



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

A G E N D A

REGULAR COUNCIL MEETING

Date: June 24, 1982
Day: Thursday
Time: 5:45 PM - Contract Review Board
6:15 PM - Informal Session - Energy Recovery
Place: 7:30 PM - Regular Council Meeting
Metro Offices

CALL TO ORDER (7:30)*

ROLL CALL

1. Introductions.
2. Written Communications to Council.
3. Citizen Communications to Council on Non-Agenda Items.
4. Councilor Communications. (7:40)*
5. Consent Agenda (Item 5.1) (7:55)*
 - 5.1 A-95 Review.
6. Resolutions:

Transportation Policy Alternatives Committee Recommendation:

- 6.1 Resolution No. 82-337, For the Purpose of Amending the Transportation Improvement Program (TIP) to Incorporate Three Projects of Innovative Techniques and Methods in the Operation and Management of Public Transportation Service. (8:00)*

Joint Policy Advisory Committee on Transportation Recommendation:

- 6.2 Resolution No. 82-338, For the Purpose of Authorizing Federal Funds for 16(b)(2) Special Transportation Projects and Amending the Transportation Improvement Program (TIP). (8:05)*

*Times listed are approximate.

7. Ordinances:

- 7.1 Public Hearing on Ordinance No. 82-135, For the Purpose of Adopting the Regional Transportation Plan. (First Reading) (8:10)*
- 7.2 Public Hearing on Ordinance No. 82-137, An Ordinance Relating to Contested Case Procedures and Amending Metro Code Chapter 5.02. (First Reading) (8:40)*
- 7.3 Public Hearing on Ordinance No. 82-138, For the Purpose of Amending Appropriations, Increasing the Transfer from the Solid Waste Operating Fund to the General Fund, and Declaring an Emergency. (8:55)*

8. Fiscal Year 1983 Budget:

- 8.1 Resolution No. 82-333, For the Purpose of Providing Pay Plan Adjustments for Fiscal Year 1983. (9:10)*
- 8.2 Resolution No. 82-340, Amending the Metro Pay Plan. (9:20)*
- 8.3 Portland Recycling Team Contract - 30-day Extension. (9:30)*
- 8.4 Ordinance No. 82-132, An Ordinance Adopting the Annual Budget of Metro for FY '83, Making Appropriations from Funds of the District in Accordance with Said Annual Budget and Levying Ad Valorem Taxes. (Second Reading) (9:45)*

*and the
Zoo Operating Fund*

9. Reports:

- 9.1 Executive Officer's Report. (10:15)*
- 9.2 Committee Reports. (10:30)*

ADJOURN (10:45)*

*Times listed are approximate.



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A G E N D A

REGULAR COUNCIL MEETING

Date: June 24, 1982
Day: Thursday
Time: 7:30 PM
Place: Metro Offices

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 with 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.


Rick Gustafson
Executive Officer

5.1 A-95 Review.



METRO

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

MEMORANDUM

Date: June 24, 1982
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: Native Americans (#824-1)
Applicant: Urban Indian Council, Inc.
Project Summary: Funds will be used for economic development activities such as seeking financial resources; engaging in community and strategic planning; collecting economic data; public involvement; etc. The area of impact is Portland.
Federal Funds Requested: \$123,055 (Office of Human Development Services)
Staff Response: Favorable action.
2. Project Title: Stewart Terrace (#824-2)
Applicant: State of Oregon Housing Division
Project Summary: Funds will be used for construction and rent subsidies for 24 rental units for the elderly in Sherwood.
Federal Funds Requested: Construction Loan: \$452,000 (State of Oregon loan at 13.75 percent for 30 years) and one year contract rent subsidies of \$101,300 (Housing and Urban Development)
Staff Response: Favorable action.
3. Project Title: Job Corps (#824-3)
Applicant: U. S. Department of Labor
Project Summary: Funds will be used to continue the operations of the Tongue Point Job Corps Center in Astoria and its satellite center in Troutdale. The Centers provide basic education and vocational training in a 24-hour residential setting for 635 enrollees.
Federal Funds Requested: Under competitive procurement.
Staff Response: Favorable action.
4. Project Title: Biomedical Research Facility (#824-5)
Applicant: Oregon Health Sciences University
Project Summary: Construction funds for a biomedical

research facility on Marquam Hill. The building is expected to contain 60,000 gross square feet and be six stories high. The Portland Bureau of Planning points out that the proposed project will need to go through the City's conditional use procedures and will have to be found compatible with the Marquam Hill Policy Plan.

Federal Funds Requested: \$20,790,000

Staff Response: Favorable action.

5. Project Title: Genetic Testing (#824-5A)
Applicant: Oregon Health Sciences University
Project Summary: Funds will be used for genetic counseling, education and other services in the states of Oregon, Idaho and Washington.
Federal Funds Requested: \$127,742 (Department of Health and Human Services)
Staff Response: Favorable action.
6. Project Title: Headstart (#824-6)
Applicant: Washington County Community Action Agency
Project Summary: Funds will provide a comprehensive pre-school program (education, social services and parent involvement opportunities) to 125 lower-income and handicapped children in Washington County.
Federal Funds Requested: \$335,160 (Department of Health and Human Services)
Staff Response: Favorable action.
7. Project Title: Area Aging Plan (#824-7)
Applicant: Washington County Area Agency on Aging
Project Summary: Funds will be used to provide services such as prepared meals, transportation, health screenings, chore services, legal assistance, information and referral, etc. to senior citizens in Washington County.
Federal Funds Requested: \$388,146 (Department of Health and Human Services)
Staff Response: Favorable action.
8. Project Title: Clackamas County CETA (#824-8)
Applicant: Clackamas County
Project Summary: Funds will be used to operate a Private Industry Council in Clackamas County.
Federal Funds Requested: \$15,605 (Department of Labor)
Staff Response: Favorable action.
9. Project Title: Youth Summer Employment (#825-1)
Applicant: Clackamas County
Project Summary: Funds will provide summer employment and training programs to 380 low-income youth in Clackamas County.
Federal Funds Requested: \$529,082 (Department of Labor)
Staff Response: Favorable action.

10. Project Title: Employment and Training (#825-2)
Applicant: California Human Development Corporation
Project Summary: The project will provide career employment training opportunities, counseling and supportive services to in-school farmworker youth in Oregon, California, Washington, Idaho and Montana.
Federal Funds Requested: \$1,200,000 (Department of Labor)
Staff Response: Favorable action.
11. Project Title: Urban Park and Recreation Recovery (UPARR) (#825-3)
Applicant: City of Portland
Project Summary: Funds will establish a planning framework for the development and operation of East Delta Park and Leach Gardens. The plan will seek private investment and contributions to develop and maintain the park sites.
Federal Funds Requested: \$220,000 (National Park Service)
Staff Response: Favorable action.
12. Project Title: Urban Parks (#825-4)
Applicant: City of Portland
Project Summary: Comprehensive Five-Year Plan for the Portland Parks Bureau as related to the grant programs of the National Park Service.
Federal Funds Requested: NA
Staff Response: Favorable action.
13. Project Title: Squadron Building (#825-6)
Applicant: U. S. Property and Fiscal Office
Project Summary: Construction funds for a Squadron Operations Building for the Air Force Reserve at Portland Air Force Base.
Federal Funds Requested: \$1-\$3 million (Department of Defense)
Staff Response: Favorable action.
14. Project Title: Utilities Project (#825-7)
Applicant: U. S. Property and Fiscal Office
Project Summary: Funds for road and utilities work in preparation for new facilities at Portland Air Force Base.
Federal Funds Requested: \$1-\$3 million (Department of Defense)
Staff Response: Favorable action.
15. Project Title: Summer Youth Employment (#825-8)
Applicant: Multnomah/Washington CETA Consortium
Project Summary: Funds will operate a work experience, vocational and career counselling and training program for 500 youths in Multnomah and Washington Counties outside of Portland.
Federal Funds Requested: \$945,902 (Department of Labor)
Staff Response: Favorable action.

Note: The following is a summary of staff responses regarding grants directly related to Metro programs.

16. Project Title: Rideshare
Applicant: Tri-Met
Project Summary: Funds will be used for promotional events and displays to encourage ridesharing in the metropolitan area.
Federal Funds Requested: \$17,200 (Department of Transportation)
Staff Response: Favorable action.
17. Project Title: Fleet Management System (#825-10)
Applicant: Tri-Met
Project Summary: Funds will be used to computerize information on the inventory of bus parts and maintenance work performed on Tri-Met's vehicles.
Federal Funds Requested: \$40,000 (Department of Transportation)
Staff Response: Favorable action.
18. Project Title: Telecommunication Network (#825-11)
Applicant: Tri-Met
Project Summary: Funds will be used for developing a telecommunication network between 18 transit centers, 26 light rail transit stations, Portland Transit Mall and the computer and dispatch headquarters at Tri-Met.
Federal Funds Requested: \$499,188 (Department of Transportation)
Staff Response: Favorable action.
19. Project Title: Westside Corridor Project DEIS (#824-4)
Applicant: Metro
Project Summary: Draft Environmental Impact Statement of five alternatives for a major transportation improvement project in the Westside Corridor including the cities of Portland, Beaverton, Hillsboro; Multnomah and Washington Counties. The five alternatives are: 1) No Build; 2) Bus Service Expansion; 3) Sunset Busway; 4) Sunset Light Rail Transit (LRT), and 5) Multnomah Blvd. LRT. Bus service and roadway improvements are also included in the busway and LRT alternatives.
Federal Funds Requested: NA
Staff Response: Favorable action.

MH/gl
6131B/D2
6/14/82

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 Transportation Improvement Program (TIP) to
Incorporate Three Projects of Innovative Techniques and
Methods in the Operation and Management of Public
Transportation Service

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the
attached Resolution amending the FY 1982 TIP to include
the noted projects.

B. POLICY IMPACT: This action will amend the TIP, provide
affirmative A-95 Review approval, and enable Tri-Met to
apply for federal funding.

TPAC, the Regional Development Committee and JPACT have
reviewed and recommend approval of this project.

C. BUDGET IMPACT: None.

II. ANALYSIS:

A. BACKGROUND: The Urban Mass Transportation Administration
(UMTA) has recently announced that it will accept
proposals for the Section 4(i) program, Innovative
Techniques and Methods in the Management and Operation of
Public Transportation for FY 1982. Proposals are due in
the UMTA Regional Office within sixty (60) days of
publication of the announcement (May 10, 1982).

The Innovative Techniques and Methods Program was begun to
further the national adoption of innovative techniques to
reduce the cost of transportation, increase transit system
service and revenues, and increase opportunities for
private sector involvement.

Tri-Met, in an effort to participate in the program, has
developed three proposals which address the program
objectives by improving communication links in its
operations, and monitoring life cycle costs of transit
equipment.

1. Employee Rideshare Savings Display:

This project includes the development of an Employee
Savings Display that would be taken to employer
promotional events as part of Tri-Met's Rideshare
Incentives Program. The funding would provide
equipment (computer terminals/printers) and software

development for an interactive video display. Savings to employees would be shown in financial terms as well as in terms of reduced energy consumption and pollution.

| | |
|---------|--------------|
| Federal | \$17,200 |
| Tri-Met | <u>4,300</u> |
| | \$21,500 |

2. Fleet Management System:

Tri-Met proposes to translate software for the Fleet Management System into ANS COBOL and produce and test complete user documentation for this system to allow it to be transferred and applied to other agencies. This system is part of the Maintenance Management Information System which keeps a running inventory of parts and work performed on vehicles and equipment and monitors and schedules preventative maintenance activities.

| | |
|---------|---------------|
| Federal | \$40,000 |
| Tri-Met | <u>10,000</u> |
| | \$50,000 |

3. Telecommunication Network System:

Tri-Met proposes to develop a telecommunication network for users of the public transportation system in the Portland metropolitan area. The system will enable two-way and interactive telecommunication among 18 transit centers, 26 light rail stations, the Portland Transit Mall, and the computer and dispatch offices of the transportation districts.

| | |
|---------|----------------|
| Federal | \$449,188 |
| Tri-Met | <u>124,798</u> |
| | \$623,986 |

B. ALTERNATIVES CONSIDERED: Both the Fleet Management System and the telecommunication network are methods to reduce life cycle costs (in the former), and in the latter, to implement improved communications and automation in Tri-Met's expanding transit operations. These projects will improve performance and service capability in a timely and cost-effective manner.

C. CONCLUSION: Recommend adoption.

BP/gl
6003B/107
06/10/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

| | | |
|------------------------------------|---|------------------------|
| FOR THE PURPOSE OF AMENDING THE |) | RESOLUTION NO. 82-337 |
| TRANSPORTATION IMPROVEMENT PROGRAM |) | |
| (TIP) TO INCORPORATE THREE |) | Introduced by the |
| PROJECTS OF INNOVATIVE TECHNIQUES |) | Transportation Policy |
| AND METHODS IN THE OPERATION AND |) | Alternatives Committee |
| MANAGEMENT OF PUBLIC |) | |
| TRANSPORTATION SERVICE |) | |

WHEREAS, Through Resolution No. 81-280, the Metro Council adopted the TIP and its FY 1982 Annual Element; and

WHEREAS, The Urban Mass Transportation Administration (UMTA) will accept proposals for its Section 4(i) Program, Innovative Techniques and Methods in the Management and Operation of Public Transportation, for FY 1982; and

WHEREAS, Tri-Met has formulated three project proposals which address the program objectives; now, therefore,

BE IT RESOLVED,

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

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT A
PORTLAND Page
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Tri-Met

LIMITS N/A

LENGTH N/A

DESCRIPTION This project includes the development of an Employee Savings Display that would be taken to employer promotional events as part of Tri-Met's Rideshare Incentives Program. The funding would provide equipment (computer terminals/printers) and software development for an interactive video display. Savings to employees would be shown in financial terms as well as in terms of reduced energy consumption and pollution.

PROJECT NAME Rideshare Savings Display

ID No _____

APPLICANT Tri-Met

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 (\$000)

| | FY 80 | FY 81 | FY 82 | FY 83 | FY 84 | TOTAL |
|---------|-------|-------|-------|-------|-------|-------|
| TOTAL | _____ | _____ | 21.5 | _____ | _____ | 21.5 |
| FEDERAL | _____ | _____ | 17.2 | _____ | _____ | 17.2 |
| STATE | _____ | _____ | _____ | _____ | _____ | _____ |
| LOCAL | _____ | _____ | 4.3 | _____ | _____ | 4.3 |
| _____ | _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ | _____ |

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

| | |
|-----------------------|--------|
| PRELIM ENGINEERING \$ | _____ |
| CONSTRUCTION | _____ |
| RIGHT OF WAY | _____ |
| TRAFFIC CONTROL | _____ |
| ILLUMIN, SIGNS, | _____ |
| LANDSCAPING, ETC | _____ |
| STRUCTURES | _____ |
| RAILROAD CROSSINGS | _____ |
| EQUIPMENT/ | _____ |
| SOFTWARE | 21,500 |
| TOTAL \$ | 21,500 |

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 4(i) _____ 80

NON FEDERAL

STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND Page 2
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Tri-MetLIMITS N/A LENGTH N/A

DESCRIPTION Tri-Met proposes to translate software for the Fleet Management System into ANS COBOL and produce and test complete user documentation for this system to allow it to be transferred and applied to other agencies. This system is part of the Maintenance Management Information System which keeps a running inventory of parts and work performed on vehicles and equipment and monitors and schedules preventative maintenance activities.

PROJECT NAME Fleet Management System

ID No _____

APPLICANT Tri-Met

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 (\$000)

| | FY 80 | FY 81 | FY 82 | FY 83 | FY 84 | TOTAL |
|---------|-------|-------|-------|-------|-------|-------|
| TOTAL | _____ | _____ | 50 | _____ | _____ | 50 |
| FEDERAL | _____ | _____ | 40 | _____ | _____ | 40 |
| STATE | _____ | _____ | _____ | _____ | _____ | _____ |
| LOCAL | _____ | _____ | 10 | _____ | _____ | 10 |
| _____ | _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ | _____ |

APPLICANT'S ESTIMATE OF
TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____

CONSTRUCTION _____

RIGHT OF WAY _____

TRAFFIC CONTROL _____

ILLUMIN, SIGNS, _____

LANDSCAPING, ETC _____

STRUCTURES _____

RAILROAD CROSSINGS _____

SOFTWARE _____ 50,000

TOTAL \$ 50,000

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____

FAUS (OREGON REGION) _____

FAUS (WASH REGION) _____

UMTA CAPITAL _____ UMTA OPRTG _____

INTERSTATE _____

FED AID PRIMARY _____

INTERSTATE _____

SUBSTITUTION _____

UMTA 4(i) _____ 80

NON FEDERAL

STATE _____ LOCAL 20

LOCATION MAP

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT A
Page
PORTLAND METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Tri-Met

LIMITS N/A

LENGTH N/A

DESCRIPTION Tri-Met proposes to develop a telecommunication network for users of the public transportation system in the Portland metropolitan area. The system will enable two-way and interactive telecommunication among 18 transit centers, 26 light-rail stations, the Portland Transit Mall, and the computer and dispatch offices of the transportation district.

