the CTC project. These FAU funds are available because this project will not be using them in FY 1981.

Total FAU funds transferred to CTC: \$194,480

Each of the above actions will require formal acceptance by Tri-Met and Lake Oswego.

- B. ALTERNATIVES CONSIDERED: The bid price of \$571,000 is considered to be firm at this time by Tri-Met. In order to capitalize on this price and the Section 5 grant funds, it requires implementation in FY 1981. The project cannot be broken into smaller funding segments to accommodate the grant amount and carry out the committed design.
- C. CONCLUSION: Based on Metro fiscal analysis, it is recommended that the attached Resolution be approved.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 81-256
FY 1981 TRANSPORTATION IMPROVE-)	
MENT PROGRAM TO AUTHORIZE USE	)	Introduced by the Joint
BY TRI-MET OF FEDERAL AID URBAN	)	Policy Advisory Committee
FUNDS FOR THE CLACKAMAS TOWN	)	on Transportation
CENTER PROJECT IN EXCHANGE FOR)	
INTERSTATE TRANSFER FUNDS AND)	
AUTHORIZING THE TRANSFER OF FAU)	
FUNDS FROM FHWA TO UMTA)	

WHEREAS, The Metro Council adopted Resolution No. 80-132, which among others, allocated Interstate Transfer ((e)(4)) funds to the Clackamas Town Center (CTC); and

WHEREAS, Tri-Met has recently received Urban Mass Transportation Administration (UMTA) Section 5 grant approval for partial funding of the CTC and an adjacent park and ride; and

WHEREAS, The project is ready for implementation in FY 1981; and

WHEREAS, The combined funding (Section 5 and (e)(4)) is insufficient to carry out the committed design; and

WHEREAS, Additional (e)(4) funding in FY 1981 is not forthcoming because of federal limitations and lack of obligational authority; and

WHEREAS, A plan has been developed to implement the project in FY 1981 utilizing readily available Federal Aid Urban (FAU) funds in combination with the Section 5 funds; and

WHEREAS, This plan calls for a transfer of FAU funds allocated to the Boones Ferry project in exchange for (e)(4) funds allocated to the Clackamas Town Center and Milwaukie Transit Center projects; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves the transfer of (e)(4) funds in the amount of \$146,081 and \$48,399 from the Clackamas Town Center and Milwaukie Transit Center, respectively, to the Boones Ferry Road project.
2. That the Metro Council approves the transfer of FAU funds in the amount of \$194,480 from the Boones Ferry Road project to the CTC project in exchange for the (e)(4) funds noted above.
3. That these authorizations are predicated on formal agreements being enacted by the affected jurisdictions.
4. That the TIP and its Annual Element be amended to reflect these authorizations.
5. That the Federal Highway Administration (FHWA) and UMTA be notified that the FAU funds will be passed through to UMTA for project execution.
6. That the Metro Council finds the projects to be 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 July , 1981.

Presiding Officer

BP/srb
3566B/236
07/10/81

Res. No. 81-256
Page 2 of 2

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 Interim Transportation Plan (ITP), The
Functional Classification System, and the Federal Aid
Urban System (FAUS)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the ITP and classifying selected local streets and designating federal aid route numbers consistent with their use as a transit trunk route.
- B. POLICY IMPACT: This action will change the functional classification and federal aid designation of certain streets in the city of Milwaukie as requested by the City and the Oregon Department of Transportation (ODOT).

This action adds the following local streets as collectors:

1. Washington Street - from Highway 99E to Oak Street.
2. Oak Street - from Washington Street to Monroe Street.
3. 37th Street - from Railroad Avenue to Monroe Street.

This action removes from the functional classification and federal aid urban systems the segment of Railroad Avenue between 37th Street and Monroe Street.

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

JPACT has reviewed and approved this Resolution.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Tri-Met's Transit Development Program and Metro's McLoughlin Blvd. Improvement Strategy includes plans for a bus trunk route between Milwaukie and the Town Center, as well as development of major transit centers at the Town Center and in downtown Milwaukie. The proposed trunk route will proceed from the Clackamas Town Center via Railroad/Harmony to 37th; northerly on 37th Street to Monroe; Monroe to Oak; Oak to Washington; and Washington to the Milwaukie Transit Center.

None of the above streets, except for Railroad/Harmony and Monroe, are functionally classified or designated. As a consequence, a project improvement specifying these streets would not be eligible for federal funds.

Using Interstate Transfer funds allocated in January 1981 by Metro to an improvement to Railroad/Harmony, an application for funding preliminary engineering for the upgrading of the trunk route has been submitted to ODOT. To ensure eligibility of this priority project for federal funds in FY 82, it is necessary that the noted streets be functionally classified and federally designated (Exhibit "A").

- B. ALTERNATIVES CONSIDERED: Retain the existing classifications. This would be inconsistent with the proposed transit flow pattern and make those streets with heavy vehicle use ineligible for federal funding.
- C. CONCLUSION: Staff recommends adoption of the attached Resolution based on the functions proposed for the noted streets.

BP/srb
3614B/252
07/10/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 81-257
INTERIM TRANSPORTATION PLAN (ITP),)	
THE FUNCTIONAL CLASSIFICATION	)	Introduced by the Joint
SYSTEM, AND THE FEDERAL AID	)	Policy Advisory Committee
URBAN SYSTEM (FAUS)	)	on Transportation

WHEREAS, The city of Milwaukie and the Oregon Department of Transportation (ODOT) have requested that certain streets in the city of Milwaukie be functionally classified and federally designated; and

WHEREAS, These requested changes have been brought about by the proposed transit trunk route between the Clackamas Town Center and the city of Milwaukie; and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, The Railroad Avenue/Harmony Road transit trunk route would operate on certain streets not so classified or designated; and

WHEREAS, Staff analysis indicates that the proposed changes are consistent with the functions to be served by the trunk route; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amend the ITP to incorporate Exhibit "A."
2. That the Metro Council amend the functional classification system to:
 - a. Add Washington Street from Highway 99E to Oak Street as a collector;

- b. Add Oak Street from Washington Street to Monroe Street as a collector;
- c. Add 37th Street from Railroad Avenue to Monroe Street as a collector;
- d. Remove from the system the segment of Railroad Avenue between 37th Street and Monroe Street.

3. That federal aid route numbers be assigned in accordance with Exhibit "A."

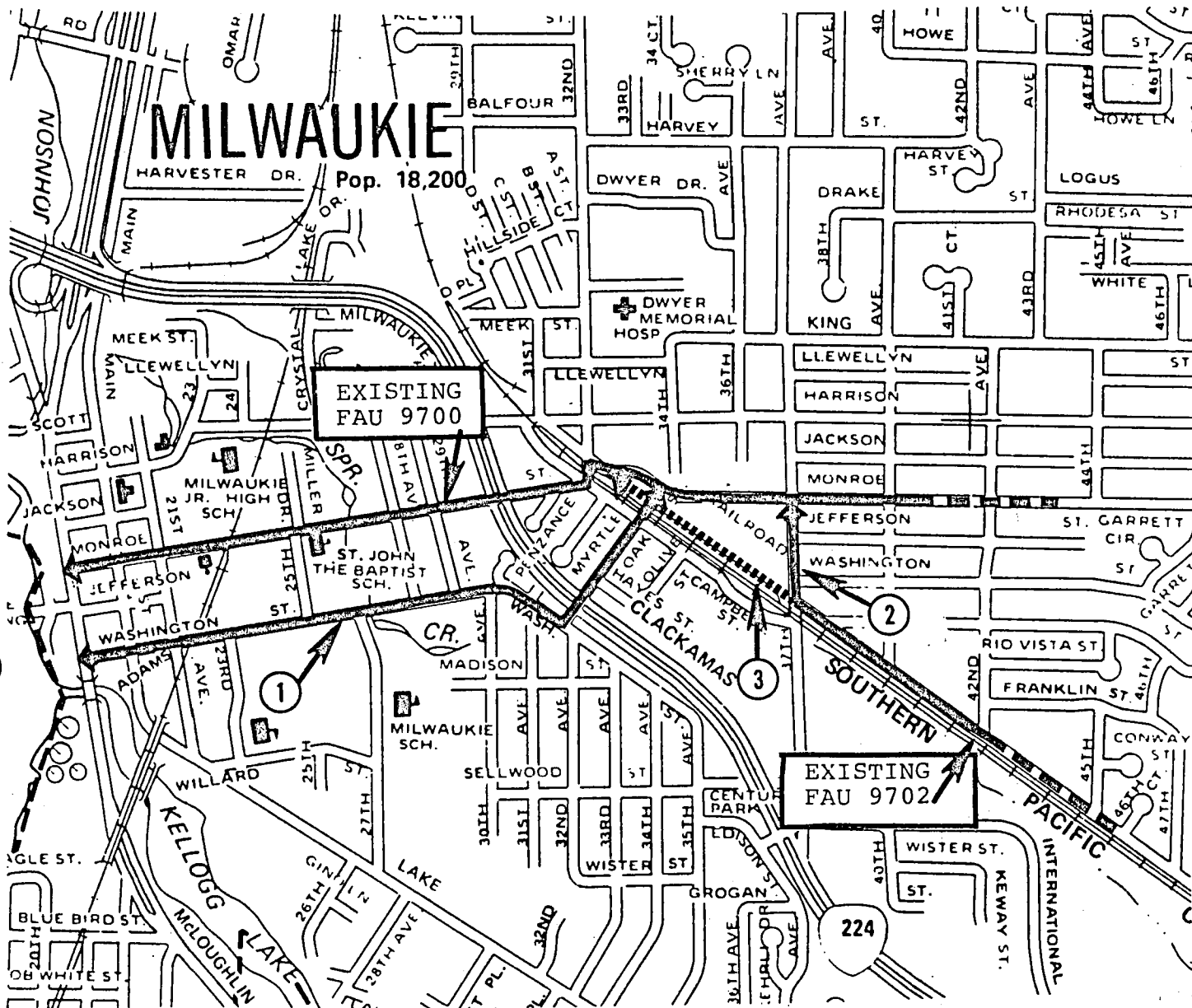
4. That Metro staff coordinate the amendments with ODOT.