PROJECT NAME Telecommunication Network System

ID No _____

APPLICANT Tri-Met

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 (\$000)

| | FY 80 | FY 81 | FY 82 | FY 83 | FY 84 | TOTAL |
|---------|-------|-------|-------|-------|-------|-------|
| TOTAL | _____ | _____ | 624 | _____ | _____ | 624 |
| FEDERAL | _____ | _____ | 499 | _____ | _____ | 499 |
| STATE | _____ | _____ | _____ | _____ | _____ | _____ |
| LOCAL | _____ | _____ | 125 | _____ | _____ | 125 |
| _____ | _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ | _____ |

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

| | |
|----------------------------------|---------|
| PRELIM ENGINEERING \$ | _____ |
| CONSTRUCTION | _____ |
| RIGHT OF WAY | _____ |
| TRAFFIC CONTROL | _____ |
| ILLUMIN, SIGNS, LANDSCAPING, ETC | _____ |
| STRUCTURES | _____ |
| RAILROAD CROSSINGS | _____ |
| SOFTWARE EQUIPMENT, INSTALLATION | 623,986 |
| TOTAL \$ | 623,986 |

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 4(i) _____

80

NON FEDERAL

STATE _____

LOCAL _____

20

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 16(b)(2) Special
Transportation Projects and Amending the Transportation
Improvement Program (TIP)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes \$59,600 of Federal 16(b)(2) funds. These funds will be used for the purchase of vehicles and related equipment to provide special transportation services in the Metro region to specific client groups not served by Tri-Met. This TIP addition will allow these agencies to apply for 16(b)(2) funding from ODOT.
- B. POLICY IMPACT: This action is consistent with the recently adopted Intergovernmental Agreement entered into by Oregon Department of Transportation (ODOT), Tri-Met and Metro, whereby roles, responsibilities and funding for Special Needs transportation are established.
- TPAC, the Regional Development Committee and JPACT have reviewed and recommended approval of 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.

Section 16(b)(2) funding is only available to private, nonprofit organizations in the Metro region and only for use to serve specific client groups that cannot be served effectively by Tri-Met. In applying these criteria, Tri-Met and Metro review all applications and recommend approval or denial accordingly.

Three (3) local providers have submitted applications for capital equipment using 16(b)(2) funds. They have been found to meet the criteria of serving specific client groups which cannot better be served by Tri-Met. The applications involve:

| <u>Name/Area</u> | <u>Equipment</u> | <u>Federal \$/ Applicant \$</u> |
|---------------------------------------------------|------------------|-------------------------------------|
| Mittleman Jewish Community Center/ Portland | 1 bus w/ lift | \$22,800/\$5,700 |
| Urban Indian Council/Portland | 2 vans, 1 w/lift | \$23,600/\$5,900 |
| Urban League of Portland/Portland | 1 van w/lift | \$13,200/\$3,300 |
| | | \$59,600/\$14,900 |

- B. ALTERNATIVES CONSIDERED: Inasmuch as these are nonduplicative services, the alternative would be to provide no special transportation services in these areas.
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution funding the project be approved.

BP/gl
6005B/107
06/10/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

| | | |
|------------------------------------|---|---------------------------|
| FOR THE PURPOSE OF AUTHORIZING |) | RESOLUTION NO. 82-338 |
| FEDERAL FUNDS FOR 16(b)(2) SPECIAL |) | |
| TRANSPORTATION PROJECTS AND |) | Introduced by the Joint |
| AMENDING THE TRANSPORTATION |) | Policy Advisory Committee |
| IMPROVEMENT PROGRAM (TIP) |) | 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, ODOT, Tri-Met, and Metro have entered into an Intergovernmental Agreement which established roles, responsibilities and funding for Special Needs transportation; and

WHEREAS, This Agreement specifies that 16(b)(2) funding will be made available only to nonprofit organizations serving specific client-groups which cannot better be served by Tri-Met; and

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

WHEREAS, Local providers have submitted project applications for funding authorization involving \$50,000 in Federal 16(b)(2) funds; and

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

BE IT RESOLVED,

1. That \$59,600 of Federal 16(b)(2) funds be authorized

for the purchase of the Special Transportation vehicles and related equipment:

| | |
|-----------------------------------|---------------|
| Mittleman Jewish Community Center | \$22,800 |
| Urban Indian Council, Inc. | 23,600 |
| Urban League of Portland | <u>13,200</u> |
| | \$59,600 |

2. That the TIP and its Annual Element be amended to reflect these authorizations as set forth in Attachment A.

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

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

BP/gl
6005B/107
06/10/82

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Mittleman Jewish Community Center
LIMITS N.A. LENGTH N.A.
DESCRIPTION Purchase of 1 small bus with wheelchair lift to provide non-duplicative Special Transportation services to the elderly and handicapped in metropolitan Portland and primarily in Multnomah County and its areas served by the Center.

PROJECT NAME Purchase of small bus with wheelchair lift

ID No _____

APPLICANT Mittleman Jewish Community Center

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 (\$000)

| | FY 80 | FY 81 | FY 82 | FY 83 | FY 84 | TOTAL |
|-----------|-------|-------|-------|-------|-------|-------|
| TOTAL | | | 28.5 | | | 28.5 |
| FEDERAL | | | 22.8 | | | 22.8 |
| STATE | | | | | | |
| LOCAL | | | | | | |
| Applicant | | | 5.7 | | | 5.7 |

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

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

Capital Equipment 28,500
TOTAL \$ 28,500

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) 80
NON FEDERAL
STATE _____ LOCAL _____
Applicant _____ 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Urban Indian Council, Inc.LIMITS N.A. LENGTH N.A.DESCRIPTION Purchase of 2 vans, 1 with wheelchair lift, to provide non-duplicative Special Transportation services to the elderly and handicapped in Multnomah, Clackamas, and Washington Counties.PROJECT NAME Purchase of 2 vans with 1 wheelchair lift

ID No _____

APPLICANT Urban Indian Council, Inc.

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 (\$000)

| | FY 80 | FY 81 | FY 82 | FY 83 | FY 84 | TOTAL |
|-----------|-------|-------|-------|-------|-------|-------|
| TOTAL | _____ | _____ | 29.5 | _____ | _____ | 29.5 |
| FEDERAL | _____ | _____ | 23.6 | _____ | _____ | 23.6 |
| STATE | _____ | _____ | _____ | _____ | _____ | _____ |
| LOCAL | _____ | _____ | _____ | _____ | _____ | _____ |
| Applicant | _____ | _____ | 5.9 | _____ | _____ | 5.9 |
| _____ | _____ | _____ | _____ | _____ | _____ | _____ |

APPLICANT'S ESTIMATE OF
TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____

CONSTRUCTION _____

RIGHT OF WAY _____

TRAFFIC CONTROL _____

ILLUMIN, SIGNS, _____

LANDSCAPING, ETC _____

STRUCTURES _____

RAILROAD CROSSINGS _____

Capital Equipment 29,500

TOTAL \$ 29,500

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) 80

NON FEDERAL

STATE _____ LOCAL _____

Applicant _____ 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

ATTACHMENT A
Page 3
PORTLAND
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Urban League of Portland

LIMITS N.A. LENGTH N.A.

DESCRIPTION Purchase of 1 van with wheelchair lift to provide non-duplicative Special Transportation services to senior facilities, paraplegic independent housing, Hollywood Senior Center, and other agencies in Northeast Portland.

PROJECT NAME Purchase of van with wheelchair lift

ID No _____

APPLICANT Urban League of Portland

SCHEDULE

TO ODOT _____

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR (\$000)

| | FY 80 | FY 81 | FY 82 | FY 83 | FY 84 | TOTAL |
|-----------|-------|-------|-------|-------|-------|-------|
| TOTAL | _____ | _____ | 16.5 | _____ | _____ | 16.5 |
| FEDERAL | _____ | _____ | 13.2 | _____ | _____ | 13.2 |
| STATE | _____ | _____ | _____ | _____ | _____ | _____ |
| LOCAL | _____ | _____ | _____ | _____ | _____ | _____ |
| Applicant | _____ | _____ | 3.3 | _____ | _____ | 3.3 |

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

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

Capital Equipment 16,500

TOTAL \$ 16,500

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) 80

NON FEDERAL

STATE _____ LOCAL 20

Applicant _____

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: Adopting Regional Transportation Plan (RTP)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt ordinance adopting RTP as amended (see attached memo).
- B. POLICY IMPACT: The adoption of the RTP will provide the region with a coordinated strategy of improvements and policies to serve the year 2000 travel needs and promote economic development through a cost-effective combination of highway improvements, transit expansion and demand management programs.
- TPAC, JPACT and the Regional Development Committee have reviewed and recommended adoption of the RTP with changes outlined on the attached memo.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The recommended RTP represents many years of cooperative transportation planning efforts among Metro, Tri-Met, ODOT, the Port of Portland and local jurisdictions to achieve consensus on a cost-effective transportation improvement strategy to meet the year 2000 travel needs for the region.
- B. ALTERNATIVES CONSIDERED: Not adopting the Plan. Without an adopted RTP, the USDOT has the authority to decertify the region's transportation planning program. Such an action could result in a moratorium on the granting of federal transportation funds.
- C. CONCLUSION: Adoption of Ordinance.

JG/srb
6013B/107
06/10/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING
THE REGIONAL TRANSPORTATION
PLAN

) ORDINANCE NO. 82-135
)
) Introduced by the Joint
) Policy Advisory Committee
) on Transportation

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

1. The Metropolitan Service District Regional Transportation Plan, dated July, 1982, a copy of which is on file with the Clerk of the Council, is hereby adopted effective July 1, 1982.

2. In support of the above Plan, the Findings attached hereto as Attachment "A" are hereby approved.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

ATTEST:

Clerk of the Council

JG/gl
6014B/107
5/21/82

ATTACHMENT A

FINDINGS

1. In 1979, Metro was designated by the Governor as the Metropolitan Planning Organization for the Oregon urban portion of the Portland metropolitan area to receive and disburse federal funds for transportation projects pursuant to Title 23 (Highways) and Title 49 (Transportation) Code of Federal Regulations and Oregon Revised Statutes - Chapter 268.
2. Metro staff has completed a comprehensive effort to develop a Regional Transportation Plan (RTP) for adoption by the Metro Council.
3. Adoption of a functional plan for transportation by Metro is required by State law to establish the relation to local comprehensive plans and necessary by federal regulations to maintain the eligibility of the region to receive federal transportation funds.
4. The RTP as adopted by the accompanying Ordinance is consistent with the Statewide Land Use Planning Goals as is indicated by the following paragraphs:

Goal #1 - Citizen Participation. The Joint Policy Advisory Committee on Transportation (JPACT) provided a forum for elected officials and representatives of agencies involved in transportation projects to evaluate the transportation needs in this region and to oversee the development of the RTP. JPACT's membership includes nine elected officials from local governments within the region, two Metro Councilors, representatives of the agencies involved in regional transportation issues (Port of Portland, Oregon Department of Transportation, Tri-Met and Oregon Department of Environmental Quality), and representatives from governments and agencies of Clark County, Washington and the State of Washington.

While JPACT provided a forum for input to the RTP on a policy level, the Transportation Policy Alternatives Committee (TPAC) provided the opportunity for input on a technical level for staff from the same agencies and governments represented in JPACT plus representatives of the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), Urban Mass Transportation Administration (UMTA), the Regional Planning Council of Clark County and five citizen representatives appointed to TPAC by the Metro Presiding Officer.

In addition to these standing Metro committees, considerable input was also received directly from local jurisdictions and two local transportation committees--the East Multnomah County Transportation Committee and the Washington County Transportation Committee.

In addition, since July 1980, a significant effort has been made to involve the region's citizenry in the development of the Plan. The following list details the meetings held to receive citizen input for the document:

| | |
|-----------------------------------------------|----|
| Clackamas County Community | |
| Planning Organization Leaders | 50 |
| Air Quality Advisory Committee | 25 |
| Neighbors North | 16 |
| Southeast Uplift | 25 |
| Hosford-Abernathy Neighborhood | 17 |
| Oregon Association of Rail Passengers | 23 |
| Southeast Gray Panthers | 18 |
| Humboldt Neighborhood Association | 21 |
| Tigard Loaves and Fishes | 25 |
| Women in Public Management | 18 |
| Peninsula Optimist Club | 22 |
| Parkrose Community Planning Group | 20 |
| Commission on Aging | 16 |
| Washington County Public Officials' Caucus | 27 |
| Northwest Industrial Neighborhood Association | 15 |
| Cleveland High School (3 classes) | 90 |
| Gresham Transit Corridor Task Force | 23 |
| Washington County CPO #3 | 19 |
| Inter-Southeast Neighborhood Coalition | 10 |
| Omark Industries | 9 |
| Sullivan Gulch Neighborhood Association | 16 |
| Buckman Neighborhood Association | 17 |
| Public Hearing Draft Two - Metro | 37 |
| Wilkes Community Citizens | 26 |
| Portland Energy Commission | 3 |
| Rideshare Advisory Subcommittee | 17 |
| Tigard Chamber of Commerce | 45 |
| North Clackamas Chamber | 9 |
| League of Women Voters | 40 |
| League of Women Voters | 22 |
| Parkrose Community Planning Organization | 15 |
| Wellington Park Lions Club | 22 |

| | |
|----------------------------------------------------------------|----|
| Oregon Federation of Highway Users | 11 |
| Forest Grove Chamber of Commerce | 31 |
| Lower Tualatin Valley Home Owners Preservation League, Inc. | 10 |
| Beaverton Chamber of Commerce-- Transportation Committee | 10 |
| Portland City Club-Transportation Committee | 7 |
| Association for Portland Progress | 11 |
| 82nd Avenue Business Association | 35 |
| Downtown Portland Lions | 24 |
| Portland Wheel and Touring Club | 35 |
| Northeast Business Association | 30 |
| City Club-Transportation Committee evening panel | 50 |
| Regional Media Briefing-Recommended Plan | 20 |
| Public Meeting-Recommended Plan | 25 |

Notice of the public meeting was mailed to 550 elected officials, citizen groups, and interested persons. Related news articles on the RTP have appeared in the following publications: The Oregonian, the Oregon Journal, the Valley Times, the Lake Oswego Review, the Hillsboro Argus and the Gresham Outlook.

Goal #2 - Land Use Planning. The RTP is based on a population and employment growth forecast to the year 2000 using the adopted local comprehensive land use plans of the region's jurisdictions. The forecasts were developed in a cooperative manner through a series of workshops attended by representatives from the cities and counties in the region as well as other interested agencies.

Goals #3 and #4 - Agricultural Lands and Forest Lands. This action is not inconsistent with Goals #3 and #4. Efficient provision of transportation services within the Urban Growth Boundary (UGB) is essential to reduce premature pressures to develop rural agricultural and forest land.

Goal #5 - Open Spaces, Scenic and Historic Areas, and Natural Resources. This action is not inconsistent with Goal #5. Projects recommended in the plan that significantly impact these resources are required by federal law to prepare detailed environmental impact documentation to determine potential adverse effects and outline actions to mitigate the unavoidable effects.

Goal #6 - Air, Land and Water Resources Quality. The air quality impacts of transportation will be lessened by the

implementation of the RTP. In addition, the RTP is in conformance with plans adopted to meet federal carbon monoxide and ozone standards. The adoption of the RTP is not inconsistent with the land and water resources aspects of Goal #6.

Goal #7 - Areas Subject to Natural Disasters and Hazards. The RTP is based on the inventory of known areas of natural disaster and hazard contained in the local comprehensive plans and is not inconsistent with Goal #7.

Goal #8 - Recreational Needs. This plan is consistent with Goal #8 in that the accessibility to developed recreational areas in the region will be improved.

Goal #9 - Economy of the State. Adoption of an RTP is necessary for certification of the region and continued receipt of federal transportation construction funding. The receipt of these funds is essential to the ability of the region to service expected urban development. In addition, numerous development opportunities in the region are significantly dependent on the improved access provided by projects in the RTP.

Goal #10 - Housing. One of the key limiting factors in the residential development called for in the local comprehensive plans is an adequate urban infrastructure of streets to serve that development. The implementation of the RTP would provide that urban infrastructure.

Goal #11 - Public Facilities and Services. This plan establishes a framework whereby local jurisdictions, the ODOT and Tri-Met can provide necessary transportation services in a coordinated and cost-effective manner. This action satisfies the Goal #11 dictate "to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban...development."

Goal #12 - Transportation. The adoption of the RTP represents the establishment of the region's functional transportation plan required by Goal #12.

Goal #13 - Energy Conservation. The implementation of the RTP will reduce the transportation-related energy consumed in the region from what will occur without implementation of the Plan.