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

Presiding Officer

BP/srb
3615B/252
07/10/81

EXHIBIT A



CHANGES:

1. Add Washington Street from Highway 99E to Oak Street and Oak Street from Washington Street to Monroe Street as collectors;
2. Add 37th Street from Railroad Avenue to Monroe Street as a collector; and
3. Remove from the system the segment of Railroad Avenue between 37th Street and Monroe Street.

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

TO: Metro Council
FROM: Executive Officer
SUBJECT: Authorizing Federal Funds for a 16(b)(2) Special
Transportation Project

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes \$9,660 of Federal 16(b)(2) funds to support the purchase of one (1) 5-9 passenger stationwagon to provide special transportation services in the Metro region.
- B. POLICY IMPACT: This action is consistent with the adopted Regional Special Transportation Plan; this project is in addition to projects authorized elsewhere in the region last month. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: Section 16(b)(2) authorizes the Urban Mass Transportation Administration (UMTA) to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. Capital investments include purchase of conventional and paratransit vehicles and other equipment associated with providing local and regional (non-intercity) transportation services to the elderly and handicapped. Apportioned 16(b)(2) funds are not available for operating expenses. Transportation Improvement Programs and their Annual Elements must be amended to include new 16(b)(2) projects.

The adopted Special Transportation Plan, in part, established plan objectives, service priorities and implementation strategies to be used in the regional evaluation of candidate 16(b)(2) applications. The Metro Council makes recommendations regarding the applications to the Oregon Department of Transportation based on these policies. North Portland Rotary, Inc. has submitted an application for the use of federal funds. The staff analysis concludes that the project is consistent with the Special Transportation Plan.

Applicant: North Portland Rotary, Inc.

Project Description: This agency operates three days a week from 9:00 a.m. to 5:00 p.m. There is no charge for this service, although clients are welcome to contribute. This service is coordinated with Tri-Met's Special Needs Transportation Program. The driver of this car assists clients, runs personal errands and provides nonpriority rides. This agency responds to short-notice ride requests if possible and if the request is not more suitable for an ambulance. This agency does not provide emergency transportation.

This project directly addresses the isolation of this neighborhood by providing escorted rides to services that senior citizens are trying to reach. The service will be provided as stated above. The intent of this grant is to replace the vehicle currently being used, a 1969 Chevy Impala, with a more suitable vehicle that is also cost-effective. The vehicle to be purchased is a stationwagon to provide rides involving more than one passenger and their possessions, i.e., laundry, grocery bags, etc. This vehicle will not be lift equipped, however, because this agency is a member of the Tri-Met Special Needs Transportation Program; therefore, wheelchair passengers have equal access elsewhere to the same services.

<u>Project Cost:</u>	UMTA 16(b)(2)	\$ 9,660
	Local (20%)	<u>2,415</u>
	Total	\$12,075

- B. ALTERNATIVES CONSIDERED: Inasmuch as these are nonduplicative services, the alternative would be to provide no special transportation services in these areas or reclaim the existing vehicle. These alternatives are not acceptable.
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution funding the project be approved.

BP/srb
2881B/214
07/10/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 81-258
FEDERAL FUNDS FOR A 16(b)(2))	
SPECIAL TRANSPORTATION PROJECT	)	Introduced by the Joint
	)	Policy Advisory Committee
	)	on Transportation

WHEREAS, The Oregon Department of Transportation (ODOT) has requested the Council to make recommendations regarding the allocation of Urban Mass Transportation Administration (UMTA) 16(b)(2) funds in the Metro region; and

WHEREAS, To comply with federal requirements the Transportation Improvement Program (TIP) must be amended to include projects recommended for UMTA 16(b)(2) funds; and

WHEREAS, The adopted Special Transportation Plan established regional policies and criteria for purposes of evaluating UMTA 16(b)(2) applications; and

WHEREAS, North Portland Rotary, Inc. has submitted a project for funding authorization involving \$9,660 in Federal 16(b)(2) funds; and

WHEREAS, The project described in Attachment A was reviewed and found consistent with federal requirements and regional policies and objectives; now, therefore,

BE IT RESOLVED,

1. That \$9,660 of Federal 16(b)(2) funds be authorized for the purchase of the special transportation vehicle.

2. That the TIP and its Annual Element be amended to reflect this authorization as set forth in the Attachment.

3. That the Metro Council finds the project to be 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 July , 1981.

Presiding Officer

BP/srb
2882B/214
07/10/81

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND
METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) North Portland Rotary, Inc.
 LIMITS N/A LENGTH N/A
 DESCRIPTION Purchase of one 5-9 passenger stationwagon to provide special transportation services in North Portland.

PROJECT NAME North Portland Rotary Special Transportation
 ID No N/A
 APPLICANT North Portland Rotary

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 X

FUNDING PLAN BY FISCAL YEAR						
	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	_____	<u>12,075</u>	_____	_____	_____	<u>12,075</u>
FEDERAL	_____	<u>9,660</u>	_____	_____	_____	<u>9,660</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	_____	_____	_____	_____	_____
ROTARY	_____	<u>2,415</u>	_____	_____	_____	<u>2,415</u>

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$	_____
CONSTRUCTION	_____
RIGHT OF WAY	_____
TRAFFIC CONTROL	_____
ILLUMIN, SIGNS, LANDSCAPING, ETC	_____
STRUCTURES	_____
RAILROAD CROSSINGS	_____
<u>1 Stationwagon</u>	<u>12,075</u>
TOTAL \$	<u>12,075</u>

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL	
FAUS (PORTLAND)	_____
FAUS (OREGON REGION)	_____
FAUS (WASH REGION)	_____
UMTA CAPITAL	_____ UMTA OPRTG _____
INTERSTATE	_____
FED AID PRIMARY	_____
INTERSTATE	_____
SUBSTITUTION	_____
UMTA 16(b) (2)	<u>80</u>
NON FEDERAL	
STATE	_____ LOCAL <u>20</u>

Attach. to Res. 81-258

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: Finding the Clackamas Town Center Area Transportation Plan
Consistent with the Transportation Systems Planning
Process and Amending the Transportation Improvement Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which finds the Clackamas Town Center Transportation Plan, set forth in Staff Report No. 70, as being consistent with the transportation planning process and amending the Transportation Improvement Program (TIP) to include selected projects appearing in the Staff Report.
- B. POLICY IMPACT: This action will endorse projects of regional significance proposed by the Clackamas Town Center Area Transportation Plan including:
1. 82nd Avenue upgrading - Otty Road to Harmony;
 2. 82nd Avenue service road - Causey to the Town Center;
 3. An interchange on I-205 north of Sunnyside Road (alternative locations include Otty Road or Lester Road); and
 4. An exclusive transitway on new right-of-way west of I-205 and between the new I-205 interchange and the Town Center.