Goal #14 - Urbanization. Efficient provision of transportation services is essential if the planned urbanization of land within the UGB is to occur. The adoption of the RTP will provide the framework for the provision of those transportation services.



METRO

METROPOLITAN SERVICE DISTRICT

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

MEMORANDUM

Date: June 10, 1982

To: Metro Council

From: Executive Officer

Regarding: Proposed Changes to the Recommended Regional
Transportation Plan

Several RTP presentations have been made to local jurisdictional policy-making bodies in order to secure endorsements for the Plan. In addition to the letters attached to this memo, endorsements have been secured from the Portland City Council and the Washington County Transportation Coordinating Committee. Subsequent to Metro Council adoption, the Oregon Transportation Commission will adopt the RTP as the metropolitan element of the Statewide Transportation Plan.

During the endorsement process, the following proposed changes to the document have emerged:

New Appendix (A)

1. The addition of Appendix A (attached) consisting of a detailed description of the local comprehensive plan compliance aspects of the RTP is proposed. This was deemed necessary to provide local policy-makers a concise statement of the implementation aspects of the Plan as it affected their local plans, without the need to cross reference portions of the full document. (Washington County Transportation Coordinating Committee Technical Group)

Summary: Economic Development

1. Include Figure 6-10, page 6-19, showing affected economic developments in the Summary of the RTP to emphasize this aspect of the Plan. Reference the figure at the end of the Economic Development paragraph on page 7. (Staff)

Principal Routes and Major Arterials Map

(Figure 1, page 2) (Figure 4-1, page 4-6) and (Figure 4-1, page 2 of proposed Appendix A)

1. Downgrade Highway 213 south of Oregon City from a principal to a major arterial in order to remain consistent with the highway functional class criteria detailed in the RTP. (Staff)
2. Add overcrossing from Yeon to Front Avenue as a major arterial. (Port of Portland)

3. Potential major arterial routes: In order to indicate the unresolved nature of the potential major arterial routes designated on the map, footnote legend to read: "need and alignment to be determined". (Washington County Transportation Coordinating Committee Technical Group)

Highway Functional Classification Criteria: Major Arterials

1. Add the following sentence to the first paragraph on page 1-8, Section 2, to indicate access function of major arterials to major port facilities: Access to major port facilities should be provided by major arterials. (Staff)

Minimum Levels of Highway Service: Minor Arterials and Collectors

1. Using the arterial level-of-service criteria as a minimum required on the local system would prove to be unworkable. Using these criteria as target project objectives, however, is desirable. Rewrite text following table reference in last paragraph of page 8-3 to read: Project objectives for these investments should include at least the arterial level-of-service defined as minimum desired in the RTP (page 1-6). (Washington County Transportation Coordinating Committee Technical Group)

The RTP technical appendix on travel forecasting will include documentation on how to calculate and apply these criteria.

Highway Functional Classification Criteria: Federal Aid System

1. To more clearly specify the intended composition of the Federal Aid Urban system designated in the RTP, rewrite the current definition on page 1-7 to read: Metro's adopted functional classification system within the urban area will consist of the Principal and Major Arterial routes designated in this Plan (Figure 4-1, page 4-6) plus a) the Minor Arterial and Collectors and b) streets designated for transit service derived from the adopted local comprehensive plans. This will constitute the Federal Aid Urban system and, as such, will provide the basis for federal funding eligibility. (Staff)

In addition, reword the first sentence on page 8-3 to be consistent with the preceding language.

Regional Transit Trunk Routes

(Figure 2, page 3) (Figure 4-2, page 4-12) and (Figure 4-2, page 6 of proposed Appendix A)

1. Delete transit center notations from Beaverton-Hillsdale Highway/Scholls and Sunset Highway/Sylvan due to the small

size of these transit transfer opportunities. (Washington County Transportation Coordinating Committee Technical Group).

2. Revise legend to specify the following types of transit improvements: LRT, Buslane(s), and Transitway. Designate the Banfield and Westside insets as LRT, add an inset showing a Sunset Busway alternative, denote Barbur Boulevard and the Clackamas Town Center to I-205 improvement as Buslane(s), and designate the McLoughlin improvement as a Transitway. (TPAC)

Long-Range Regional Transitway System

(Figure 3, page 4) (Figure 4-4, page 4-14) and (Figure 4-4, page 7 of the proposed Appendix A)

1. Add the Burlington Northern and Tualatin Valley Highway alignments west of Beaverton to Hillsboro as transitway alternatives to ensure sufficient options for the Beaverton-Hillsboro connection. (Washington County, Westside Corridor Project Planning Management Group, Washington County Transportation Coordinating Committee Technical Group)
2. I-205 should be designated a Transitway between Foster Road and the Washington side of the Columbia River and between I-205 and the PIA passenger terminal in order to be consistent with the Multnomah County Plan. The right-of-way has already been reserved, construction is underway, and the extremely cost-effective nature should be recognized by this designation. (Multnomah County)

Regional Transitway Policies

1. In order to more clearly indicate that not all regional trunk route corridors are necessarily suitable for transitway conversion, rewrite sentence following first bullet on page 1-12, Section 6, to read: Regional transitways will be considered for individual regional trunk route corridors as appropriate to economically provide required high speed and/or high capacity transit service. (Washington County Transportation Coordinating Committee Technical Group)

Transitway Implementation

1. The staff resource difficulty associated with pursuing multiple transitway corridors simultaneously is specifically related to the preparation of the environmental documentation. Rewrite the last sentence of Section 5, page 8-5,

to read: Due to limited staff resources, it is impractical to pursue the preparation of Environmental Impact Statements on several transitway corridors simultaneously. (Public Meeting - John Frewing, Tri-Met)

Demand Management Program Criteria: Land Use

1. In order to more clearly indicate the need for the consideration of higher densities that support transit service along routes other than just regional trunk routes, rewrite the last sentence following the second bullet on page 1-15 to read: Employment, commercial and residential densities should be maximized around planned transit stations and regional transit trunk route stops compatible with other local objectives. Compatible increases in density should be considered along sub-regional and local transit routes. (Staff)

Outstanding Issues

1. The addition, as #22 on page 8-12, of the following: I-205/ Powell Boulevard east of I-205 Circulation - Issues surrounding the functional classification and I-205 freeway access in the area of Division and Powell need to be resolved. The specification of this issue responds to concerns expressed about the difficulty and confusion for the East County user in accessing the I-205 freeway in this area. (Gresham Planning Commission and the Gresham City Council)
2. Goods Movement (#7): In order to more clearly emphasize the importance of goods movement on the transportation system, add the following phrase prior to the first sentence after the Goods Movement heading on page 8-10: "Recognizing that freight movement is equally as important as people movement in an effective transportation system,....." (Central East-side Industrial Council)

The meeting report from the April 28, 1982 public meeting on the RTP is attached.

AC:JG:lmk

Enclosures

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Endorsing
the Adoption of a Regional
Transportation Plan for the
Portland Metropolitan Area

ORDER NO. 82-597

This matter coming before the Board as a result of Clackamas County's participation in the development of a Regional Transportation Plan, and

It further appearing that federal government policy requires the adoption of a Regional Transportation Plan in order to qualify for federal funding, and

It further appearing that the Metropolitan region has been working through its Transportation Technical Advisory Committee and Joint Policy Advisory Committee for many years to develop a Regional Transportation Plan, and

It further appearing that a public hearing will be held on this plan during April and formal adoption is planned for in May of 1982 by the Joint Policy Advisory Board of Mntro.

NOW THEREFORE, IT IS HEREBY RESOLVED that Clackamas County endorses the adoption of the Regional Transportation Plan.

DATED this 8th day of April, 1982.

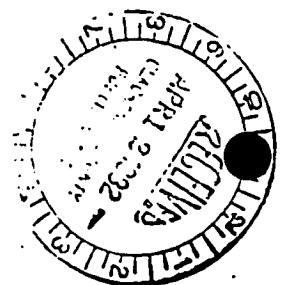
BOARD OF COUNTY COMMISSIONERS

Ralph Groener, Chairman

Robert Schumacher, Commissioner

Stan Skoko, Commissioner

| COO | DISTRICT | DATE | INT. |
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| | Director | | |
| | Deputy Director | | |
| | Asst. Director | | |
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| | Assistant 100 | | |





Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUN 8 1982
METRO SERVICE DISTRICT

June 3, 1982

In Reply Refer to
File No.:

LOC

Rick Gustafson, Executive Officer
Metropolitan Service District
527 S.W. Hall Street
Portland, OR 97201

I would like to express to you my sincere appreciation for the excellent presentation by Mr. Andy Cotugno of your office to the Oregon Transportation Commission at its May meeting concerning the proposed Portland Region Transportation Plan.

Following the presentation, the Commission instructed that a letter be forwarded indicating its general support of the Plan, and intent to include it as part of the Statewide Transportation Plan, following its adoption by the agencies affected.

It should be understood that support of the Plan is contingent upon availability of funds, and the continued updating of it to resolve outstanding issues.

The Metropolitan Service District and local jurisdictions involved in the development of this coordinated effort are to be congratulated for an outstanding accomplishment.

Again, my thanks for Andy's presentation of the Plan and his informational report on the Westside Transit Study.

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

cc Transportation Commission

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Endorsing the Recommended)
Regional Transportation Plan) R E S O L U T I O N

WHEREAS, the Metropolitan Service District has submitted to the County the Recommended Regional Transportation Plan dated March, 1982, and

WHEREAS, the plan dated March, 1982, has been reviewed by the County and that review finds that I-205 should be designated as a Transitway on Figure 3 and Figure 4-4 between Foster Road and the Washington side of the Columbia River and between I-205 and the Portland International Airport passenger terminal, and

WHEREAS, the previous plan draft dated January, 1982, was reviewed and endorsed by the East Multnomah County Transportation Committee on February 22, 1982, NOW THEREFORE

BE IT RESOLVED that the Multnomah County Board of Commissioners endorses the Recommended Regional Transportation Plan dated March, 1982, with the I-205 Transitway designation change listed above and with the reservation that all project lists included in the document are subject to change. Any subsequent changes in the plan necessitate County review before endorsement of those changes.

DATED this 22nd day of April, 1982.

SEAL

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By Carolyn M. Miller
Presiding Officer

APPROVED AS TO FORM:

JOHN B. LEAHY
County Counsel
for Multnomah County, Oregon

By John B. Leahy

East Multnomah County Transportation Committee

RESOLUTION

Whereas, the Metropolitan Service District has submitted to the Committee a draft Recommended Regional Transportation Plan, and

Whereas, the draft plan was presented to the Committee on January 13, 1982, by MSD staff, and

Whereas, Committee members have reviewed the draft Plan,

BE IT RESOLVED the East Multnomah County Transportation Committee endorses the Recommended Regional Transportation Plan dated January, 1982.



Gordon Shadburne, Chairman

2/22/82



Clark County

**BOARD OF COUNTY
COMMISSIONERS**

P.O. Box 5000
Vancouver, Wa. 98668
(206) 699-2232

Vernon Veysey
District 1

David Sturdevant
District 2

John McKibbin
District 3

RECEIVED MAR 4 1982

March 2, 1982

Mr. Andrew Cotugno
Transportation Director
Metropolitan Service District
527 SW Hall Street
Portland, OR 97201

Dear Mr. Cotugno:

I have reviewed with interest Metro's Regional Transportation Plan, particularly with regard to travel to and from Clark County on I-5 and I-205. The Plan is comprehensive and well documented. I have only two specific comments. First, the population and employment figures for the year 2000 forecast are consistent with our figures. Second, the statement in paragraph two on page 6 of the plan summary is a subjective interpretation of Clark County land use controls. The statement about Clark County development should be ended after the word "development," striking out the words "fewer land use controls."

As evidenced in the RTP, the safe and efficient travel on I-5 and I-205 is important to the economic prosperity of the region. During the past several months, two regional projects of particular importance to Clark County were moved ahead in construction scheduling, and will result in region-wide economic benefits. The FY84 and FY87 scheduled reconstruction of the Slough Bridge and the 1982 early opening of the I-205 Bridge are projects which will significantly improve interstate travel for people and goods.

I want to thank Metro for their support of these two projects.

Sincerely,

Vern Veysey
Commissioner

VV/bu

RESOLUTION NO. 1032

A RESOLUTION SUPPORTING THE ADOPTION BY THE METROPOLITAN SERVICE DISTRICT OF THE RECOMMENDED REGIONAL TRANSPORTATION PLAN WITH AN ADDITION TO THE PROJECTS REQUIRING FURTHER REVIEW

The City of Gresham Finds:

a. The Metropolitan Service District presented its Recommended Regional Transportation Plan, dated March 1982, to the City of Gresham for review.

b. The Gresham Planning Commission reviewed the plan at its regularly scheduled meeting of April 13, 1982.

c. The Plan fails to address the I-205/Powell Blvd./Division Street circulation and access program.

d. The Planning Commission endorsed the Plan with the following addition to the projects (listed on pages 8-11 and 8-12 of the Plan) which require further review and consensus-building prior to inclusion in the Plan:

The I-205/Powell Blvd./Division Street Circulation and Access Program

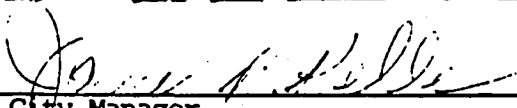
THE GRESHAM CITY COUNCIL RESOLVES:

The City Council supports the adoption by the Metropolitan Service District of the Recommended Regional Transportation Plan dated March 1982, with the following addition to the projects (listed on pages 8-11 and 8-12 of the Plan) which require further review and consensus-building prior to inclusion in the Plan:

The I-205/Powell Blvd./Division Street Circulation and Access Program.

Passed by the Gresham City Council on May 4, 1982.

| | AYE | NAY | ABSENT | ABSTAIN |
|----------|-----|-----|--------|---------|
| BECKER | X | — | — | — |
| BROWN | X | — | — | — |
| FOUNSL | X | — | — | — |
| HUTCHES | X | — | — | — |
| MEERS | X | — | — | — |
| PETERSON | X | — | — | — |
| WEIL | X | — | — | — |


City Manager


Mayor



STATE OF OREGON

INTEROFFICE MEMO

7 RECEIVED DEC 15 1981

CC: K.L.
J.G.
K.B.

TO: Andrew Cotugno

DATE: December 15, 1981

FROM: William H. Young *why*

SUBJECT: Comments on Preliminary Draft of the METRO Recommended Regional Transportation Plan (RTP)

The Department commends METRO for developing a progressive long-range transportation plan which not only serves the expected growth in regional population and employment, but also contains maximum benefits for air quality. We recognize the funding difficulties associated with the RTP and will support your efforts to find the necessary financial resources to implement the plan.

For improvement to the draft document, the Department recommends that some language should be inserted in Chapter 8, briefly addressing the Carbon Monoxide State Implementation Plan. Specifically, after item 12 on page 8-9, we suggest that the following new paragraph be inserted.

Carbon Monoxide (CO) State Implementation Plan - Early in 1982 Metro will adopt a plan to meet federal CO standards by 1985. This plan is primarily dependent upon the Downtown Portland Parking and Circulation Plan which is incorporated as part of the RTP. Long-range implications of the RTP on CO air quality will be examined to ensure the region stays in attainment with the federal CO standards.

Thank you for the opportunity to comment on this important document. I hope our comments prove useful.

ahe

APPENDIX A

LOCAL COMPREHENSIVE PLAN COMPLIANCE WITH THE REGIONAL TRANSPORTATION PLAN (RTP)

The comprehensive plan, adopted by the cities and counties within the Metro area, is the mechanism used by local jurisdictions to implement a number of elements of the RTP. It is the local plans which identify future development patterns that must be served by the transportation system. In addition, the local plans define the configuration of the highway system and identify needed investments.