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

TPAC and JPACT have reviewed and approved this Resolution.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: As part of the adopted Clackamas County Comprehensive Plan, a "design plan" to provide a framework for the intensive land use development in and around the Clackamas Town Center (CTC) has been adopted as an amendment to the Comprehensive Plan by County planning staff. One of the components of this design plan is the Clackamas Town Center Area Transportation Study - Final Report (July 9, 1980) which examines the current and projected conditions of the transportation system in the CTC vicinity and develops a series of transit and highway improvement project concepts to serve the proposed development and solve the associated travel problems.

The majority of the improvement activities outlined in the CTC Area Transportation Plan are of a localized nature and are not anticipated to impact the regional transportation system. However, several of the project concepts would affect the regional system. Metro Staff Report No. 70 (Exhibit A) reviews the findings of the Clackamas County study in light of the most recent travel projections and presents an analysis of the system impact of those projects considered to be of regional significance.

An interchange at I-205 and Otty Road or Lester Street is called for in the plan. The "Design Plan for the Town Center Area" (adopted by Clackamas County) states: "Two overpasses, at Otty Road and Lester Street, have the potential of being converted to full interchanges with minimum expense and disruption. These two alternatives should be studied in detail to determine which one will be made into a full interchange." Metro staff recommends endorsement of an interchange at one of the locations and recommends both alternatives be examined to determine environmental impacts and necessary arterial connections and thereby provide additional information on which to base final selection.

- B. ALTERNATIVES CONSIDERED: Many alternatives were reviewed and are outlined in Exhibit A. These recommended transportation improvements are essential to support the densities included in the County's comprehensive plan.
- C. CONCLUSION: Metro staff recommends adoption of the attached Resolution.

BP/srb
3513B/236
07/10/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF FINDING	)	RESOLUTION NO. 81-259
THE CLACKAMAS TOWN CENTER AREA)	
TRANSPORTATION PLAN CONSISTENT	)	Introduced by the Joint
WITH THE TRANSPORTATION SYSTEMS	)	Policy Advisory Committee
PLANNING PROCESS AND AMENDING	)	on Transportation
THE TRANSPORTATION IMPROVEMENT)	
PROGRAM)	

WHEREAS, Clackamas County has developed a Clackamas Town Center (CTC) Area Transportation Plan; and

WHEREAS, This plan includes a series of transit and highway improvement projects to serve the CTC and solve associated travel problems; and

WHEREAS, Some of the projects in the CTC Area Transportation Plan impact the regional transportation system; and

WHEREAS, Those projects of regional significance have undergone Metro systems analysis and are enumerated in Staff Report No. 70 (Exhibit A), attached hereto; and

WHEREAS, Funding for these projects will be provided by developers in the area; and

WHEREAS, The transportation planning process requires Metro review and approval of regionally significant projects, federally funded or not; now, therefore,

BE IT RESOLVED,

1. That the Metro Council finds the following projects from Exhibit A to be consistent with the transportation planning process and are approved in concept:

- a. 82nd Avenue upgrading - Otty Road to Harmony;
- b. 82nd Avenue service road - Causey to the Town Center;
- c. An interchange on I-205 north of Sunnyside Road at either Otty Road or Lester Street; and

- d. An exclusive transitway on new right-of-way west of I-205 and between the new interchange and the Town Center.
2. That Metro approval of an interchange on I-205 north of Sunnyside is predicated on further environmental analyses of the Otty Road and Lester Street overpasses and associated arterial connections.
3. That the Transportation Improvement Program be amended to reflect the estimates for the above projects as set forth in Exhibit A.
4. That the Metro Council finds the noted projects to be 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 July, 1981.

Presiding Officer

BP/srb
3514B/236
07/10/81

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: Providing for Waivers of the July 1 Deadline for Petitions
for Locational Adjustments of Metro's Urban Growth Boundary

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution providing for waiving the July 1 deadline for petitions for locational adjustment.
- B. POLICY IMPACT: Ordinance No. 81-105, establishing procedures for locational adjustments, establishes a July 1 deadline for petitions to be heard this year but allows the Council to waive this deadline by majority vote. The Ordinance also provides that petitions must be accompanied by a local recommendation if such a recommendation is requested within six months of submission. The action proposed is consistent with allowing local jurisdictions up to six months to act on a request for a recommendation while still maintaining some limits on the period during which the Council will act on petitions.
- C. BUDGET IMPACT: Estimated fees from petitions for locational adjustments have been included as a revenue source in the FY 82 budget. The number of petitions accepted for hearing will affect the accuracy of this estimate.

II. ANALYSIS:

- A. BACKGROUND: Ordinance No. 81-105 was adopted March 5, 1981. Staff began meeting with potential applicants and affected local jurisdictions during March, and mailed an information packet, including final petition forms, to all interested parties in April.

City of Portland staff have been working since that time to prepare a petition for a trade involving a number of property owners. Because the City's petition to Metro is being undertaken in conjunction with petitions to the Boundary Commission to annex or de-annex some of the properties affected, it has been a lengthy process which is not yet complete. In consequence, the City is requesting that the July 1 deadline be waived to allow them to submit their petition following City Council action in mid-July (see attached letter). Staff believes that the City should be supported in its efforts to put together a trade in order to allow for Metro consideration

of certain proposed additions which could not otherwise be heard under the rules for locational adjustments and that their request for a waiver should be approved.

Four petitions were received by July 1, but none had yet received a local recommendation. Three additional petitions were received the next week following local action on a recommendation. Ordinance No. 81-105 allows up to three weeks for petitions submitted by July 1 to be completed if information is missing. Thus, if the affected local governments act by July 22, no waiver for the first four petitions will be necessary. Although hearings are scheduled on all petitions prior to July 22, final action may in some cases be delayed beyond that date, necessitating a waiver of the deadline.

The Development Committee, at its July 6 meeting, recommended that the Council adopt the attached Resolution granting the Executive Officer the authority to waive the deadline for petitions in process by July 1. Staff believes it is appropriate to waive the deadline in cases where the applicants have been making a good faith effort to complete petitions by July 1 but have been delayed only because the process was late in starting this year.

- B. ALTERNATIVES CONSIDERED: No waiver of the July 1 deadline would be unfair to applicants who have been making every effort to complete petitions on schedule since Ordinance No. 81-105 was adopted. A blanket waiver for all petitions which might be received through September 1 would, however, unnecessarily and inappropriately extend the process by allowing new applicants who have not yet begun the process for local review to seek consideration this year. Council action on individual requests for waivers on a case-by-case basis would entail delays in hearing petitions by a month or more.
- C. CONCLUSION: An outright waiver for the City of Portland is warranted by the magnitude of the proposed petition and the active efforts of City staff to complete the petition as rapidly as possible. Waiver of the deadline for other petitions received subject to approval of the Executive Officer is the most appropriate way to allow some flexibility in the first year of Ordinance No. 81-105's operation without abandoning the concept of once-a-year hearing process.

JH/srb
3569B/236
07/09/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROVIDING	)	RESOLUTION NO. 81-260
FOR WAIVERS OF THE JULY 1 DEADLINE)	
FOR PETITIONS FOR LOCATIONAL	)	Introduced by the Regional
ADJUSTMENTS OF METRO'S URBAN	)	Development Committee
GROWTH BOUNDARY)	

WHEREAS, The Council adopted Ordinance No. 81-105, for the Purpose of Establishing Procedures for Locational Adjustments to Metro's Urban Growth Boundary; and

WHEREAS, Section 4(a) of Ordinance No. 81-105 states that: "Except as provided in subsection (b) of this section, petitions for locational adjustment shall be considered by the District at one time each year beginning July 1 and petitions filed after July 1 of each year shall not be considered until July of the next calendar year."; and

WHEREAS, Section 4(b) of Ordinance No. 81-105 states that: "Upon request by a Councilor or the Executive Officer, the Council may, by majority vote, waive the July 1 filing deadline for a particular petition or petitions and hear such petition or petitions at any time."; and

WHEREAS, The City of Portland has made an outstanding effort to prepare a petition for a trade pursuant to Section 8(c) of Ordinance No. 81-105; and

WHEREAS, the City of Portland, in a June 25 letter from Planning Director Terry Sandblast, has asked the Executive Officer to request that the Council approve a waiver of the deadline for its petition; and

WHEREAS, Other petitioners who have made a good faith effort to complete their petitions by July 1 may require a waiver if the affected local government has not completed its recommendation within three weeks of the July 1 deadline; now, therefore,

BE IT RESOLVED,

1. That the July 1 deadline for petitions for locational adjustments to Metro's UGB is waived for the City of Portland's petition, which will be accepted for hearing following affirmative action by the Portland City Council on the request.