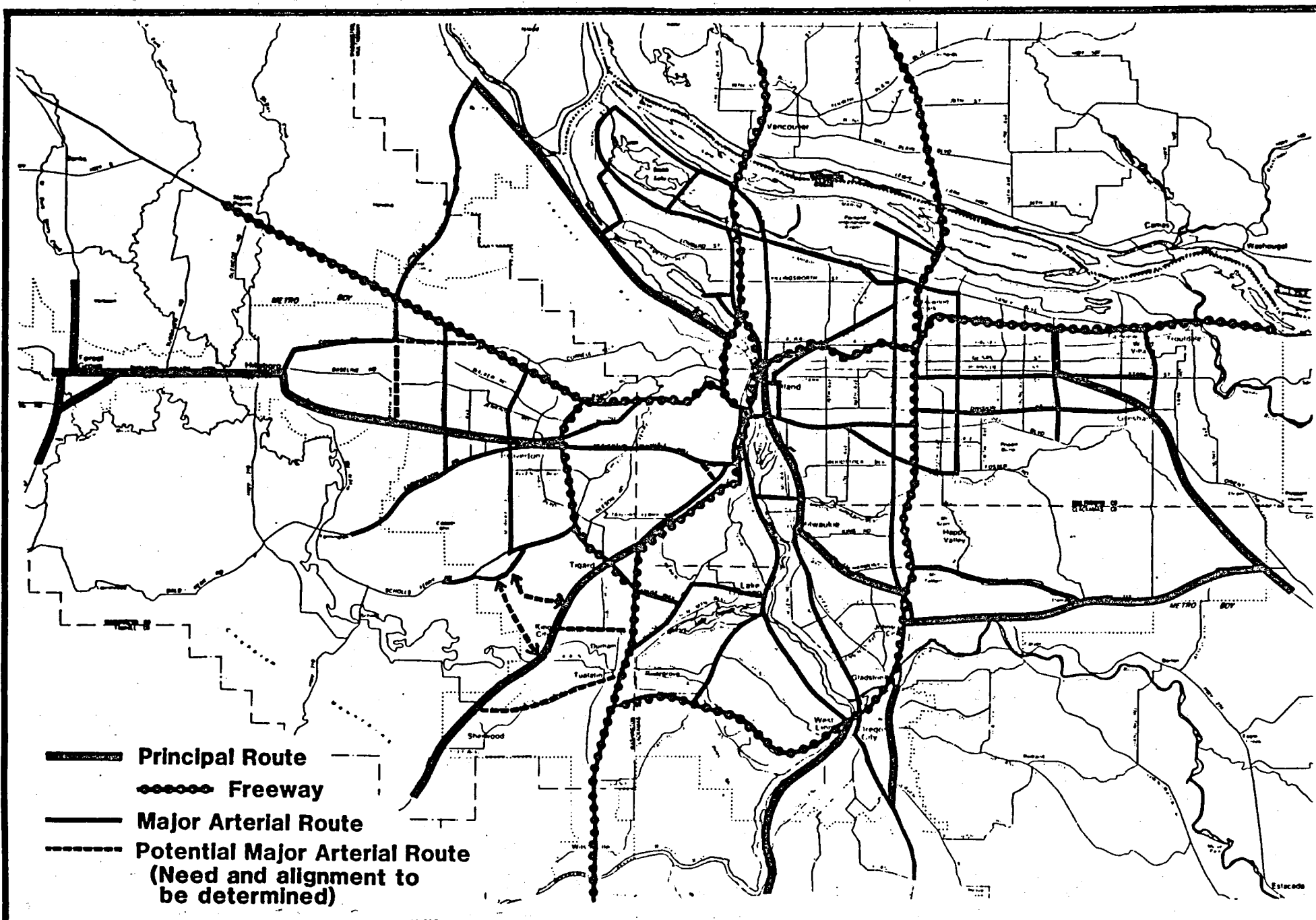
A. REQUIRED ACTIVITIES

Local comprehensive plans and future amendments to local plans should be consistent with all RTP policies and guidelines for highway and transit system improvements and demand management programs described in this appendix. Specific items in the RTP that require local comprehensive plan compliance are as follows:

1. Highway System Design - It is essential for Metro and the local jurisdictions to designate the full arterial and collector system necessary to serve development of local comprehensive plans anticipated to the year 2000. The RTP includes criteria for a highway classification system (Attachment A) and adopts a map (Figure 1) delineating the principal and major arterial components of such a system. In accordance with this, local jurisdictions are required to adopt a map delineating these highways in their jurisdiction and in so doing, are recommended to adopt Metro's classification categories and definitions. If, however, the jurisdiction elects to retain their own classification categories, they must provide for Metro's adopted principal routes and major arterials as shown in Figure 1. In addition, local jurisdictions are required to designate an adequate Minor Arterial and Collector system to meet two objectives of regional interest:

- the minor arterial/collector system must adequately serve the local travel demands expected from development of the land use plan to the year 2000 to ensure that the Principal and Major Arterial system is not overburdened with local traffic; and
- the system should provide continuity between adjacent and affected jurisdictions (i.e., consistency between neighboring jurisdictions, consistency between city and county plans for county facilities within city boundaries and consistency between local jurisdiction and ODOT plans).

Metro's Classified Highway System map will consist of the Principal and Major Arterials defined in the RTP and the Minor Arterials and Collectors derived from the adopted local comprehensive plans.



Regional
Transportation
Plan

PRINCIPAL ROUTES & MAJOR ARTERIALS

FIG. 1

Table 2

1980-2000 20-DISTRICT
POPULATION AND EMPLOYMENT GROWTH

| | Population | | | Employment | | |
|-------------|------------|-----------|----------|------------|---------|----------|
| | 1980 | 2000 | Change | 1980 | 2000 | Change |
| District 1 | 10,690 | 14,890 | +4,200 | 82,140 | 128,450 | +46,310 |
| District 2 | 314,500 | 329,710 | +15,210 | 175,560 | 210,400 | +34,840 |
| District 3 | 79,400 | 102,170 | +22,770 | 70,160 | 80,430 | +10,270 |
| District 4 | 76,950 | 93,670 | +16,720 | 24,750 | 38,350 | +13,600 |
| District 5 | 77,970 | 134,270 | +56,300 | 19,500 | 39,180 | +19,680 |
| District 20 | 5,840 | 6,330 | +490 | 800 | 930 | +130 |
| Total | | | | | | |
| Mult. Co. | 565,350 | 681,040 | +115,690 | 372,910 | 497,740 | +124,830 |
| District 6 | 64,300 | 67,930 | +3,630 | 26,990 | 36,890 | +9,900 |
| District 7 | 17,650 | 41,050 | +23,400 | 13,410 | 36,980 | +23,570 |
| District 8 | 43,390 | 70,060 | +26,670 | 10,290 | 22,330 | +12,040 |
| District 9 | 24,560 | 40,730 | +16,170 | 10,120 | 15,730 | +5,610 |
| District 10 | 19,450 | 40,290 | +20,840 | 74,00 | 21,280 | +13,880 |
| District 19 | 72,590 | 104,810 | +32,220 | 11,100 | 18,340 | +7,240 |
| Total | | | | | | |
| Clack. Co. | 241,940 | 364,870 | +122,930 | 79,310 | 151,550 | +72,240 |
| District 11 | 13,270 | 29,950 | +16,680 | 7,450 | 15,980 | +8,530 |
| District 12 | 29,470 | 46,020 | +16,550 | 21,350 | 32,860 | +11,510 |
| District 13 | 72,910 | 84,330 | +11,420 | 48,330 | 72,710 | +24,380 |
| District 14 | 57,720 | 104,740 | +47,020 | 10,040 | 33,760 | +23,720 |
| District 15 | 30,970 | 59,320 | +28,550 | 11,790 | 27,570 | +15,780 |
| District 16 | 19,440 | 30,750 | +11,310 | 5,530 | 10,100 | +4,570 |
| District 18 | 21,650 | 28,500 | +6,850 | 2,970 | 4,890 | +1,920 |
| Total | | | | | | |
| Wash. Co. | 245,420 | 383,610 | +138,180 | 107,460 | 197,870 | +90,410 |
| Total | | | | | | |
| Clark Co. | 192,300 | 310,410 | +118,110 | 59,140 | 122,830 | +63,690 |
| SMSA Total | 1,245,020 | 1,739,930 | +494,910 | 618,820 | 969,990 | +351,170 |

2. Highway Projects - The RTP includes a large number of individual highway projects, primarily targeted at enabling the Principal and Major arterial system to provide the desired level of service and effectively serve travel demands expected by the year 2000. Those projects will be implemented by local jurisdictions and ODOT based upon the availability of funds.

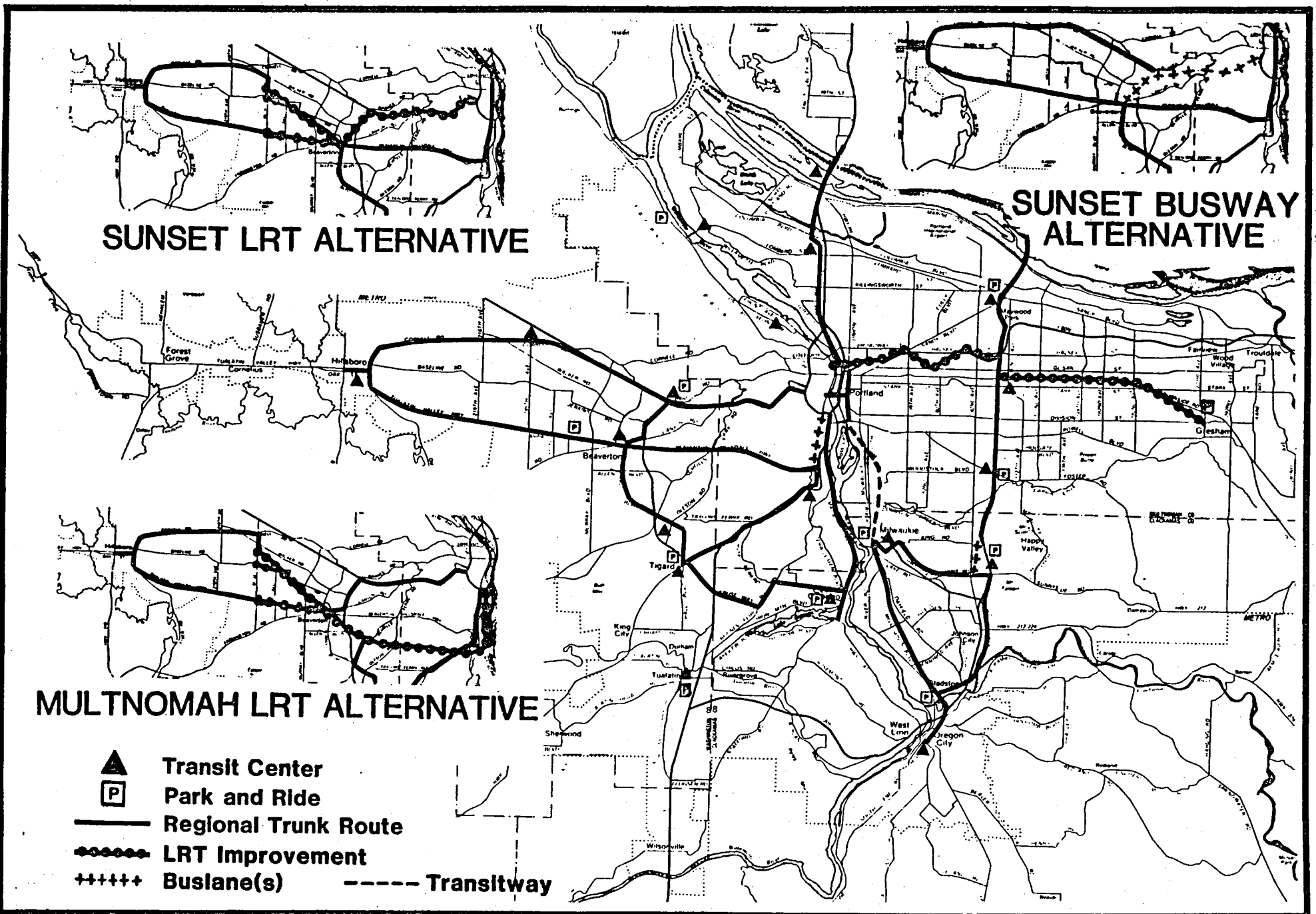
Local jurisdictions must identify in their comprehensive plan (or the appropriate implementation program) sufficient investments in transportation capacity to ensure its arterial system can adequately serve at least the travel demand associated with Metro's year 2000 population and employment forecast (Table 2). Metro will review its forecasts annually and consider amendments to these forecasts to account for significant changes in growth rates, development patterns, and/or local comprehensive land use plans.

In addition, project objectives for these investments in transportation capacity should include the following:

- Peak-hour average signal delay on the arterial system should be no longer than 35 seconds during the peak 90 minutes (equivalent to level of service "D") and no longer than an average of 40 seconds (level of service "E") during the peak 20 minutes of the morning and evening 90-minute peak.
- Average signal delay on the arterial system during the off-peak periods should be no longer than 25 seconds during the highest volume typical mid-day hour (equivalent to level of service "C").

Further improvements in transportation capacity consistent with the policies of the RTP that serve more than Metro's year 2000 population and employment forecast and/or to provide a higher level of traffic service can be provided at the option of the local jurisdiction. This identification of transportation capacity must be consistent with the level of transit ridership and ridesharing delineated in the RTP for the particular area, but may include actions to further expand the use of these modes, thereby reducing the need for additional highway capacity. These improvements should be designed to serve the designated function for the street and should first consider low cost actions (such as additional transit expansion, ridesharing, flextime, signal modifications, channelization, etc.) before consideration of a major widening investment.

3. Transit System Designation - The delineation of the transit system must be coordinated between Metro, Tri-Met and the local jurisdictions. Metro's adopted regional transit trunk route system provides direction to Tri-Met on where to target high speed, high capacity service for long distance travel and provides direction to local jurisdictions on where to target high density land uses. Local jurisdictions are required to include Metro's regional trunk routes, transit centers and park and ride lots (Figure 4-2) in their comprehensive plan and identify other streets suitable for subregional trunk routes and local transit service as a guide to Tri-Met.
4. Transitway Implementation - Transitways have been identified as the long-range method to provide regional trunk route service in the radial travel corridors (Figure 4-4). Local jurisdictions are required to identify these alignments in their local comprehensive plans for future consideration.



4-12

B. Encouraged Activities

Activities described in the RTP that local jurisdictions are encouraged to pursue are:

1. Rideshare Programs - An attractive way to lessen peak period vehicle travel is to increase the percentage of commuters that rideshare. This serves to increase person-carrying capacity without increasing vehicle demand on the highways. Because of the relatively constant and repetitive nature, individuals can make shared ride arrangements of work trips in advance. Other trip purposes, such as shopping and recreational trips, have proven much less responsive to instituted rideshare programs and are, therefore, not addressed.

Currently, approximately 23 percent of those traveling to work by auto rideshare in groups of two or more on any given day. A few large firms in the region with aggressive rideshare programs have upwards of 30 percent of their employees ridesharing. Looking at the rideshare goals of some large firms in the region and at experiences in other cities, a regional objective of 35 percent of all individuals traveling to work by auto in the rideshare mode appears reasonable and achievable by the year 2000. If this goal is met, there would be a nine percent reduction in auto work trips in the year 2000 from what would be expected using the 1980 rideshare rate and an accompanying reduction in vehicle travel of 538,000 miles per day. This shift to ridesharing represents 16 percent fewer persons driving to work alone and 50 percent more persons traveling to work in carpools or vanpools.

Local jurisdictions are encouraged to adopt policies supporting the 35% rideshare target for work trips, such as:

- Concentrate rideshare efforts on work trips to large employers or employment centers and in congested traffic corridors.
 - Encourage ridesharing through incentives (such as preferential parking locations and price and preferential traffic lanes) and through marketing programs to advertise the benefits of ridesharing and to increase the convenience of ridesharing.
2. Parking Management - The mode of travel used to make a trip is directly influenced by the convenience and cost of parking. As parking in densely developed areas becomes less convenient and more costly, alternative modes of travel become more attractive. In addition, as alternative modes of travel are increasingly used for work trips, scarce parking spaces are released for shopping trips. Parking management is particularly important in

- Flexible work schedules are encouraged at all places of employment where such programs would not interfere with the productivity or effectiveness of the employee.
 - Flexible work schedules are particularly encouraged at large employment centers, in central business districts and in areas experiencing traffic and circulation problems.
5. Transitway Right-of-Way Reservation - Until such time as a definite decision to construct a transitway is made as a result of the EIS decision process described above, local jurisdictions are encouraged to work with developers to protect logical right-of-way opportunities from encroachment. Parcels that cannot be protected in this manner should be identified to Tri-Met for acquisition on a case by case basis.

C. Compliance Criteria

All local plans must demonstrate consistency with the RTP by December 31, 1983 or as part of their normal process of completing their plan or during the next regularly scheduled update. It is Metro's intent to work closely with jurisdictions over the two-year period to obtain consistency in a cooperative manner. A local plan shall be considered in compliance with the RTP if the following criteria are met:

1. It contains the specific items listed above as required for compliance; and
2. It does not contain any policies that directly conflict with those adopted in the RTP; and
3. It contains either:
 - a. policies which support, encourage or implement one or more of the activities listed above that local jurisdictions are encouraged to pursue; or
 - b. the local plan or the background materials adopted to support it contain an explanation of why none of the listed activities were considered feasible or appropriate for that jurisdiction.

After December 31, 1983 Metro's Regional Development Committee will review local plans for consistency. In specific cases where local plans (or future amendments) are determined to be inconsistent with the RTP, the specific inconsistency will be referred to JPACT for a recommendation. The subsequent Metro Council action could consist of any of the following recommendations:

areas that are currently developed at high densities and in areas planned for new high density development. Parking management programs can be targeted at increasing both ridesharing and transit use depending upon the circumstances.