2. That the July 1 deadline be waived for petitions for locational adjustments which the Executive Officer determines were substantially commenced prior to July 1, 1981.

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

Presiding Officer

JH/srb
3571B/236
07/09/81

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

TO: Metro Council
FROM: Executive Officer
SUBJECT: Approving Metro's Participation in a Voluntary,
Cooperative Regionwide Economic Development Association

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution supporting Metro involvement in a voluntary cooperative regionwide Economic Development Association.
- B. POLICY IMPACT: This proposal assures that Metro's voice will be among those heard on regionwide economic issues and also assures that Metro will continue to be involved in and aware of the economic development activities of other jurisdictions throughout the region. This action is consistent with Metro's Five Year Operational Plan.
- C. BUDGET IMPACT: Metro staff support for this Association is available from funds obligated for economic development in the FY 81 budget.

II. ANALYSIS:

- A. BACKGROUND: The Reagan Administration has decided to abolish the Economic Development Administration at the end of 1981. Representatives of local government and other organizations interested in economic development have proposed formation of a voluntary Economic Development Association to share information and experiences on a regionwide basis.

Economic Development Advisory Committees of the City of Portland and Multnomah County are supporting this proposal, along with planning or economic development staff in Clackamas County, Hillsboro and Milwaukie. Portland State's Institute for Oregon Policy Studies has endorsed the project, and the Urban Studies and Population Research and Census Centers are also interested in joining. Membership will be open to all the region when the Association is formed.

- B. ALTERNATIVES CONSIDERED: Metro could choose not to participate. This would leave Metro out of the economic development process in the region, and would deprive the proposed Association of Metro's regional perspective and clearinghouse of data and other information.

Metro participation assures a continuing relationship with the economic development process in the region and promotes the success of this Association as a forum for the exchange of ideas and information on a regional basis.

- C. CONCLUSION: Metro staff recommends approval of the attached Resolution supporting Metro involvement in the proposed Association.

JC/srb
3485B/236
07/10/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING	)	RESOLUTION NO. 81-261
METRO'S PARTICIPATION IN A)	
VOLUNTARY, COOPERATIVE REGIONWIDE	)	Introduced by the Regional
ECONOMIC DEVELOPMENT ASSOCIATION	)	Development Committee

WHEREAS, Economic development is vitally related to the orderly and efficient development and provision of services within the Metro region; and

WHEREAS, Local governments and others interested in the region's economic development, including the counties of Multnomah and Clackamas, the cities of Portland, Hillsboro, Sandy and Milwaukie, and the Center for Population Research and Census, Center for Urban Studies and Institute for Oregon Policy Studies of Portland State University, have expressed support for a continuing voluntary regionwide economic development forum; and

WHEREAS, The federal government has decided to abolish the Economic Development Administration, thereby relinquishing initiative and responsibility for economic development to state, regional and local governments; and

WHEREAS, A continuing need exists to promote cooperation and mutual assistance among public and private entities involved and interested in the economic development of the region; now, therefore,

BE IT RESOLVED,

That the Metro Council approves Metro's participation in a voluntary, cooperative regionwide Economic Development Association

and directs Metro staff to work with representatives of the public and private sectors to establish such an Association to consider shared economic issues and activities.

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

Presiding Officer

JC/srb
3486B/236
07/10/81

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

TO: Metro Council
FROM: Executive Officer
SUBJECT: Recommending a Continuance of the City of Rivergrove's
Request for Acknowledgment of Compliance with LCDC Goals

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: That the Council adopt the attached Resolution recommending that LCDC grant a continuance of the city of Rivergrove's request for acknowledgment of compliance. The Council should act on this item at this meeting in order to ensure that its recommendation is considered by LCDC.
- B. POLICY IMPACT: This acknowledgment recommendation was developed under the "Metro Plan Acknowledgment Review Schedule," June 20, 1980. This process provides jurisdictions an opportunity to work with Metro staff and interested parties to discuss and clarify acknowledgment issues prior to Regional Development Committee action.
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: Rivergrove submitted its plan to LCDC for acknowledgment in August, 1980. LCDC has scheduled a hearing on the City's request for acknowledgment for August 1981.

Metro conducted a draft review of the Rivergrove plan and forwarded a copy of its comments to the City at that time.

Rivergrove is a very small community located on the Tualatin River south of Lake Oswego. Its 1980 population was 314. The City's planning area contains about 10 acres of vacant buildable residential land.

The present Rivergrove Comprehensive Plan was prepared with technical assistance financed by Metro.

Staff's position is that Council should recommend that LCDC grant the City a continuance to correct deficiencies under Goal Nos. 2, 5, 7 and 10. For the most part the changes needed are minor, but should be accomplished prior to acknowledgment.

Rivergrove's plan violates Goal No. 2 because there are a number of specific plan policies that are not implemented

by the City's development ordinance. These unimplemented policies are discussed under the substantive goals to which they apply.

Goal No. 5 requires that the City identify, and where possible, protect natural resources. The City discusses but does not inventory or protect Rivergrove's wetland resources.

Goal No. 7 requires an inventory and analysis of natural hazards. Rivergrove has identified such hazards, but has not adopted clear policies or maps to preclude development in high water table areas.

Rivergrove's plan designates most of the City "residential" but does not specify allowable densities. Plan policies allow apartments, but the City's ordinances establish vague and discretionary criteria for multi-family housing. These provisions may violate Goal No. 2 and the LCDC "St. Helens" policy.

Metro staff met with the Chairman of the Rivergrove Planning Commission to review Metro's comments. The City agrees that each of the issues raised appears to represent a problem and is committed to work with Metro to develop a solution.

The Metro Staff Report and recommendation was prepared according to the "Metro Plan Acknowledgment Review Schedule," June 20, 1980. Under the previous plan review procedures, the Regional Development Committee was provided with a complete Plan Acknowledgment Review Report. An "Acknowledgment Issues Summary" for each plan, developed from a "Plan Review Work Session" involving the jurisdiction, interested parties and Metro staff is attached. The Summary identifies acknowledgment issues raised at the Work Session, describing areas of agreement and presenting the Metro staff position and rationale on unresolved issues.

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

JC:srb
3317B/236
07/13/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING) RESOLUTION NO. 81-262
A CONTINUANCE OF THE CITY OF)
RIVERGROVE'S REQUEST FOR) Introduced by the Regional
ACKNOWLEDGMENT OF COMPLIANCE WITH) Development Committee
LCDC GOALS)

WHEREAS, Metro is the designated planning coordination body under ORS 260.385; and

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

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

WHEREAS, LCDC Goal No. 2 requires that local land use plans be consistent with regional plans; and

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

WHEREAS, Metro finds that Rivergrove's Comprehensive Plan does not comply with LCDC Goal Nos. 2, 5, 7 and 10; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that Rivergrove's Comprehensive Plan be continued to correct identified

deficiencies in Goal Nos. 2, 5, 7 and 10.

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

3. That, subsequent to adoption by the Council of any goals and objectives or functional plans after July, 1981, the Council will again review Rivergrove's plan for consistency with regional plans and notify the city of Rivergrove of any changes that may be needed at that time.

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

Presiding Officer

JC/srb
3316B/236
07/13/81

RIVERGROVE ACKNOWLEDGEMENT REVIEW

INTRODUCTION:

Rivergrove is a very small community located on the north bank of the Tualatin River between the cities of Tualatin and Lake Oswego. Its 1980 population was 314 persons. The City has about 10 vacant buildable acres and does not anticipate any significant population growth. All land use within Rivergrove is residential.

Metro and Rivergrove have enjoyed a special planning relationship. Metro's financial assistance, under the Small Cities Assistance Program, enabled Rivergrove to hire a group of planning students from the University of Oregon to help prepare the City's Comprehensive Plan. Metro staff have also worked closely with the City in the preparation of its plan. City representatives have reviewed the Metro objections and believe that the City can deal with these matters under an LCDC Continuance.

Basis For Metro Review

Rivergrove presented a draft comprehensive plan and submitted it to Metro in 1980. Metro prepared a draft review at that time and provided the City with its comments. Many of Metro's comments have been addressed. The City has yet to correct, however, a number of deficiencies. Those deficiencies are outlined in the remainder of this review.

General Requirements

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with general planning requirements.

Goal No. 1, Citizen Involvement

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 1, Citizen Involvement.

Goal No. 2, Land Use Planning

Metro's draft plan review noted that the City had failed to adopt ordinances and other measures to implement all of its plan policies. Goal No. 2 requires that the City have such implementing measures where plan policies alone are insufficient to implement requirements of specific Statewide Goals. This plan review notes specific deficiencies under Goal No. 5 (Natural Resources) and Goal No. 7 (Natural Hazards). Metro recommends that the City adopt specific implementing measures under these two other Goals in order to ensure compliance with Goal No. 2 land use planning requirements.

Conclusion: Rivergrove does not comply with Goal No. 2. In order to comply, the City must adopt the identified implementing measures needed to comply with Goal No. 5 and Goal No. 7, below.

Goal No. 3, Agricultural Lands

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 3.

Goal No. 4, Forest Lands

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 4.

Goal No. 5, Natural Resources

Much of Rivergrove's land is adjacent to the Tualatin River or is in the Tualatin River floodplain. Rivergrove has a number of significant wetlands, protection for which is required by Goal No. 5. The City's plan contains references to this wetland and specific policies requiring its protection. However, the City has not adequately mapped these wetland areas or provided needed implementing ordinances that would protect these wetlands.

The City needs to prepare maps illustrating these wetlands and develop specific protective measures in order to comply with Goal No. 5.

Conclusion: Rivergrove does not comply with Goal No. 5. In order to comply the City must prepare a map of its wetland areas and adopt adequate measures for their protection.

Goal No. 6, Air, Water and Land Resources Quality

The Department of Environmental Quality (DEQ) has objected to Rivergrove's plan because the City has not adopted adequate measures to control septic tank runoff into the Tualatin River. Metro staff does not concur with this position. Sewer permitting is within the authority of Clackamas County not the city of Rivergrove. Consequently, this is not a problem with which the City can deal.

The DEQ has also objected that the City does not provide an adequate inventory of solid waste in the City. The City's plan notes that all waste generation is by residential uses, there being no commercial or industrial activity within the City. Metro considers this information, coupled with Rivergrove's participation in the regional Solid Waste Management Plan, as an adequate inventory of Rivergrove's solid waste problem. Consequently, Metro staff does not concur that this is an acknowledgment issue.

Conclusion: Rivergrove complies with Goal No. 6.

Goal No. 7, Areas Subject To Natural Hazards

Rivergrove's plan has identified building hazards as required by Goal No. 7. The plan also includes a policy calling for "appropriate safeguards." The City's plan, however, lacks an implementing ordinance spelling out what these appropriate safeguards are. Goal No. 7 requires not only that the City have such a policy but that it implement the policy through the appropriate ordinances.

Conclusion: Rivergrove does not comply with Goal No. 7. In order to comply, Rivergrove must adopt or make reference to specific measures which implement the City's policy for protecting construction from building hazards.

Goal No. 8, Recreation

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 8.

Goal No. 9, Economy Of The State

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 9.

Goal No. 10, Housing

The Department of Land Conservation and Development (DLCD) noted that Rivergrove has not specifically zoned land for identified needed housing types. In fact, the City's plan designates all privately owned land "residential." DLCD's concern is that the City has not provided for specific needed types of housing. The plan does not, for example, distinguish land for multi-family and single family housing.

Metro believes that this is not an acknowledgment issue. Under a June 10, 1980 memo issued jointly by the DLCD and Metro, Rivergrove is classified as a small city, for which there is no regional housing expectation for either housing mix or density. The rationale behind this classification is that Rivergrove's vacant buildable land, 10 acres, is too small to be of regional significance. Rivergrove will not, therefore, play a significant role in meeting regional housing needs. Metro staff concludes that a single residential zone is adequate provision for Goal No. 10 requirements.

DLCD staff and Metro staff noted that the City has established a number of vague and discretionary approval standards for housing and public facilities under its development ordinances. LCDC's "St. Helens" policy requires that needed housing types be subject only to clear and objective approval standards. Despite the fact that there is no regional housing need, Metro believes that the City is

required by Goal No. 10 to provide such clear and objective standards for the approval of housing. Therefore, the City's existing ordinances appear to violate the requirements of LCDC's "St. Helens" policy. The City should make appropriate changes.

Conclusion: Rivergrove does not comply with Goal No. 10. In order to comply the City needs to eliminate vague and discretionary approval standards which violate the "St. Helens" policy.

Goal No. 11, Public Facilities And Services

The DEQ pointed out that the City had not analyzed or committed itself to any particular means for financing sewers in the unsewered portion of the City. DEQ maintains that Goal No. 11 requires that the City analyze possible means for financing sewers. City representatives pointed out, and Metro staff concurs, that in today's unstable fiscal climate it is difficult for the City to make any commitments on financing sewer alternatives. Moreover, the City's plan commits the City to working with sewer providers in the area--Washington and Clackamas Counties, cities of Tualatin and Lake Oswego--to investigate sewer service provision alternatives for Rivergrove. The City is committed to developing such a plan by 1984. City representatives feel that this is the appropriate vehicle for investigating financing alternatives. Metro staff concurs with the City's judgment in this matter and does not agree with DEQ's objection.

Conclusion: Rivergrove complies with Goal No. 11.

Goal No. 12, Transportation

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 12.

Goal No. 13, Energy Conservation

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 13.

Goal No. 14, Urbanization

No acknowledgment issues were identified.

Conclusion: Rivergrove complies with Goal No. 14.

JC/gl
3678B/249

Metropolitan Service District

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

Memorandum

Date: April 18, 1980
To: Leon Skiles, Project Manager
From: Kenneth Lerner, Metro Plan Review
Subject: Review of the Draft of the Rivergrove Comprehensive Plan

I would like to thank you for having met with us on April 7, 1980, to discuss the completed Rivergrove draft plan. We find that much good and thorough work has gone into the inventory, analysis and policy development of the City's plan by your group.

In our meeting, we discussed the major areas which still needed clarification and additional information. It is our understanding that these items, as well as others identified in the attached review, will be addressed. The review is based on the "Metro/DLCD Plan Review Manual" checklist.

The review attempts to cover all regional and State issues. Those items of regional concern have been noted with an asterisk (*). Items of regional concern which are essential for a favorable recommendation from Metro have been noted with an "E."

Suggestions for solving plan deficiencies have been included in this review. Metro's suggestions of what we feel are adequate for protection of regional concerns (to receive a favorable recommendation from Metro) do not necessarily represent LCDC's view of adequacy. If you have any questions on the LCDC requirements for any of the checklist items, we strongly suggest that you contact the DLCD review team at an early date to determine what more may have to be done before acknowledgment. If we can assist you in these discussions or in making needed changes, please let us know.

If you have any further concerns or questions about our review, please do not hesitate to contact us at the Metro office.

KL:bk
7734/124

RIVERGROVE DRAFT REVIEW

0. General Requirements

The following items have been identified as missing from your plan package and will have to be submitted for compliance acknowledgment by LCDC:

*(E) (0.1.1.1) The draft plan did not include a comprehensive plan map that indicates proposed planning designations. This must be submitted for acknowledgment in order for LCDC to start the 90-day clock for acknowledgment review. In addition, the plan map designations must be consistent with the plan policies (see item 2.1.2.1, below).

*(E) (0.1.2, 0.1.2.1, 0.1.3, 0.1.4) Zoning and subdivision ordinances, as well as any other proposed implementing measures were not submitted with the draft plan for review. We understand, however, that a draft of the Ordinance and Development Standards document is currently under review.