- Local jurisdictions are encouraged to limit the number of parking spaces in high density areas with direct service to regional transit trunk routes. The limit should be based upon the type and density of development and can be accomplished through a parking management program covering a general area or specific parking requirements for individual developments.
 - Local jurisdictions are encouraged to manage the price and location of parking to favor the rideshare and transit traveler and shopping trips rather than work trips by single-occupant autos.
 - Park-and-pool lot development is encouraged to aid in formation of carpools.
3. Land Use - Local jurisdictions are encouraged to initiate the following land use actions to support demand management programs:
- New development should achieve a balance of employment, shopping and housing to reduce the need for long trips and to make bicycle and pedestrian travel more attractive.
 - Employment opportunities should be developed throughout the metropolitan area in both urban and suburban locations. This development should be concentrated and located to maximize the feasibility of being served by transit or located along regional transit trunk routes. Employment, commercial and residential densities should be maximized around planned transit stations and regional transit trunk route stops and compatible high density land uses considered along sub-regional and local transit routes.
 - Pedestrian movements should be encouraged within major activity centers by clustering hotel, entertainment, residential, retail and office services to utilize common parking areas.
 - Land development patterns, site standards and densities which make transit, bicycle and pedestrian travel more attractive should be promoted.
 - Local jurisdictions should seek to improve the streetside environment affecting the transit user, bicyclist and pedestrian.
4. Flextime/Staggered Work Hours/Four-Day Work Week - Local jurisdictions are encouraged to support the following activities:

1. a recommendation or requirement to change the local comprehensive plan's land use or transportation elements; and/or
2. an amendment to the Regional Transportation Plan; and/or
3. a recognition that the inconsistency exists, but that extenuating circumstances indicate that a plan change is not justified.

ATTACHMENT A

Highway Functional Classification Criteria

Metro's adopted functional classification system establishes the Major Arterials and Principal Routes and serves as the framework for endorsement of the local jurisdictions.

Metro's adopted functional classification system within the urban area will consist of these routes plus the Minor Arterials and Collectors derived from the adopted local comprehensive plans. This will constitute the Federal-Aid Urban system and, as such, will provide the basis for federal funding eligibility.

1. Principal Routes - This system provides the backbone for the roadway network. It serves through trips entering and leaving the urban area, as well as the majority of movements bypassing the central city. This system includes interstates, freeways, expressways and other principal arterials.

System Design Criteria

- An integrated system which is continuous throughout the urbanized area and also provides for statewide continuity of the rural arterial system.
- A principal arterial or freeway route should provide direct service 1) from each entry point to each exit point or 2) from each entry point to the I-405 loop (i.e., downtown). If more than one road is available, the most direct will be designated as the principal unless through traffic is incompatible with surrounding properties. Off-peak travel times should not be significantly increased through use of indirect routes.
- Freeways should be grade separated and other principal routes should provide a minimum of direct property access (driveways) to avoid conflicts between higher speed through travel and local access movements. Existing and proposed driveways should be consolidated on access frontage roads or side streets to the greatest extent possible.
- The principal route system inside the I-205/Hwy. 217 loop should be upgraded to freeway standards where feasible, with the exception of the McLoughlin Boulevard and I-505 Alternative routes, where adjacent land uses are not compatible with this treatment.
- In general, freeways should not connect to collectors or local streets.

- The principal system should serve the major centers of activity (trip generators), the highest traffic volume corridors and the longest trip desires.
 - No restrictions on truck traffic.
2. Major Arterials - These facilities are the supporting elements of both the principal routes and collector systems. Major arterials, in combination with principal routes, are intended to provide a high level of mobility for travel within the region. All trips from one subarea through an adjacent subarea traveling to other points in the region should occur on a major arterial or principal route. Access to major port facilities should be provided by major arterials.

System Design Criteria

- Linkage with principal arterials, collectors and other major arterials.
 - Land access should be restricted to major traffic generators to the greatest extent possible; minor driveways should be consolidated on access frontage roads or side streets.
 - Signalized intersections should maintain high capacity for the major arterial with grade separations as needed.
 - A major arterial or principal route should provide direct service from one subarea through another to reach the next subarea. If more than one route is available, the more direct route will be designated unless through traffic is incompatible with surrounding properties. Peak travel times should not be significantly increased through use of indirect routes.
 - Truck route.
 - The principal routes and major arterial systems in total should comprise 5-10 percent of the total mileage and carry 40-65 percent of the total vehicle miles traveled.
3. Minor Arterials - The minor arterial system complements and supports the principal and major systems, but is primarily oriented toward travel within and between adjacent subareas. An adequate minor arterial system is needed to ensure that these movements do not occur on principal routes or major arterials. These facilities provide connections to major activity centers and provide access from the principal and major arterial systems into each subarea.

System Design Criteria

- Any land access should be oriented to public streets and major traffic generators; access to single family dwellings should be discouraged.

- Minor arterials should generally not be continuous across two or more subareas.
 - Linkage with collectors and major arterials.
 - The full freeway and arterial system (principal, major and minor) should comprise 15 - 25 percent of the total mileage and carry 65 - 80 percent of the total vehicle miles traveled.
4. Collectors - The collector system is deployed nearly entirely within subregions to provide mobility between communities and neighborhoods or from neighborhoods to the minor and major arterial systems. An adequate collector system is needed to ensure these movements do not occur on principal routes or major arterials. Land is directly accessible with emphasis on collection and distribution of trips within an arterial grid.

System Design Criteria

- System access to minor and major arterials and other collectors, as well as local streets.
 - Intersections with collectors and above consist of stop sign control and some signalization.
 - Parking is generally unrestricted.
 - Access should generally not be provided to freeways and principal arterials.
 - The collector system should comprise 5-10 percent of the total mileage and carry 5-10 percent of the total vehicle miles traveled.
5. Local Streets - The local street system is used throughout developed areas to provide for local circulation and direct land access. It provides mobility within neighborhoods and other homogeneous land uses, and comprises the largest percentage of total street mileage. In general, local traffic should not occur on Major Arterials and Principal Routes.

System Design Criteria

- Linkage to collectors and other local streets.
- Usually unrestricted parking.
- Trips are short and at low speeds.
- Service is almost exclusively direct property access.
- Access should not be provided to freeways and generally not to major arterials.
- Local streets should comprise 65-80 percent of the total mileage and carry 10-30 percent of the total vehicle miles traveled.

MEETING REPORT

DATE OF MEETING: April 28, 1982
7:30 p.m. at Metro

GROUP/SUBJECT: Regional Transportation Plan Public Meeting

PERSONS ATTENDING: Andy Cotugno, Terry Bolstad, James Giesecking, Peg Henwood, Metro.

Metro Councilors Charlie Williamson and Corky Kirkpatrick.

Sign up sheet attached.

MEDIA: None

SUMMARY:

Metro Councilors Charlie Williamson and Corky Kirkpatrick assisted Andy Cotugno in making the presentation on the RTP.

Questions and Issues:

- How did you compute gas consumption in the gas tax measure while gas consumption is decreasing with people driving small cars?
- When have gas tax increases ever passed? I would not assume Oregon's economic growth will increase in the near future. How much of the RTP involves increasing capacity on McLoughlin?
- Is the proposed gas tax increase to be used for maintenance only?
- Why doesn't the RTP address a plan for the flow of freight or access to rail yards?
- Isn't ODOT in charge of all highway projects? Why is Metro doing the RTP?
- What corridors are under study in the Westside and what is the expectation that either of the corridors will be needed in the next 20 years? I think Washington County will be the growth area and maybe they should have had the first light rail transit system.
- In costing out bus replacements, did you cost out electric buses versus diesel buses?
- Why is very little money being spent in the east Portland area? East Portland is getting slighted from your taking money from the Mt. Hood Freeway to make improvements on the west side.

- Why bring Hwy. 26 into 181st Avenue? (Bebe Rucker responded from Multnomah County)
- What is being done in Tigard from I-5 to King City?
- If you spend money on transit rather than enlarging McLoughlin Blvd. it would be more positive, people won't be able to drive cars forever.
- I think the Banfield should be extended to connect with the Westside proposed light rail.
- With the possibility of a new city in East Multnomah County will they have an opportunity to comment on transportation projects for the region?
- How much of a sales tax would be required to finance the RTP?
- We need to justify light rail on cost rather than ridership.
- Could Metro take over Tri-Met?
- John Frewing ~~referred~~ referred to p. 8-4 and 8-5 paragraph 5, stating that the statement was too simple and we needed to elaborate more.
- Doug Allan submitted a written statement (attached).
- A written statement was submitted by the East Side Central Club (attached).

REPORT WRITTEN BY: Peg Henwood

COPIES TO: Andy Cotugno

PH/gl
5903B/D3

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

TO: Metro Council
FROM: Executive Officer
SUBJECT: Contested Case Procedures

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approval of attached ordinance amending existing contested case procedures.
- B. POLICY IMPACT: The amendments are intended to correct inefficiencies in existing contested case procedures.
- C. BUDGET IMPACT: The amendments require, among other things, that all contested cases on Urban Growth Boundary (UGB) amendments be referred to a Hearings Officer. This requirement may necessitate additional funding for Hearings Officers, most of which should be provided by filing fees. The requirement also relieves the staff of much of the work associated with UGB amendments.

II. ANALYSIS:

- A. BACKGROUND: Metro's contested case procedures were originally adopted in 1979. Since then, we have gained experience in UGB amendment proceedings which indicate the advisability of streamlining procedures. The proposed amendments, other than editorial changes, are as follows:
 - 1. Addition of a requirement that cross-examination of witnesses by parties be by submission of written questions to the Hearings Officer, but may be oral at Hearings Officer's discretion.
 - 2. Addition of a procedure for consideration of new evidence by the Hearings Officer, and a requirement that new evidence submitted to the Council be either rejected or remanded to the Hearings Officer.
 - 3. A requirement that oral argument on exceptions to the Hearings Officer's report be allowed only upon Council approval.
 - 4. A requirement that UGB amendments can be approved only by an affirmative vote of six (6) members of the Council rather than a majority of a quorum.
 - 5. Allowance of oral or written argument on petitions for reconsideration.

6. A requirement that rehearings must be before the Hearings Officer.
7. A requirement that all UGB amendment contested cases be heard by a Hearings Officer.

It should also be noted that present procedures do not provide for contested case hearings before Council committees; only the Council or a Hearings Officer. A minor amendment has been proposed which reinforces that provision. Staff continues to believe that Hearings Officer's reports should go directly to the Council for decision rather than being submitted first to a Committee hearing or review.

B. ALTERNATIVES CONSIDERED: Though a myriad of procedural configurations exist, staff feels those proposed most suitably correct procedural deficiencies noted in prior cases.

C. CONCLUSION: Approval of attached Ordinance.

AJ/gl
6144B/252
6/11/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

| | |
|--------------------------------------|---------------------------|
| AN ORDINANCE RELATING TO CONTESTED) | ORDINANCE NO. 82-137 |
| CASE PROCEDURES AND AMENDING METRO) | |
| CODE CHAPTER 5.02) | Submitted by the Regional |
|) | Development Committee |

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Metro Code section 5.02.005 is amended to read:

"5.02.005 Contested Case Defined, Notice of
Opportunity for Hearing, Service:

- (a) A contested case exists whenever:
 - (1) Individual legal rights, duties or privileges of specific parties are required by statute or Constitution to be determined only after a hearing at which specific parties are entitled to appear and be heard.
 - (2) The District has discretion to suspend or revoke a right or privilege of a person; or
 - (3) There is a proceeding regarding a license, franchise or permit required to pursue any activity governed or regulated by the District; or
 - (4) There is a discharge of a District employee; or
 - (5) The District proposes to require a county, city or special district to change a plan pursuant to ORS 268.380 or 268.390; or
 - (6) There is a proceeding in which the District has directed by ordinance, rule or otherwise that the proceeding be conducted in accordance with contested case procedures.
- (b) A contested case does not exist when a District action rests solely on the results of a test or inspection.
- (c) The District shall give notice to all parties in a contested case. The notice shall include:

- (1) A statement of the party's right to request a hearing, or a statement of the time and place of the hearing;
 - (2) A statement of the authority and jurisdiction under which the hearing is to be held;
 - (3) A reference to the particular sections of the statutes, ordinances or rules involved;
 - (4) A short and plain statement of the matters asserted, charged or proposed;
 - (5) A statement that the party may be represented by counsel at the hearing;
 - (6) When applicable, a statement that if the party desires a hearing, the District must be notified within a specified number of days; and
 - [(7) A statement that if a hearing is held, each party to the hearing will be given the information on the procedures, right of representation, and other rights of the parties relating to the conduct of hearings as required under ORS 183.413(2).]
- (d) Unless the Council provides otherwise, the number of days within which the District must be notified that the party desires a hearing shall be as follows:
- (1) Within thirty (30) days of the date of mailing of notice; or
 - (2) Within sixty (60) days of the notification of refusal to issue a license, franchise or permit required to pursue any activity governed or regulated by the District, if the refusal is based on grounds other than the results of a test or inspection; or
 - (3) Within ninety (90) days of an immediate suspension or refusal to renew a license or franchise pursuant to [ORS 183.430(2) and] section 5.02.010 of these rules.
 - (4) In the case of a personnel discharge, within fourteen (14) days of the employee's receipt of the Notice of Discharge.
- (e) The notice shall be served personally or by registered or certified mail.

- (f) The District may provide that notice in addition to that required by this section be given for specific types of contested case."

Section 2. Metro Code section 5.02.007 is amended to read:

"5.02.007 Rights of Parties in Contested Cases:

- (a) The following [written or oral] information shall be given to the parties [required to be given under ORS 183.413(2)] before commencement of a contested case hearing [shall include]:
- (1) If a party is not represented by an attorney, a general description of the hearing procedure [including the order of presentation of evidence, what kinds of evidence are admissible, whether objections may be made to the introduction of evidence, and what kind of objections may be made and an explanation of the burdens of proof or burdens of going forward with evidence].
 - (2) Whether a record will be made of the proceeding and the manner of making the record and its availability to the parties.
 - [(3) The function of the record making with respect to the perpetuation of the testimony and evidence and with respect to any appeal from the determination or order of the District.]
 - (3) [(4)] Whether an attorney will represent the District in the matters to be heard and whether the parties ordinarily and customarily are represented by an attorney.
 - (4) [(5)] The title and function of the person presiding at the hearing with respect to the decision process, including, but not limited to, the manner in which the testimony and evidence taken by the person presiding at the hearing are reviewed, the effect of that person's determination, who makes the final determination on behalf of the District, whether the person presiding at the hearing is or is not an employee, officer, or other representative of the District and whether that person has the authority

to make a final independent determination.

[(6) In the event a party is not represented by an attorney, whether the party may during the course of the proceedings request a recess if at that point the party determines that representation by an attorney is necessary to the protection of the party's rights.]

[(7) Whether there exists an opportunity for an adjournment at the end of the hearing if the party then determines that additional evidence should be brought to the attention of the District and the hearing reopened.]

(5) [(8)] Whether there exists an opportunity after the hearing and prior to the final determination or order of the agency to review and object to any proposed findings of fact, conclusions of law, summary of evidence or recommendations of the officer presiding at the hearing.

(6) [(9)] A description of the appeal process from the determination or order of the District.

(b) The information required in subsection (a) may be given in writing or orally before the commencement of the hearing."

Section 3. Metro Code sections 5.02.020 and 5.02.044 are repealed.

Section 4. Metro Code section 5.02.025 is amended to read:

"5.02.025 Hearing:

(a) The hearing shall be conducted by, and shall be under the control of, the Council Presiding Officer or a hearings officer. [The hearings officer may be the Presiding Officer of the Council, if the hearing is to be before the Council, or any other person designated or approved by the Council.] Contested case hearings on amendments to the regional Urban Growth Boundary shall be before a hearings officer. [In addition to the requirements of subsection (c) of this section,] The Council may from time to time approve and provide to the

Executive Officer a list of prospective hearings officers from which hearings officers may be appointed by the Executive Officer. Unless the hearing is to be held before the Council, the hearings officer in a contested case shall be a member of the Oregon State Bar.

- (b) In the case of a hearing on a personnel discharge, the employee shall be given the opportunity to select the hearings officer from a list of at least three (3) prospective hearings officers approved by the Council.
- (c) At the discretion of the Presiding Officer or the hearings officer, the hearing shall be conducted in the following order:
 - (1) Staff report, if any.
 - (2) [(1)] Statement and evidence by the District in support of its action, or by the petitioner in support of a petition.
 - (3) [(2)] Statement and evidence of affected persons disputing the District action or petition.
 - (4) [(3)] Rebuttal testimony.
- (d) The hearings officer, a Council member, the Executive Officer or his/her designee, the General Counsel, and the affected parties shall have the right to question any witnesses. Cross-examination by parties shall be by submission of written questions to the Presiding Officer or hearings officer; provided however that cross-examination by parties may be oral, at the discretion of the Presiding Officer or hearings officer, if such questioning will not disrupt the proceedings.
- (e) The hearing may be continued for a reasonable period as determined by the Presiding Officer or hearings officer.
- (f) The Presiding Officer or hearings officer may set reasonable time limits for oral presentation and may exclude or limit cumulative, repetitious or immaterial testimony.
- (g) Exhibits shall be marked and the markings shall identify the person offering the exhibits. The exhibits shall be preserved by the District as part of the record of the proceedings.