(0.1.5, 0.1.5.1) The list of supporting documents is a list of those background reports, special studies, etc., which have not been included with the plan documents submitted for acknowledgment (see the compliance acknowledgment rule in Section III of the Plan Review Manual and Goal #2 language). This list can be included in a letter of submittal and need not be in the plan itself, although the latter is preferable.

(0.1.6) A list of affected agencies is also required and can be included in letter form with the City's acknowledgment request.

(0.1.7) The names of the Committee for Citizen Involvement (CCI) and Citizens' Advisory Committees (CAC) chairpersons should be indicated in the acknowledgment request. While the CAC chairperson's name is optional; the CCI chairperson is mandatory.

*(E) (0.1.8) The plan notes that an Urban Planning Area Agreement (UPAA) has been completed with Clackamas County. Another UPAA should be completed with Washington County prior to final plan adoption. As an additional requirement to meet Goal #2, a similar agreement should be secured with all special districts serving lands within the Rivergrove city limits. A letter from these districts stating they are able to provide service commensurate with the comprehensive plan, or documentation that they were notified of their opportunity for review and had no objection or did not comment, is sufficient to meet this requirement.

Goal #1: Citizen Involvement

(1.2, 1.3) The plan did not have the approval date of the City's CCI and Citizen Involvement Program (CIP) by LCDC. Please include these dates in the final plan.

(1.6) The CCI should conduct a final evaluation of the citizen involvement process, addressing the six goal requirements, and submit it with the final comprehensive plan package.

Goal #2: Land Use Planning

(2.1.1) To demonstrate that you have addressed all inventory requirements of the various goals, a "disclaimer" should be included listing all the resources and hazards, etc. which are not present in the City and for which, therefore, inventory requirements do not apply. Following is a list of inventory requirements which appear not to apply to the City:

- 5.1.8 Wilderness
- 5.1.10 Cultural areas
- 5.1.11 Oregon recreational trails
- 7.1.2 Ocean flooding
- 8.1.1.3 Archeology resources
- 8.1.1.4 Travelways, sports and cultural events
- 8.1.1.5 Camping and recreational lodging
- 8.1.1.6 Trails
- 8.1.1.8 Hunting
- 8.1.1.10 Winter sports
- 8.1.1.11 Mineral resources
- 12.1.1.3 Rail
- 12.1.1.4 Air
- 12.1.1.5 Water
- 12.1.1.8 Pipeline

*E (2.1.2, 2.1.2.1, 2.1.2.2) As noted above (i.e., 0.1.1.1, 0.1.2, 0.1.2.1, 0.1.3 and 0.1.4), the plan map and various implementation measures were not submitted for review. Prior to their review, we urge you to examine each plan policy and ensure that it can be implemented through the zoning or subdivision ordinance or other implementing measures with clear and objective approval standards. It is our understanding that the proposed plan map will include a single designation (i.e., residential) and will be implemented through a land use development ordinance and standards document which will provide for the various needs identified in the plan.

(2.2.1) The list and location of plan documents on file was not submitted (see 0.1.5 and 0.1.5.1, above).

*E (2.2.2.1a and b) Complete copies of the Urban Planning Area Agreements (UPAA) should be submitted with the plan, (see 0.1.8, above).

(2.2.2.2) The City should document the opportunity for agency review and comment during the planning process (the list of affected agencies is a requirement of 0.1.6, above). This can be submitted as part of the acknowledgment request package.

Goal #3: Agricultural Lands

Not applicable to Rivergrove.

Goal #4: Forest Lands

Protection of forest lands as open space is mainly addressed under the open space, scenic and historic areas, and natural resource element of the plan, which provide policies for the protection and consideration of vegetation, particularly in riparian areas. Since Rivergrove is entirely within the adopted regional Urban Growth Boundary (UGB), preservation of commercial forest lands is appropriate only in limited circumstances.

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

(5.2.1, 5.2.2, 5.2.3.1, 5.2.3.2, 5.2.3.3) The plan should identify areas, if any, in which there are conflicting uses, (i.e., areas which allow development but have an open space or resource value). In those areas where no conflicting uses occur (i.e., floodplains) policies must preserve the resources. In those areas identified as having conflicting uses, only those justified by an analysis of economic, social, environmental and energy consequences should be permitted. And those permitted uses must be allowed only in such a manner as to conserve open space and protect natural and scenic resources.

(5.2.4) No plan map was submitted with the draft plan, (see 0.1.1.1, above).

Goal #6: Air, Water and Land Resource Quality

* (6.1.3, 6.1.3.1, 6.1.3.2) The plan will need a statement indicating if there are any problems or violations regarding land quality. The plan does recognize Metro's responsibility for solid waste disposal, but should also include a description of the solid waste disposal problems of the region. This information is also required for Goal #11 compliance.

Goal #7: Areas Subject to Natural Hazards

Adequate for the plan. (However, implementation measures have not been reviewed.)

Goal #8: Recreational Needs

(8.1.1.9, 8.1.1.12) Angling and active and passive games and activities were not addressed in the plan inventory. Since it is likely that these recreational facilities are found in Rivergrove, they should be identified in the plan. If they are not found in the City or its vicinity, then a "disclaimer" statement, as per 2.1.1 above, would be appropriate.

(8.2.6) No plan map designations were submitted; only an inventory map of open space, (see items 0.1.1.1 and 2.1.2.1, above).

Goal #9: Economy of the State

Adequate.

Goal #10: Housing

*(E) The housing goal, as presented in the draft plan, was for the most part adequate to meet the goal requirements. However, as we discussed the relationship of the proposed density of development should be clearly linked to public facilities planning, i.e., to Goal #11, and to existing conditions, in terms of constraints and existing levels and patterns of development.

The following items are in need of clarification:

(10.2.3.1) A statement might be included in the plan that the location of new housing is limited, due to the lack and pattern of vacant buildable land (i.e., basically in-fill situation) and the small size of the City. This can be added to the statement on pages 35-36 regarding the minimal amount of developable land.

*(E) (10.2.5, 10.3.1.1) The plan should have land-use designations for the City (as per item 2.1.2.1). Thus, the vacant land will be designated and implementation measures (i.e., zoning or development codes) can be applied consistent with the plan designations. This will ensure that all identified housing needs (i.e., multi-family, mobile homes) will be able to be met. Also, any approval standards for needed housing types must be clear and objective to avoid conflict with the "St. Helens Policy" of LCDC.

Goal #11: Public Facilities and Services

*(E) (11.1.1.2) For the sewered portion of Rivergrove the plan did not present current and projected sewer capacity and needs (i.e., flows). This can be estimated and included in the plan as per this goal requirements.

(11.1.1.4) The plan states that a master sewerage plan will be developed and adopted by Rivergrove to service the entire City by 1984. This is adequate for Goal #11 requirements, as it is consistent with the situation in Durham. Durham's plan was acknowledged with a plan policy that required the City to adopt a sewer plan by a date certain.

*(E) (11.1.3, 11.1.3.1, 11.1.3.2, 11.1.3.3, 11.1.3.4) The plan does not present adequate information on the storm drainage situation, further discussion of each of the goal requirements is needed.

*(E) (11.1.5, 11.1.5.1, 11.1.5.2, 11.1.5.3, 11.1.5.4) The plan does not present adequate information on the solid waste situation, (see item 6.1.3, 6.1.3.1, 6.1.3.2, above).

(11.1.8, 11.1.8.2, 11.1.8.3, 11.1.8.4) The plan does not discuss any health services except for a reference to the 911 Emergency Number and the fire department's emergency service. Existing service providers should be inventoried (e.g., nearby hospitals), problems presented (e.g., access to hospitals) and solution proposed (e.g., 911 Emergency Number).

(11.1.10, 11.1.10.1, 11.1.10.2, 11.1.10.3, 11.1.10.4) No information was included in the plan on the provision of general government services. A small city like Rivergrove is not expected to have extensive general government services. However, certain services are necessary, and it should be indicated how they are being provided. This is especially important regarding actions on permits for land use development; it should be determined how proposed implementation measures for comprehensive plan policies will be administered as part of the planning process.

(11.2.2.1) No plan map was submitted, (see items 0.1.1.1 and 2.1.2.1, above).