- (h) A verbatim oral, written, or mechanical record shall be made of all the proceedings. Such verbatim record need not be transcribed unless necessary for Council or judicial review.
- (i) Upon conclusion of the hearing, the record shall be closed and new evidence shall not be admissible thereafter; provided, however, that upon proper showing, the Presiding Officer or hearings officer may reopen the hearing for receipt of new evidence which could not have been introduced earlier and which is otherwise admissible under section 5.02.030."

Section 5. Metro Code section 5.02.035 is amended to read:

"5.02.035 Proposed Orders in Contested Case Other Than Personnel Discharges:

- (a) Within thirty (30) days of a hearing before a hearings officer in a contested case other than a personnel discharge, the hearings officer shall prepare and submit a proposed order together with the record compiled in the hearing, [including all the items listed in ORS 183.415(9),] to the Council. [If a majority of the Council members who are to render the final order were not present at the hearing or have not reviewed and considered the record, and the proposed order is adverse to a party other than the District,] The proposed order, including findings of fact and conclusions of law, shall be served upon the parties.
- (b) The parties shall be given the opportunity to file with the Council written exceptions to the proposed order and, upon approval of the Council, present oral argument regarding the exceptions to the Council. Argument before the Council shall be limited to parties who have filed written exceptions to the proposed order pursuant to this section, and shall be limited to argument on the written exceptions and argument in rebuttal of the argument on written exceptions.
- (c) A party may, in addition to filing written exceptions, file a written request to submit to the Council additional evidence that was not available or offered at the hearing provided for in 5.02.025 [5.02.045]. A written request to submit additional evidence must explain why the information was not provided at the hearing, and must demonstrate that such evidence would likely

result in a different decision. Upon receipt of a written request to submit additional evidence, the Council shall within a reasonable time:

- (1) Refuse the request; or
 - (2) Remand the proceeding to the hearings officer [Grant a new hearing under 5.02.025] for the limited purpose of receiving the new evidence and oral argument and rebuttal argument by the parties on the new evidence.
- (d) If a new hearing is granted in accordance with subsection (c)(2) of this section, the hearings officer shall within seven (7) days of the hearing serve upon all of the parties and forward to the Council[:] a new proposed order in accordance with the provisions of Code section 5.02.035(a).
- [(1) a new proposed order in accordance with the requirements of 5.02.035[.]; or]
- [(2) Recommended changes in the original proposed order and findings of fact and conclusions of law based on the new evidence; or]
- [(3) A recommendation that the original proposed order and findings of fact and conclusions of law not be changed based on the new evidence."]

Section 6. Metro Code section 5.02.040 is amended to read:

"5.02.040 Proposed Orders In Contested Cases on Personnel Discharges:

- (a) Within seven (7) days of a hearing on a personnel discharge, the hearings officer shall prepare and submit a proposed order together with the record compiled in the hearing [including all the items listed in ORS 183.415(9)] to the Executive Officer. Said proposed order shall include rulings on evidence, findings of fact, conclusions of law and a proposed action.
- (b) Within seven (7) days of receipt of the proposed order, the Executive Officer shall issue a final order pursuant to Section 5.02.045 of these Rules."

Section 7. Metro Code section 5.02.042 is amended to read:

"5.02.042 Ex Parte Communications to the Hearings Officer:

- (a) The hearings officer shall place on the record a statement of the substance of any written or oral ex parte communication on a fact in issue made to the officer during the pendency of the proceeding. Parties shall, upon request, be given a reasonable opportunity to rebut such ex parte communications.
- [(b) The hearings officer shall give notice to all parties of ex parte communications. The notice shall include:
 - (1) The substance of the communication if oral; if in writing, a copy of the communication.
 - (2) Whether or not the officer will consider the ex parte communication in making a recommendation to the agency or in deciding the case.]
- [(c) If the hearings officer gives notice that the ex parte communication will be considered in making a recommendation to the Council or in deciding the case, the officer shall either (1) set a date when the other parties may rebut the substance of the ex parte communication in writing; or (2) schedule a hearing for the limited purpose of receiving evidence relating to the ex parte communication.]"

Section 8. Metro Code section 5.02.043 is amended to read:

"5.02.043 Ex Parte Communications to the Councilors:

- (a) Councilors shall place on the record a statement of the substance of any written or oral ex parte communications on a fact in issue made to a Councilor during review of a contested case. Parties shall, upon request, be given a reasonable opportunity to rebut such ex parte communications.
- [(b) The Councilors shall give notice to all parties of ex parte communications. The notice shall include:
 - (1) The substance of the communication if oral; if in writing, a copy of the communication.

- (2) Whether or not the Councilor(s) will consider the ex parte communication in deciding the case.]

[(c) If one or more Councilors gives notice that an ex parte communication will be considered in deciding the case, the Council at its discretion shall: (1) set a date when the other parties may rebut the substance of the ex parte communication in writing; (2) schedule a hearing for the limited purpose of receiving evidence relating to the ex parte communication; or if all parties are present and before the Council, receive evidence relating to any ex parte communication.]

[(d) If the Council schedules a hearing it may remand the matter to a hearings officer.]"

Section 9. Metro Code section 5.02.045 is amended to read:

"5.02.045 Final Orders In Contested Cases,
Notification, Review:

(a) Except as provided in subsection [(b)] (c) of this section, the Council or Executive Officer decision in a contested case shall be adopted by a final order. Final orders in contested cases shall be in writing and shall include the following:

- (1) Rulings on admissibility of offered evidence.
- (2) Findings of Fact--those matters which are either agreed upon as fact or which, when disputed, are determined by the fact finder, on substantial evidence, to be fact over contentions to the contrary.
- (3) Conclusion(s) of Law--applications of the controlling law to the facts found and legal results arising therefrom.
- (4) The action taken by the District as a result of the Findings of Fact and Conclusions of Law.

(b) Upon receipt of a proposed order and consideration of exceptions, the Council shall either adopt the proposed order or remand the matter to the hearings officer with instructions to change the order or its findings or conclusions and to provide an amended order. No

exceptions will be received or heard on an amended order.

(c) [(b)] When the Council's decision in a contested case necessitates the adoption of an ordinance, the Council shall direct that an ordinance be prepared for Council adoption. The ordinance shall incorporate the rulings, findings and conclusions required by subsection (a) or (b) of this section. An ordinance adopted pursuant to this subsection shall, upon adoption, be considered the final order subject to judicial review.

(d) [(c)] Parties to contested cases and their attorneys of record shall be served a copy of the final order. Parties shall be notified of their right to judicial review of the order.

(e) [(d)] The final order shall include a citation of the statute(s) under which the order may be appealed.

(f) Final orders in contested cases before the Council shall be approved by a majority of a quorum of the Council; except, however, that approval of a final order amending the regional Urban Growth Boundary shall require approval of at least six (6) members of the Council."

Section 10. Metro Code section 5.02.050 is amended to read:

"5.02.050 Reconsideration, Rehearing:

- (a) A party may file a petition for reconsideration or rehearing on a final order with the District within ten (10) days after the order is issued. In the case of a personnel discharge, such petition shall be submitted to the Executive Officer. Other petitions shall be referred to the Council.
- (b) The petition shall set forth the specific ground or grounds for requesting the reconsideration or rehearing. The petition may be supported by a written argument.
- (c) The District may grant a reconsideration petition if sufficient reason therefore is made to appear. If the petition is granted, an amended order shall be entered. The Council may allow oral or written argument by the parties on the reconsideration petition.

- (d) The District may grant a rehearing petition if sufficient reason therefor is made to appear. The rehearing may be limited by the District to specific matters. If a rehearing is held an amended order shall be entered. Rehearings shall be held before the hearing officer who conducted the original hearing.
- (e) If the District does not act on the petition within the sixtieth (60) day following the date the petition was filed, the petition shall be deemed denied.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

ATTEST:

Clerk of the Council

AJ/gl
6094B/252

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO
FY 1981-82 APPROPRIATIONS,
INCREASING THE TRANSFER FROM THE
SOLID WASTE OPERATING FUND TO THE
GENERAL FUND, AMENDING ORDINANCE
NO. 81-109 AND DECLARING AN
EMERGENCY

Franklin
2000 Operating Fund
ORDINANCE NO. 82-138

WHEREAS, Conditions which were not ascertained at the time of
the preparation of the current year budget require a change in
financial planning; and

WHEREAS, Central Service costs are greater than anticipated; and

WHEREAS, Action must be taken before July 1, 1982; now,
therefore,

The Council of the Metropolitan Service District hereby ordains:

1. That Exhibits A and B of Ordinance No. 81-109 are hereby
amended as indicated in Exhibit C of this Ordinance.

2. That, because of the necessity to amend the FY 1982 budget
prior to the beginning of the next fiscal year, an emergency is
hereby declared to exist and this Ordinance shall be effective upon
adoption.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

ATTEST:

Clerk of the Council

JS/gl
5551B/107
06/14/82

EXHIBIT C

AMENDMENT TO SCHEDULE OF APPROPRIATIONS

| | Current Appropriation | Proposed Revision | Proposed Revised Appropriation |
|------------------------------|--------------------------|----------------------|--------------------------------------|
| General Fund | | | |
| Development Services | | | |
| Personnel Services | 0 | 0 | 0 |
| Materials & Services | 0 | 0 | 0 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 0 | 0 | 0 |
| Transportation | | | |
| Personnel Services | 579,001 | 0 | 579,001 |
| Materials & Services | 953,539 | (111,100) | 842,439 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 1,532,540 | (111,100) | 1,421,440 |
| Joint Development | | | |
| Personnel Services | 187,359 | 5,000 | 192,359 |
| Materials & Services | 229,597 | 0 | 229,597 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 416,956 | 5,000 | 421,956 |
| Special Projects | | | |
| Personnel Services | 141,769 | 1,000 | 142,769 |
| Materials & Services | 329,716 | 0 | 329,716 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 471,485 | 1,000 | 472,485 |
| Land Use Coordination | | | |
| Personnel Services | 62,646 | 15,000 | 77,646 |
| Materials & Services | 146,882 | 0 | 146,882 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 209,528 | 15,000 | 224,528 |
| Criminal Justice | | | |
| Personnel Services | 94,402 | 1,000 | 95,402 |
| Materials & Services | 1,500 | 0 | 1,500 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 95,902 | 1,000 | 96,902 |
| Council | | | |
| Personnel Services | 38,661 | 0 | 38,661 |
| Materials & Services | 35,060 | 10,000 | 45,060 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 73,721 | 10,000 | 83,721 |

| | Current Appropriation | Proposed Revision | Proposed Revised Appropriation |
|-------------------------------------|--------------------------|----------------------|--------------------------------------|
| Executive Management | | | |
| Personnel Services | 231,342 | 4,000 | 235,342 |
| Materials & Services | 24,931 | 10,000 | 34,931 |
| Capital Outlay | 850 | 0 | 850 |
| Subtotal | 257,123 | 14,000 | 271,123 |
| Futures | | | |
| Personnel Services | 12,558 | 4,000 | 16,558 |
| Materials & Services | 1,649 | 100 | 1,749 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 14,207 | 4,100 | 18,307 |
| Public Affairs | | | |
| Personnel Services | 258,253 | 25,000 | 283,253 |
| Materials & Services | 31,128 | 0 | 31,128 |
| Capital Outlay | 0 | 0 | 0 |
| Subtotal | 289,381 | 25,000 | 314,381 |
| Management Services | | | |
| Personnel Services | 362,560 | 0 | 362,560 |
| Materials & Services | 690,558 | 35,000 | 725,558 |
| Capital Outlay | 1,722 | 1,000 | 2,722 |
| Subtotal | 1,054,840 | 36,000 | 1,090,840 |
| Contingency | 26,091 | 0 | 26,091 |
| Unappropriated Balance | 100,000 | 0 | 100,000 |
| Unemployment Compensation | 0 | 0 | 0 |
| | 126,091 | 0 | 126,091 |
| Total General Fund | 4,541,774 | 0 | 4,541,774 |
| Solid Waste Operating Fund | | | |
| Transfer to General Fund | 544,407 | 15,700 | 560,107 |
| Contingency | 209,845 | (15,700) | 194,145 |
| Total Solid Waste Operating Fund | 6,303,126 | 0 | 6,303,126 |

JS/srb
5551B/107-9/10
06/11/82

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: Cost of Living Adjustment for Employees in FY '83

- I. ACTION REQUESTED: Approval of disapproval of the attached Resolution providing for three (3) additional personal leave days for non-Zoo Metro employees and a cost of living adjustment for non-union Zoo employees that is comparable to that of Zoo union employees.
- II. BACKGROUND: During their deliberations, the Council Committees, the Budget Committee and the Council provided for four percent (4%) merit increases for employees and no cost of living adjustments.

The Employees' Association presented the following alternatives to the Budget Committee and the Coordinating Committee:

- 1) In lieu of eliminating cost of living adjustments in the Metro budget, provide for five (5) additional personal leave days for each employee (approx. 2% of salary) for FY '83 only, i.e. Christmas Eve, day after Thanksgiving, and three (3) other personal leave days during the year to be taken at the employee's discretion.
 - 2) The Zoo non-union employees should be granted the same cost of living adjustment as their union co-workers.
- III. POLICY IMPACT: Pay plan and benefits adjustments require Council approval. The proposal provides for additional personal leave days in lieu of cost of living adjustments for all non-Zoo Metro employees and a cost of living adjustment for Zoo non-union employees equal to the Metro/Local #483 Collective Bargaining Agreement, dated July 1, 1981, Schedule "A", subsections (2)(a), (b) and (c) which provide:
- (a) "...rates shall be increased at a rate of seven (7) percent."
 - (b) "...rates shall be increased an additional percentage equal to fifty (50) percent of the difference between seven (7) percent and the 'Consumer Price Index...'"
 - (c) "If the Index exceeds twelve (12) percent, the union and the employer will meet and negotiate without unnecessary delay concerning any wage rate increases for the second year of this agreement in excess of

the increase determined under (a) and (b) above."

- IV. BUDGET IMPACT: Funds to cover the cost of living adjustment for non-union Zoo employees are included in the Contingency fund and can be transferred to the Personal Services account as a part of the normal mid-year adjustments. A 7% increase in Zoo non-union salaries will total approximately \$67,000.

Providing for three (3) additional personal leave days for all non-Zoo Metro employees will not increase dollar cost; however, there will be a loss of three (3) days productivity with an estimated dollar value of \$21,813.

V. ALTERNATIVES CONSIDERED:

- (1) No COLA for Zoo non-union employees nor for Metro employees, as recommended by management and as approved for the FY '83 budget.
- (2) The Employees' Association recommendation as stated above.
- (3) The Coordinating Committee recommendation as stated above.

- VI. EXECUTIVE OFFICER RECOMMENDATION: The Executive Officer supports the recommendation to provide a cost of living adjustment for non-union Zoo employees so that salaries will be equal to union employees. However, such an adjustment impacts the salary structure at Metro to the disadvantage of non-Zoo Metro employees and future collective bargaining negotiations with Local #483 will take this into consideration.

The Executive Officer is opposed to additional personal leave days for Metro staff. There is an obvious impact on productivity; while this policy is to be established for one year only, it sets a precedent which is difficult to reverse, particularly the closure of Metro offices Christmas Eve day and New Year's Eve day; while we have been unable to obtain specifics because of current negotiations, there is evidence that government jurisdictions are having to make cutbacks in COLA, employee benefits, or both and that our fiscal situation at Metro requires austerity measures which do not impact the budget or productivity.

The Executive Officer recognize the sacrifice which has been imposed on our employees and our mid-year review of revenues and expenditures will include consideration of possible COLA for employees at the end of the third quarter as a top priority.

- VII. COORDINATING COMMITTEE RECOMMENDATION: After discussion of the Employees' Association proposal, the Coordinating Committee took the following actions:

"Motion to recommend Council approval for three (3) additional days personal leave (Christmas Eve, New

Year's Eve and one other discretionary holiday) in lieu of COLA for Metro employees for FY '83; carried by the following vote:

YEAS: Banzer, Bonner, Oleson
NAYS: Deines
ABSENT: Burton, Schedeen."

"Motion to recommend Council approval to provide a 7% cost of living adjustment for non-union Zoo employees; carried by the following vote:

YEAS: Banzer, Deines, Oleson
NAYS: Bonner
ABSENT: Burton, Schedeen."

Attached as Exhibit "A" is Resolution No. 82-333, which has been prepared in accordance with the Coordinating Committee's recommendation for three (3) additional personal leave days for all non-Zoo Metro employees.