Goal #12: Transportation

This goal is adequately addressed except for the items requiring "disclaimer" statements, (see item 2.1.1, above), and for one other item:

(12.1.1.6) The plan should inventory any existing pedestrian paths or walkways and include this in the Transportation Element.

Goal #13: Energy Conservation

Adequate. (However, no implementation documents were reviewed.)

Goal #14: Urbanization

The plan does not include an element on urbanization. Language in the plan text refers to all land within the City as being urban (p. 2), and that the existing City limits are considered both immediate and future urban (p. 23). This is somewhat confusing, and we suggest that a section on urbanization be included in the plan to clarify urbanization policies. This section should have policy language that indicates the City's intent. If land is designated "immediate" urban and "future" urban, the Goal #14 conversion criteria will apply. However, if all land in Rivergrove is designated as "immediate" urban, then these conversion criteria would not apply. The latter method appears more appropriate for Rivergrove, as the City is virtually developed with only infill and redevelopment possibilities for growth.

KL:bk
7734/124

RIVERGROVE ISSUE SUMMARY

ISSUE

CITY RESPONSE

0. General Requirements

No Acknowledgment Issues Identified

1. Citizen Involvement

No Acknowledgment Issues Identified

2. Land Use Planning

The City has not adopted adequate implementing measures for several plan policies. (Metro, DLCD)

See Specific Implementing Measures, listed below.

Staff Position: The City should adopt implementing policies, described below.

3. Agricultural Lands

No Acknowledgment Issues Identified.

4. Forest Lands

No Acknowledgment Issues Identified

5. Natural Resources

The City has not adequately mapped wetland areas or provided adequate protection. (DLCD)

Staff Position: The City should map wetlands and adopt policies limiting wetland development.

The City agrees that this is a problem.

6. Air, Water and Land Resources Quality

The City has not adopted adequate measures to control septic tank runoff into the Tualatin river. (DEQ)

Staff Position: The City has analyzed its septic tank and water quality problems; septic tank approvals are made by Clackamas County.

The City has not adequately inventoried its solid waste problem. (DEQ)

The City has adequately addressed its solid waste problem, which is minimal.

Staff Position: This requirement is subsumed by Rivergrove's participation in Metro's Solid Waste Management Plan.

7. Areas Subject to Natural Hazards

The City has identified a number of building hazards, adopted a policy calling for "appropriate safeguards"; the City's implementing ordinance doesn't spell out these safeguards. (DLCD, Metro)

The City agrees that the ordinance could be clarified.

Staff Position: The City should adopt specific measures restricting development in hazard areas.

8. Recreation

No Acknowledgment Issues Identified.

9. Economy of the state

No Acknowledgment Issues Identified.

10. Housing

The City has not zoned land for needed housing types, nor are there minimum or maximum densities. (DLCD)

Staff Position: All land is designated simply "residential"; this does not per se allow for needed housing.

Metro staff and the City will discuss possible plan changes.

The City has established vague and discretionary approval standards for needed housing and public facilities essential to needed housing.

Metro staff and the City will discuss possible changes.

Staff Position: These vague and discretionary standards violate the St. Helens policy.

11. Public Facilities and Services

The City has not analyzed means of financing needed sewers. (DEQ)

Not a problem Rivergrove can now address.

Staff Position: The City is committed to preparing a sewer plan by 1984; this is the appropriate vehicle for considering financing.

12. Transportaton

No Acknowledgment Issues Identified.

13. Energy Conservation

No Acknowledgement Issues Identified

14. Urbanization

No Acknowledgment Issues Identified

JC/srb
3315B/234

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: Establishing a New Classification of 457 Maintenance Electrician and Authorizing a New Position in the Building and Grounds Division of the Zoo for Maintenance Activities.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve recommendation creating the classification 457 Maintenance Electrician at salary range 6.5 (\$11.38 hr. - \$23,691).

Authorize one 457 Maintenance Electrician position in the Building and Grounds division in support of maintenance activities.

- B. POLICY IMPACT: The position of Maintenance Electrician will enable the Zoo to proceed with the maintenance of the new Beaver/Otter Exhibit and to maintain the Exhibit within the framework of the Personnel Rules and the administrative procedures on personal services contracts. The classification specification is subject to Union Local 483 approval.
- C. BUDGET IMPACT: This position and classification has been included in the adopted budget for FY 82 which has been authorized.

II. ANALYSIS:

- A. BACKGROUND: Skilled electrical maintenance and installation work is required in the new Beaver/Otter Exhibit as well as in the maintenance of other existing exhibits at the Zoo. Responsibilities include the installation, alteration, maintenance and repair of electrical systems fixtures and related equipment. Duties include the utilization of knowledge and skills relative to installing new systems, replacing old systems, installing conduit, skills in the overhaul and repair of component parts. Work must be performed in conformance with State and local regulations.

This position is responsible for the control of environmental conditions for exotic animals. The Zoo's ability to monitor climatic conditions of the animals is greatly enhanced by having a Maintenance Electrician on staff. Familiarity with the Zoo and the special requirements of each exhibit is the major savings for the Zoo in having a staff electrician in contrast to contracting for special projects.

B. ALTERNATIVES CONSIDERED: Three alternatives were considered:

1. Use existing staff;
2. Contract out for the electrical work; and
3. Request a Maintenance Electrician position at salary range 6.5 (\$23,691).

Alternative 1 was rejected because existing staff do not possess the knowledge, skills or State license to perform the work necessary. Alternative 2 was rejected because the work to be performed is not of limited duration but of an ongoing continuing nature.

Alternative 3 is recommended for economical and administrative reasons; the maintenance of various exhibits at the Zoo requires the knowledge, skill and training of a licensed electrician, and it is in the best interests of the District to protect the investment in exotic animals at the Zoo by maintaining the best environmental conditions possible through proper heating and cooling of the exhibits. This maintenance effort requires the appointment of a staff electrician.

C. CONCLUSION: Recommend approval of the new classification title 457 Maintenance Electrician at salary range 6.5, and authorize one permanent Maintenance Electrician in the Zoo Building and Grounds division budget to maintain the exhibits at the Zoo. The class specification is subject to approval by the Laborers International Union Local 483.

SW/gl
3639B/252
7/14/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. 81-263
AND AUTHORIZING A NEW CLASSIFI-)	
CATION OF MAINTENANCE ELECTRICIAN	)	Introduced by the Council
AND IN THE BUILDING AND GROUNDS	)	Coordinating Committee
DIVISION OF THE ZOO)	

WHEREAS, Metro is involved in the operation and maintenance of the Washington Park Zoo; and

WHEREAS, This program requires the installation, alteration, maintenance and repair of electrical systems, fixtures and related equipment; and

WHEREAS, There is an immediate need to appoint a Maintenance Electrician to work on the new Beaver/Otter Exhibit and that the work be performed according to State and local regulations by a licensed electrician; now, therefore,

BE IT RESOLVED,

That the position classified as a Maintenance Electrician at salary range 6.5 (\$11.38 per hour - \$23,691) be authorized for the Zoo Building and Grounds division and funded from the Zoo fund of the FY 82 budget.

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

Presiding Officer

SW/gl
3654B/252
7/14/81

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 and Authorizing the Position of 333 Regional
Planner 1

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: The Council is requested to approve the attached Resolution approving and authorizing the position of 333 Regional Planner 1.
- B. POLICY IMPACT: Approval of the Planner 1 will allow for staff adjustments to effectively utilize unanticipated grant revenues. The requested action is in conformance with Personnel Rules and Procedures.
- C. BUDGET IMPACT: This position has not been included in the FY 82 budget. The Planner 1 salary and fringe costs will be \$20,785. An LCDC grant and local funds would be used with other staff costs offset by unanticipated EDA grant revenues.

II. ANALYSIS:

- A. BACKGROUND: The Planner 1 is to assist with land use coordination and plan review. Unanticipated grant revenues require staff budget adjustments. Under the reorganization of the Development Services Department, a Planner 3 will be assigned to work on economic development issues under the Special Projects Department with funding from EDA. This transfer makes LCDC grant and local funds available for replacement staff on the plan review work.
- B. ALTERNATIVES CONSIDERED: Use of existing staff was considered. Receipt of the EDA funds provides for additional staff work and the need for staff adjustments to accomplish it.
- C. CONCLUSION: The Council is requested to approve the attached Resolution approving and authorizing the position of 333 Regional Planner 3.