Regarding the Coordinating Committee's recommendation for non-union Zoo employees' COLA, staff requests clarification whether it was the intent of the Committee to keep non-union wages at the same level as union wages at the Zoo or to recommend an increase of 7% for non-union employees at the Zoo for FY '83, as stated in the motion.

The attached resolution reflects language to provide equal pay adjustments for union and non-union Zoo employees.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROVIDING)
PAY PLAN ADJUSTMENTS FOR FISCAL)
YEAR 1983.)

RESOLUTION NO. 82-333

WHEREAS, Ordinance No. 81-116 (Personnel Rules) of the District requires the maintenance of a Compensation Plan for non-union Metro Regular and Temporary employees; and

WHEREAS, said ordinance requires salary adjustment review to reflect consideration of cost of living changes; now, therefore,

BE IT RESOLVED:

1. That the Council approves, in lieu of a cost of living adjustment for non-Zoo Metro employees for FY '83, the ~~following~~ three (3) ~~paid personal leave days~~ ~~Be designated:~~

- a. Christmas Eve day (December 24, 1982);
- b. New Year's Eve day (December 31, 1982); and
- c. ~~One (1) discretionary paid holiday~~ to be taken between July 1, 1982, and June 30, 1983.

2. That the Council approves a cost of living adjustment for non-union Zoo employees equal to the cost of living adjustment granted to the Zoo union employees pursuant to the Metro/Local #483 Collective Bargaining Agreement, dated July 1, 1981, Schedule "A", subsections (2)(a), (b), and (c).

Passed by the Council of the Metropolitan Service District
this ____ day of ____, 1982.

Presiding Officer



METRO

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

MEMORANDUM

Date: June 9, 1982
To: Metro Council
From: Jennifer Sims, Director of Management Services
Regarding: Revision of Pay Plan

The purpose of this memo is to transmit proposed revisions to the Metro Pay Plan. The Personnel Rules (Ordinance No. 81-116) require the Executive Officer to study employee compensation and recommend appropriate actions to the Council at least annually. It is recommended that the Council adopt a revised pay plan consisting of the four tables described below:

Table A (White) - Employees in the Solid Waste, General and Planning Funds are covered by this schedule. It reflects no Cost of Living (COLA) adjustment for FY 1982-83.

Table S (Yellow) - This schedule applies to Seasonal Visitor Services Workers at the Zoo. This was adopted by the Council, December 22, 1981. It will be revised in January, 1983, to reflect changes in the federal minimum wage.

Table U (Salmon) - Union members are covered by this schedule. The current bargaining agreement with Local No. 483 provides for a minimum seven percent COLA plus 50 percent of the difference between seven percent and the Consumer Price Index (CPI). The attached table reflects a seven percent increase although the figures will not be final until the May CPI is published.

Table Z (Tan) - This applies to non-union Zoo employees. It includes a seven percent COLA.

In addition to these changes in the pay plan schedules, it is also recommended that a flat rate category be added to the top of the salary ranges on Tables A and Z. Specifically it is recommended that the salary ranges for the Zoo Director and Solid Waste Director be changed from 14.5 to that category with the salaries established through an employment contract. The new range is necessary for these positions in order to recruit and retain qualified employees. This conclusion is based on a national salary survey on the Zoo Director position and

recommendations from the consultant study of the Solid Waste Director position. Three Council actions are needed in order to implement this: 1) the flat rate category must be included in the pay plan; 2) contracts must be approved; and 3) the positions may need to be exempted from the Personnel Rules depending on contract provisions. The latter actions will be presented to the Council when contracts are prepared. Funds have been budgeted for the estimated contract amounts. Job descriptions for these positions are attached for your information.

JS/gl
6118B/D2

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE
PAY PLAN

) RESOLUTION NO. 82-340
)
) Introduced by the

WHEREAS, Ordinance No. 81-116 (Personnel Rules) of the District requires the maintenance of a Pay Plan for regular, regular part-time, temporary and seasonal employees; and

WHEREAS, The need for adjustments to the Pay Plan has been established; now, therefore,

BE IT RESOLVED,

1. That the Council approves the attached Tables A, S, U and Z as the Metro Pay Plan effective July 1, 1982.

2. That the Council change the two classifications of 087 Zoo Director and 086 Director of Solid Waste from salary range 14.5 to a flat rate.

3. That the Executive Officer is directed to amend the appropriate salary rates on Tables S and Z to conform to federal minimum wage standards in January 1983.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

JS/gl
6117B/252
06/09/82

July 1, 1981

TABLE A

NON-UNION SALARY RANGE TABLE

| <u>Salary Range Number</u> | <u>Beg. Salary Rate</u> | | <u>Entry Merit Rate</u> | | <u>Maximum Merit Rate</u> | | <u>Maximum Incentive Rate</u> | |
|------------------------------------|-----------------------------|--------|-----------------------------|--------|-------------------------------|--------|-----------------------------------|--------|
| | Annual | Hourly | Annual | Hourly | Annual | Hourly | Annual | Hourly |
| 0.0 | 7,176 | 3.45 | 7,535 | 3.62 | 8,734 | 4.19 | 14,144 | 6.80 |
| 0.5 | 8,653 | 4.16 | 9,085 | 4.36 | 10,670 | 5.13 | 10,982 | 5.28 |
| 1.0 | 9,218 | 4.43 | 9,679 | 4.65 | 11,120 | 5.35 | 11,454 | 5.51 |
| 1.5 | 9,634 | 4.63 | 10,115 | 4.86 | 11,656 | 5.60 | 12,005 | 5.51 |
| 2.0 | 10,050 | 4.83 | 10,553 | 5.07 | 12,191 | 5.86 | 12,556 | 6.04 |
| 2.5 | 10,585 | 5.09 | 11,115 | 5.34 | 12,786 | 6.15 | 13,169 | 6.33 |
| 3.0 | 11,120 | 5.35 | 11,677 | 5.61 | 13,380 | 6.43 | 13,781 | 6.63 |
| 3.5 | 11,656 | 5.60 | 12,238 | 5.88 | 13,093 | 6.78 | 14,517 | 6.98 |
| 4.0 | 12,191 | 5.86 | 12,800 | 6.15 | 14,807 | 7.12 | 15,251 | 7.33 |
| 4.5 | 12,786 | 6.15 | 13,425 | 6.45 | 15,581 | 7.49 | 16,048 | 7.72 |
| 5.0 | 13,380 | 6.43 | 14,048 | 6.75 | 16,354 | 7.86 | 16,843 | 8.10 |
| 5.5 | 14,093 | 6.78 | 14,798 | 7.11 | 17,186 | 8.26 | 17,702 | 8.51 |
| 6.0 | 14,807 | 7.12 | 15,548 | 7.48 | 18,018 | 8.66 | 18,559 | 8.92 |
| 6.5 | 15,581 | 7.49 | 16,359 | 7.86 | 18,910 | 9.09 | 19,478 | 9.36 |
| 7.0 | 16,354 | 7.86 | 17,171 | 8.26 | 19,683 | 9.46 | 20,274 | 9.75 |
| 7.5 | 17,186 | 8.26 | 18,045 | 8.68 | 20,754 | 9.98 | 21,376 | 10.28 |
| 8.0 | 18,018 | 8.66 | 18,919 | 9.10 | 21,824 | 10.49 | 22,480 | 10.81 |
| 8.5 | 18,910 | 9.09 | 19,856 | 9.55 | 22,954 | 11.04 | 23,643 | 11.37 |
| 9.0 | 19,582 | 9.41 | 20,667 | 9.94 | 24,084 | 11.58 | 24,806 | 11.93 |
| 9.5 | 20,754 | 9.98 | 21,791 | 10.48 | 25,274 | 12.15 | 26,031 | 12.51 |
| 10.0 | 21,824 | 10.49 | 22,915 | 11.02 | 26,463 | 12.72 | 27,256 | 13.10 |
| 10.5 | 22,954 | 11.04 | 24,102 | 11.59 | 27,890 | 13.41 | 28,726 | 13.81 |
| 11.0 | 24,074 | 11.57 | 25,288 | 12.16 | 29,317 | 14.09 | 30,196 | 14.52 |
| 11.5 | 25,274 | 12.15 | 26,536 | 12.76 | 30,744 | 14.78 | 31,666 | 15.22 |
| 12.0 | 26,463 | 12.72 | 27,785 | 13.36 | 32,171 | 15.47 | 33,136 | 15.93 |
| 12.5 | 27,890 | 13.41 | 29,284 | 14.08 | 33,896 | 16.30 | 34,913 | 16.79 |
| 13.0 | 29,317 | 14.09 | 30,783 | 14.80 | 35,620 | 17.13 | 36,688 | 17.64 |
| 13.5 | 30,744 | 14.78 | 32,281 | 15.52 | 38,296 | 18.41 | 39,445 | 18.96 |
| 14.0 | 32,171 | 15.47 | 22,780 | 16.24 | 39,188 | 18.84 | 40,364 | 19.41 |
| 14.5 | 33,717 | 16.21 | 35,403 | 17.02 | 41,091 | 19.76 | 42,324 | 20.35 |
| 15.0 | 35,383 | 17.01 | 37,151 | 17.86 | 43,232 | 20.78 | 44,529 | 21.41 |
| 15.5 | 37,642 | 18.10 | 39,524 | 19.00 | 45,610 | 21.93 | 46,979 | 22.59 |

Salary ranges 0.0 to 5.0 are eligible to receive overtime compensation, 5.5 to 15.5 are not eligible for overtime compensation.

January 1982

TABLE S

SEASONAL VISITOR SERVICE WORKERS

| <u>Code</u> | <u>Classification</u> | <u>Range</u> | <u>Beg. Rate 480 hrs.</u> | <u>After 12 Mo. 480 hrs.</u> | <u>After 24 Mo. 480 hrs.</u> | <u>After 36 Mo. 480 hrs.</u> | <u>After 48 Mo. 480 hrs.</u> | <u>After 60 Mo. 480 hrs.</u> |
|-------------|-----------------------|--------------|-----------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| 001 | V.S. Workers 1 | 49 | 3.45 | 3.80 | 4.15 | 4.50 | 4.85 | 5.20 |
| 002 | V.S. Workers 2 | 49 | 3.80 | 4.15 | 4.50 | 4.85 | 5.20 | 5.55 |
| 003 | V.S. Workers 3 | 49 | 4.15 | 4.50 | 4.85 | 5.20 | 5.55 | 5.90 |

July 1, 1982

TABLE U

INTERNATIONAL LABORERS UNION

Local 483

| <u>Code</u> | <u>Classification</u> | <u>Range</u> | <u>Entrance Rate</u> | <u>After 6 Mo.</u> | <u>After 1 Yr.</u> |
|-------------|---------------------------|--------------|--------------------------|------------------------|------------------------|
| 019 | Typist-Receptionist | 50 | 5.19 | 5.47 | 5.84 |
| 035 | Clerk (Bookkeeper) | 51 | 6.13 | 6.59 | 6.97 |
| 020 | Clerk-steno | 52 | 6.61 | 7.07 | 7.51 |
| 430 | Laborer (90 working days) | 53 | 7.08 | - | - |
| 461 | Stationmaster | 54 | 7.81 | 8.07 | 8.37 |
| 465 | Gardener I | 55 | 8.08 | 8.67 | 8.98 |
| 445 | Maintenance Worker I | 56 | 8.08 | 8.67 | 8.98 |
| 470 | Animal Keeper | 57 | 8.41 | - | 9.84 |
| 466 | Gardener II | 58 | 8.83 | 9.27 | 9.98 |
| 446 | Maintenance Worker II | 59 | 8.83 | 9.27 | 9.98 |
| 447 | Maintenance Worker III | 60 | 9.41 | 9.85 | 10.54 |
| 467 | Senior Gardener | 61 | 10.19 | 10.66 | 12.05 |
| 471 | Senior Animal Keeper | 62 | 10.44 | - | - |
| 455 | Maintenance Mechanic | 63 | 10.70 | - | 11.02 |
| 456 | Master Mechanic | 64 | 11.01 | - | 12.32 |
| 457 | Maintenance Electrician | 65 | 13.10 | - | - |

7158A/96

TABLE 12

NON-UNION SALARY RANGE TABLE

| Salary Range Number | Beg. Salary Rate | | Entry Merit Rate | | Maximum Merit Rate | | Maximum Incentive Rate | |
|---------------------------|---------------------|--------|---------------------|--------|-----------------------|--------|---------------------------|--------|
| | Annual | Hourly | Annual | Hourly | Annual | Hourly | Annual | Hourly |
| * 0.0 | 7,176 | 3.45 | 7,535 | 3.62 | 8,734 | 4.19 | 14,144 | 6.80 |
| 0.5 | 8,653 | 4.16 | 9,085 | 4.36 | 10,670 | 5.13 | 10,982 | 5.28 |
| 1.0 | 9,863 | 4.74 | 10,357 | 4.98 | 11,898 | 5.72 | 12,256 | 5.90 |
| 1.5 | 10,308 | 4.95 | 10,823 | 5.20 | 12,472 | 5.99 | 12,845 | 5.90 |
| 2.0 | 10,754 | 5.17 | 11,292 | 5.42 | 13,044 | 6.27 | 13,435 | 6.46 |
| 2.5 | 11,326 | 5.45 | 11,893 | 5.71 | 13,681 | 6.58 | 14,091 | 6.77 |
| 3.0 | 11,898 | 5.72 | 12,494 | 6.00 | 14,317 | 6.88 | 14,746 | 7.09 |
| 3.5 | 12,472 | 5.99 | 13,095 | 6.29 | 14,010 | 7.25 | 15,533 | 7.47 |
| 4.0 | 13,044 | 6.27 | 13,696 | 6.58 | 15,843 | 7.62 | 16,319 | 7.84 |
| 4.5 | 13,681 | 6.58 | 14,364 | 6.90 | 16,672 | 8.01 | 17,171 | 8.26 |
| 5.0 | 14,317 | 6.88 | 15,631 | 7.22 | 17,499 | 8.41 | 18,022 | 8.67 |
| 5.5 | 15,080 | 7.25 | 15,834 | 7.61 | 18,389 | 8.84 | 18,941 | 9.11 |
| 6.0 | 15,843 | 7.62 | 16,636 | 8.00 | 19,279 | 9.27 | 19,858 | 9.54 |
| 6.5 | 16,672 | 8.01 | 17,504 | 8.41 | 20,234 | 9.73 | 20,841 | 10.02 |
| 7.0 | 17,499 | 8.41 | 18,373 | 8.84 | 21,061 | 10.12 | 21,693 | 10.43 |
| 7.5 | 18,389 | 8.84 | 19,308 | 9.29 | 22,207 | 10.68 | 22,872 | 11.00 |
| 8.0 | 19,279 | 9.27 | 20,243 | 9.74 | 23,352 | 11.22 | 24,054 | 11.57 |
| 8.5 | 20,234 | 9.73 | 21,246 | 10.22 | 24,561 | 11.81 | 25,298 | 12.17 |
| 9.0 | 20,953 | 10.07 | 22,114 | 10.64 | 25,770 | 12.39 | 26,542 | 12.77 |
| 9.5 | 22,207 | 10.68 | 23,316 | 11.21 | 27,043 | 13.00 | 27,853 | 13.39 |
| 10.0 | 23,352 | 11.22 | 24,519 | 11.79 | 28,315 | 13.61 | 29,164 | 14.02 |
| 10.5 | 24,561 | 11.81 | 25,789 | 12.40 | 29,842 | 14.35 | 30,737 | 14.78 |
| 11.0 | 25,759 | 12.38 | 27,058 | 13.01 | 31,369 | 15.08 | 32,310 | 15.54 |
| 11.5 | 27,043 | 13.00 | 28,394 | 13.65 | 32,896 | 15.81 | 33,883 | 16.29 |
| 12.0 | 28,315 | 13.61 | 29,730 | 14.30 | 34,423 | 16.55 | 35,456 | 17.05 |
| 12.5 | 29,842 | 14.35 | 31,334 | 15.07 | 36,269 | 17.44 | 37,357 | 17.97 |
| 13.0 | 31,369 | 15.08 | 32,938 | 15.84 | 38,113 | 18.33 | 39,256 | 18.87 |
| 13.5 | 32,896 | 15.81 | 34,541 | 16.61 | 40,977 | 19.70 | 42,206 | 20.29 |
| 14.0 | 34,423 | 16.55 | 36,375 | 17.38 | 41,931 | 20.16 | 43,189 | 20.77 |
| 14.5 | 36,077 | 17.34 | 37,881 | 18.21 | 43,967 | 21.14 | 45,287 | 21.77 |
| 15.0 | 37,860 | 18.20 | 39,752 | 19.11 | 46,258 | 22.23 | 47,646 | 22.91 |
| 15.5 | 40,277 | 19.37 | 42,291 | 20.33 | 48,803 | 23.47 | 50,268 | 24.17 |
| 16.0 | 42,848 | 20.60 | 44,990 | 21.63 | 52,188 | 25.09 | 53,755 | 25.84 |
| 16.5 | 45,581 | 21.91 | 47,860 | 23.01 | 55,518 | 26.69 | 57,183 | 27.49 |

Salary ranges 0.0 to 5.0 are eligible to receive overtime compensation, 5.5 to 15.5 are not eligible for overtime compensation.