SW/gl
3719B/252
07/14/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING AND) RESOLUTION NO. 81-264
AUTHORIZING THE POSITION OF)
REGIONAL PLANNER 1 FOR PLAN REVIEW) Introduced by the Council
) Coordinating Committee

WHEREAS, Metro is involved in a Comprehensive Plan review program; and

WHEREAS, The program requires staff to review new materials, to prepare issues lists of items not addressed, to review annexation requests and to provide assistance to the Regional Planner 3 supervising the plan review program; and

WHEREAS, Existing staff has been assigned to the Special Projects Department; and

WHEREAS, There is an immediate need to continue this program; now, therefore,

BE IT RESOLVED,

That the position classified as a 333 Regional Planner 1 at salary range 8.5 (\$15,275 - \$18,539) be authorized in the FY 82 budget.

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

Presiding Officer

SW/gl
3659B/252
07/14/81

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 and Establishing the Classification of Field
Office Manager and Authorizing a New Position

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: The Council is requested to approve the attached Resolution creating a new position and establishing a new classification.
- B. POLICY IMPACT: Approval of a Field Office Manager will allow for establishment of an Oregon City Field Office for the Resource Recovery Project. The requested action is in conformance with Personnel Rules and Procedures.
- C. BUDGET IMPACT: This position has not been included in the FY 82 budget. Field Office staff costs will be \$39,550. Funds will be derived from State Pollution Control Bonds and an EPA grant. A fund transfer will be required.

II. ANALYSIS:

- A. BACKGROUND: An Oregon City field office for the Resource Recovery project is proposed in order to provide adequate information for the surrounding community. A Field Office Manager would staff the office with assistance from a temporary part-time Office Coordinator (.75 FTE).
- B. ALTERNATIVES CONSIDERED: Use of existing staff was considered. The importance of the Resource Recovery project and staff workloads require establishment of the Oregon City Field Office.
- C. CONCLUSION: Recommend approval of the attached Resolution establishing a new classification and authorizing a new position.

SW/gl
3657B/252
07/14/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING AND	)	RESOLUTION NO. 81-265
ESTABLISHING THE CLASSIFICATION)	
OF FIELD OFFICE MANAGER FOR THE	)	Introduced by the Council
RESOURCE RECOVERY PROJECT AND	)	Coordinating Committee
AUTHORIZING A NEW POSITION)	

WHEREAS, Metro is considering the construction of a
Resource Recovery Facility in Oregon City; and

WHEREAS, This program will be ongoing; and

WHEREAS, There is an immediate need to provide Solid Waste
Resource Recovery educational information on-site in Oregon City; and

WHEREAS, The permanent position of Field Office Manager
will be responsible for this; now, therefore,

BE IT RESOLVED,

That the position classified as 051 Field Office Manager at
a salary range of 11.0 (\$23,612 - \$28,742) be authorized for the
Solid Waste Department funded from the FY 82 budget

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

Presiding Officer

SW/gl
3656B/252
07/14/81

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: Budget Authorization for Oregon City Resource Recovery Facility Office

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of a Resolution authorizing up to \$50,000 to be spent in FY 82 for establishing an office in Oregon City to provide information and outreach efforts concerning the Resource Recovery Facility (RRF).
- B. POLICY IMPACT: The establishment of an office in Oregon City will enable Metro to better maintain contact and liaison with citizens, business and governmental officials concerning the project's construction phase. The office will serve as a central point for dissemination of information and answering inquiries about the facility. The office will also demonstrate Metro's continuing concern that the citizens of Oregon City receive responses to questions on the RRF and that any potential adverse impacts of the facility are avoided.

Implementation of the RRF is in accord with Metro's adopted Five Year Operational Plan.

- C. BUDGET IMPACT: The following General budget sheet shows estimated expenditures for the establishment of an Oregon City office for FY 82. One additional full-time position and one part-time temporary position are recommended in addition to \$10,450 in Material and Services expenses. Sources of funds for the requested \$50,000 authorization are an EPA Grant (\$12,390) and State Pollution Control Bond Funds.

II. ANALYSIS:

- A. BACKGROUND: With the approval of the Conditional Use Permit for the RRF, Metro is moving into the site preparation phase of the project. As site preparation construction activity begins, it is contemplated that additional community interest in the project will develop. The establishment of an outreach office will assist in keeping the community informed of progress and schedules of both the Clackamas Receiving and Recycling Center and, when final air quality permits are obtained, the RRF. The general concept of establishing an outreach office was discussed with Council on July 2.

- B. ALTERNATIVES CONSIDERED: The alternative would be not to establish an Oregon City office and to handle outreach and information dissemination through Metro central office. Due to the importance of the project to Oregon City residents and to Metro, it was judged that the alternative would not be adequate on a project of this size and complexity which has already become the focal point of organized opposition.
- C. CONCLUSION: Authorization of a budget of \$50,000 for the establishment of a RRF outreach and information office in Oregon City which will serve as Phase I of an overall program for citizen involvement and information for the project. Specific authorization material will be provided at the Council Coordinating Committee meeting on July 13.

DUK/srb
3655B/252
07/07/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 81-266
FUNDS FOR THE OREGON CITY RESOURCE)
RECOVERY FACILITY OFFICE) Introduced by the Council
Coordinating Committee

WHEREAS, The Council of the Metropolitan Service District deems it necessary to establish an office in Oregon City to provide information to the community on the construction of the Resource Recovery Facility; and

WHEREAS, Amendments are needed to the FY 82 Budget to fund the office; now, therefore,

BE IT RESOLVED,

1. That \$50,000 be authorized for the Oregon City Resource Recovery Facility office.

2. That these costs will be funded as follows:

EPA Grant	\$12,390
State Pollution Control Bonds	<u>37,610</u>
	\$50,000

3. That appropriate action be taken in a supplemental budget to transfer State Pollution Control Bond funds from the Solid Waste Capital fund to the Solid Waste Operating fund and transfer EPA Grant funds from the General fund to Solid Waste Operating fund to provide the revenues now being transferred from this project.

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

Presiding Officer

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: Waiving the Personnel Rules Regarding Recruitment of Applicants for Positions of Manager of Accounting, Budget and Public Affairs Director

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve the variances waiving the Metro Personnel Rules in the recruitment of positions in the Management Services and Public Affairs Departments by a motion at the July 23, 1981 Council meeting.
- B. POLICY IMPACT: None.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: According to Section 2.02.025, Variances, of the Personnel Rules, the Executive Officer may vary or modify the strict application of the Rules in instances where strict application would create unnecessary hardships or practical difficulties to Metro, an employee or both. The Section further states that such variances must be reported to the Council for ratification at the next Council meeting.

The Acting Director of Management Services requested that the Executive Officer waive the Personnel Rules which require a five-day period for in-house posting for the position of Manager of Accounting and Budget. The same request was made for the position of Director of Public Affairs.

The audit firm of Coopers & Lybrand urged immediate recruitment of a competent Manager of Accounting and Budget, due to the complexity of the problems and the nature of the accounting functions involved. Time constraints on other staff were severe due to staff turnover as well as the need to finalize the budget for FY 82.

The need for strong leadership in Metro's Public Affairs program as well as budget cuts in Public Affairs personal services budget and staff turnover were cited as reasons for accelerating the recruitment process for the position of Director of Public Affairs. By accelerating the recruitment we had the opportunity to advertise the position in a widely distributed Career Edition of The Oregonian and Scanner newspapers.

- B. ALTERNATIVES CONSIDERED: The alternative was delaying the recruitment and following the regular procedure to open recruitment in-house for five days. This was rejected because of the critical need in the accounting division as outlined in reports from the audit firm of Coopers & Lybrand which made immediate recruitment imperative.

In the Public Affairs Department the need to accelerate the recruitment was based on the urgency of moving forward with the reorganization of the Department and immediate need to develop an effective Public Affairs program.

- C. CONCLUSION: Metro has demonstrated restraint in use of variances. A variance has been requested on one other occasion during the past two years.

Approval of the action taken by the Executive Officer in waiving the Personnel Rules is recommended by the Council Coordinating Committee.

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7/14/81