* Range 0.0 is to be adjusted annually in January to meet Federal minimum wage.

| | | | | | | |
|-----|-------------------------------|-----------|-----------------|-----------------|-----------------|-----------------|
| 070 | Mgr. Per/Support Svcs | 12.0 | 26,463 12.72 | 27,785 13.36 | 32,171 15.47 | 33,136 15.93 |
| 071 | Mgr. of Accounting | 13.5 | 30,744 14.78 | 32,281 15.52 | 38,296 18.41 | 39,445 18.96 |
| 072 | Sr. Fiscal Analyst | 12.0 | 26,463 12.72 | 27,785 13.36 | 32,171 15.47 | 33,136 15.93 |
| 073 | Mgmt. Analyst | 11.0 | 24,074 11.57 | 25,288 12.16 | 29,317 14.09 | 30,196 14.52 |
| 075 | Asst. Research Coord. | 3.0 | 11,120 5.35 | 11,677 5.61 | 13,380 6.43 | 13,781 6.63 |
| 076 | Research Coordinator | 10.0 | 21,824 10.49 | 22,915 11.02 | 26,463 12.72 | 27,256 13.10 |
| 077 | Res/Pol. Dev. Officer | 13.0 | 29,317 14.07 | 30,783 14.80 | 35,620 17.13 | 36,688 17.64 |
| 079 | Development Director | 15.0 | 35,383 17.01 | 37,151 17.86 | 43,232 20.78 | 44,529 21.41 |
| 080 | Mgr. of Local Govt. | 12.0 | 26,463 12.72 | 27,785 13.36 | 32,171 15.47 | 33,136 15.93 |
| 081 | Director of Public Affairs | 14.5 | 33,717 16.21 | 35,403 17.02 | 41,091 19.76 | 42,324 20.35 |
| 082 | Director of CJ Plan | 13.0 | 29,317 14.07 | 30,783 14.80 | 35,620 17.13 | 36,688 17.64 |
| 083 | Director of Mgmt. Svc. | 14.5 | 33,717 16.21 | 35,403 17.02 | 41,091 19.76 | 42,324 20.35 |
| 086 | Director of SW | Flat Rate | | | | |
| 087 | Zoo Director | Flat Rate | | | | |
| 089 | Director Trans. Plan | 15.0 | 35,383 17.01 | 37,151 17.86 | 43,232 20.78 | 44,529 21.41 |
| 090 | Technical Manager | 14.0 | 32,171 15.47 | 33,780 16.24 | 39,188 18.84 | 40,364 19.41 |
| 092 | Dir. of Legislative Svcs. | 13.5 | 30,744 14.78 | 32,281 15.52 | 38,296 18.41 | 39,445 18.96 |
| 094 | Executive Adm. Asst. | Exempt | | | | |
| 095 | Deputy Exec. Officer | 14.5 | 33,717 16.21 | 35,403 17.02 | 41,091 19.76 | 42,324 20.35 |
| 096 | Executive Officer | Exempt | | | | |
| 104 | Asst. General Counsel | 9.0 | 19,582 9.41 | 20,667 9.94 | 24,084 11.58 | 24,806 11.93 |
| 105 | General Counsel | 14.5 | 33,717 16.21 | 35,403 17.02 | 41,091 19.76 | 42,324 20.35 |

GENERAL STATEMENT OF DUTIES:

Performs administrative and supervisory work in the direction of all functions of the Solid Waste Department.

SUPERVISION RECEIVED:

This is an administrative position and works under the general direction of the Executive Officer who reviews work for conformance to policy and assignments.

SUPERVISION EXERCISED:

Exercises full supervision over assigned personnel, construction contractors and operating contractors of the Solid Waste Department.

EXAMPLES OF PRINCIPAL DUTIES:

An employee in this classification may perform any of the following duties. However, these examples do not include all the specific tasks which an employee may be expected to perform.

1. Plans, organizes and directs all activities of the Solid Waste Department. Negotiates and enforces all contracts for the construction, operation and maintenance of the Department programs.
2. Establishes organizational operating procedures and standards; determines kind and amount of personnel and equipment required for various functions within the Department. Coordinates activities with other departments within Metro as well as outside agencies, vendors and consultants.
3. Analyzes and interprets cost estimates, work records and operating procedures. Recommends to the appropriate supervisor changes as indicated.
4. Works with the bond underwriters, sets up systems for bonds, grants and reserves. Prepares contract payment schedules. Develops financial plans to provide the most favorable impact on Metro. Project long-term financing and user fees. Prepares financial statements for bond issues and obtains bond rating.
5. Prepares budget recommendations and maintains budget control records; selects personnel within Solid Waste operation; prepares progress reports as required; supervises the requisitioning of supplies and materials.

6. Meets with other agencies and public organizations representing Metro and on occasion speaking to organizations and groups about Metro and the Solid Waste programs. Preparing information to be released to the public through the media.
7. Performs any related duties as necessary or assigned.

RECRUITING REQUIREMENTS:
KNOWLEDGE, SKILL, ABILITY

Working knowledge of equipment and processes used in recycling facilities and steam generation. Ability: to read blueprints and interpret contracts; to plan and coordinate large scale construction projects and plant operations; to understand and effectively utilize information from cost, productivity, legal, manpower utilization and other management information reports; to recognize need for and institute change; to establish and maintain effective working relationships with the public, contractors and other employees.

EXPERIENCE AND TRAINING:

Requires a Bachelor's degree from a recognized University or college in engineering, business administration, public administration or a closely related field and a minimum of five years demonstrated experience involving planning, financing, organizing, staffing and directing large scale projects. Prefer experience in the Solid Waste Recovery field. This should include at least two years of direct supervisory experience in budget planning and control and operation analysis of large scale construction projects.

SW/srb
5242B/294

GENERAL STATEMENT OF DUTIES:

Responsible for the administration and implementation of the Zoo's policies and programs including animal management, education and research, buildings and grounds maintenance, visitor services, public relations and budget and personnel services. Director formulates overall Zoo policies on the basis of Board direction. Evaluates general operational policies and procedures and takes appropriate action as required. Coordinates all planning and development programs associated with education and research, animal acquisition and exhibit design. Coordinates fund-raising activities and maintains communications with special groups and the general public through personal appearances and news media appearances.

SUPERVISION RECEIVED:

Works under the general policies and objectives of the Metropolitan Service District Council. The Director is expected to function with independence of action in developing specific program goals and content and appropriate operational procedures and methods of accomplishing Council policy and objectives. Work of the Director is periodically reviewed by the Council on the basis of results obtained.

SUPERVISION EXERCISED:

Directly supervises the Assistant Director who is responsible for day-to-day operations of the Zoo and the support staff in the office of the Director. Assigns or delegates assignments of activities to Assistant Director. Reviews performances and provides program direction through periodic consultation with the Assistant Director, department heads, observation of activities and participation in regular department staff meetings.

EXAMPLES OF PRINCIPAL DUTIES:

An employee in this classification may perform any of the following duties; however, these examples do not include all the specific tasks which an employee may be expected to perform.

1. Serves as the principal representative of Metro's Washington Park Zoo at all Council meetings, in fund-raising and other public relations activities and in all contacts associated with overall Zoo planning and development.
2. Carries out Council policy and serves as the primary contact between the Council and the Zoo; coordinates planning and development activities in accordance with Council policy.
3. Develops and maintains liaison with representatives, government agencies, private businesses and community organizations for the purpose of developing financial, policy or program support for the Zoo; meets with concern groups or individuals to

- discuss current or proposed programs or policies or resolve problems or complaints.
4. Determines program needs, identifies planning and program implementation problems, seeks resolution of problems and recommends to the Council adoption of policies to support program goals.
 5. Directs and participates in all planning activities associated with facilities or exhibit development.
 6. Carries out an extensive fund-raising and community support program through numerous appearances and membership on civic committees.
 7. Reviews preparation of annual budget to ensure proper relationship of proposed budget to program goals, presents budget to Council. Delegates preparation and administration of operating budget and resolution of budgetary problems to Assistant Director. Periodically reviews budget expenditures to ensure adherence to program objective guidelines.
 8. Maintains final authority for the appointment and dismissal of all permanent, full-time employees. Administration of the personnel system including labor contract administration is delegated to the Assistant Director.
 9. Holds regular meetings with the Assistant Director and department heads to review programs and activities.

RECRUITING REQUIREMENTS:
KNOWLEDGE, SKILL, ABILITY

Thorough knowledge of the principles and practices associated with management of a zoo, including care for animals in captivity, animal husbandry, exhibit design and visitor and education services. Thorough knowledge of scientific research principles and practices associated with captive animals. Thorough knowledge of modern public administration principles and evaluation, budgeting, personnel administration, problem identification and conflict resolution.

Considerable knowledge of community organization and development techniques and of resources available to assist in the developing of funding and skill in direct fund-raising.

Ability to analyze complex problems, conduct necessary research and use sound judgment in making decisions about difficult program, budget or administrative problems. Ability to discern appropriate program direction and develop and implement comprehensive program plans and direct completion of projects, in part through delegated responsibilities. Ability to adapt to and work effectively within the varied political and social environments encountered. Ability and skill in establishing and maintaining cooperative and productive working relationships with Council and advisory committee members, representatives of business, civic and government organizations, Zoo staff and the general public. Ability to write concise and effective correspondence, administrative reports and proposals and to speak effectively before various groups. Ability to plan, assign and review the work of staff either directly or through subordinate

- discuss current or proposed programs or policies or resolve problems or complaints.
4. Determines program needs, identifies planning and program implementation problems, seeks resolution of problems and recommends to the Council adoption of policies to support program goals.
 5. Directs and participates in all planning activities associated with facilities or exhibit development.
 6. Carries out an extensive fund-raising and community support program through numerous appearances and membership on civic committees.
 7. Reviews preparation of annual budget to ensure proper relationship of proposed budget to program goals, presents budget to Council. Delegates preparation and administration of operating budget and resolution of budgetary problems to Assistant Director. Periodically reviews budget expenditures to ensure adherence to program objective guidelines.
 8. Maintains final authority for the appointment and dismissal of all permanent, full-time employees. Administration of the personnel system including labor contract administration is delegated to the Assistant Director.
 9. Holds regular meetings with the Assistant Director and department heads to review programs and activities.

RECRUITING REQUIREMENTS:
KNOWLEDGE, SKILL, ABILITY

Thorough knowledge of the principles and practices associated with management of a zoo, including care for animals in captivity, animal husbandry, exhibit design and visitor and education services. Thorough knowledge of scientific research principles and practices associated with captive animals. Thorough knowledge of modern public administration principles and evaluation, budgeting, personnel administration, problem identification and conflict resolution.

Considerable knowledge of community organization and development techniques and of resources available to assist in the developing of funding and skill in direct fund-raising.

Ability to analyze complex problems, conduct necessary research and use sound judgment in making decisions about difficult program, budget or administrative problems. Ability to discern appropriate program direction and develop and implement comprehensive program plans and direct completion of projects, in part through delegated responsibilities. Ability to adapt to and work effectively within the varied political and social environments encountered. Ability and skill in establishing and maintaining cooperative and productive working relationships with Council and advisory committee members, representatives of business, civic and government organizations, Zoo staff and the general public. Ability to write concise and effective correspondence, administrative reports and proposals and to speak effectively before various groups. Ability to plan, assign and review the work of staff either directly or through subordinate

supervisors. Ability to appraise the quality of varied services and programs through inspection and review of work and to develop and implement improvements. Ability to provide direction and evaluation of animal behavior research programs. Ability to effectively interpret Council policy, laws, rules and regulations and explain their impact on the operation of Zoo to staff.

EXPERIENCE AND TRAINING:

Five years of progressively responsible program and general administrative experience in a zoo or related animal exhibit facility. Program experience should have provided exposure to animal propagation, acquisition and management and exhibit and visitor services development. General administrative work should have provided experience in budgeting, planning, employee supervision and fund-raising. Graduation from a four-year college or university with major course work in zoology, animal science, biology or closely related field. Any satisfactory equivalent combination of experience and training with ensures the ability to perform the work may substitute for the above.

SW:ss
2144B/157

2/81



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

MEMORANDUM

Date: June 24, 1982
To: Metro Council
From: Rick Gustafson, Executive Officer
Regarding: Resolution No. 82-333, For the Purpose of Providing
Pay Plan Adjustments for FY 1983

As you know, this resolution does two things. First, it authorizes three additional personal leave days for Metro non-Zoo employees, which is a compensation in lieu of a COLA for 1982-1983. Second, it authorizes a COLA to non-union Zoo employees equivalent to the cost of living adjustment given to the Zoo employees covered by our current bargaining agreement. The COLA will be approximately 7%.

I am in support of the latter objective and not the former and recommend that the resolution be amended to delete any reference to the additional personal leave. My reasons for this are included in the attached memo from the Deputy Executive Officer to the Employees' Association. I do suggest the alternative outlined in the Deputy's memo for your consideration.

Recently, the State of Oregon, in meeting its fiscal crisis, granted six (6) additional holidays to employees. As noted in the attached memo from Sue Woodford, the employees also suffer a 6% cut in pay as of July 1, 1982.

In making this recommendation, I in no way want to deny the fine work and effort put out by our employees. But I cannot overlook the fiscal realities that we face at Metro and the work that we have to accomplish.

RG:sh



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

MEMORANDUM

Date: June 17, 1982

To: Employee's Association

From: Donald E. Carlson, Deputy Executive Officer

Regarding: Executive Officer Position on COLA and Pay Scale
Parity for FY 83.

The Executive Officer plans to appear before the Council on June 24, 1982 to oppose that portion of Resolution No. 82-333 approved by the Coordinating Committee which authorizes three additional personal leave days for non-Zoo employees. The basis for the opposition is as follows:

1. Additional leave will reduce the productivity of Metro. Three days of effort will be lost, thus reducing the amount of output now received. The reason for the lack of a COLA is our severe financial situation, not only at Metro, but in the community, state and nation as a whole.
2. The additional time off, while being suggested as a one-time proposal, could set an unfavorable precedent for future years when economic conditions are unstable. The personal leave situation could be a permanent policy each year and possibly lead to future increases in personal leave if financial conditions warrant.
3. Our goal has been job preservation during the past several months. Additional leave could be construed as evidence that Metro does not need all of its current staff to fulfill its functions. Thus, further reductions in force might be suggested by the Council or public.

A suggested substitute would be to offer one (1) personal leave day to be worked out by the employee and his or her department head, but keep the office open on the two holiday eve days. In addition, we would closely monitor and tightly control our expenditures for FY'83 and should financial conditions warrant, commit to recommend to the Council a cost of living adjustment equivalent to a 7% annual increase on April 1, 1983. The latter action would eliminate the differential pay plan between Zoo and non-Zoo employees going into FY'84. (The starting and ending

ranges for similar positions would be the same.)

Such an increase as of April 1, 1983, would be a 1.75% increase on an annual basis.

The estimated cost to each of the three remaining operating funds are as follows:

| <u>Salary and Fringe</u> | <u>Time of Increase</u> |
|--------------------------|-------------------------|
| General Fund | <u>4/1/83</u> 15,792 |
| Planning Fund | 14,509 |
| SW Operating Fund | <u>11,836</u> 42,137 |
| <u>Salary Only</u> | |
| General Fund | 12,225 |
| Planning Fund | 13,000 |
| SW Operating Fund | <u>11,500</u> 36,725 |



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

MEMORANDUM

Date: June 23, 1982

To: Jennifer Sims, Director of Management Services

From: Sue Woodford, Manager of Personnel and Support Services

Regarding: State Settlement with Employees

Reference is made to your request on the State of Oregon's settlement with employees.

Employees suffer an immediate (July 1) 6% cut in pay. The work week is reduced to 37½ hours.

They are credited with six additional holidays for this fiscal year (83). The holidays are added to their leave report and must be used before any vacation leave. If they leave the States' employ the holidays are lost.

Individual units will receive negotiated pay raises. Corrections Division receives 3% July 1, 1982, 3% November 1, 1982 and 3% March 1, 1983.

Management receives an immediate 2% reduction in pay and no salary increases in July 82 or March 83 as previously scheduled.

SW/cjv

June 24, 1982

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

TO: Metro Council
 FROM: Regional Services Committee
 SUBJECT: Extension of the Portland Recycling Team (PRT) Contract
 (No. 81-3-794-SW)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: The Regional Services Committee recommends that the Council move \$5,195 from the Waste Reduction Program Contingency line item to the Contractual Services line item to allow for the extension of the contract between the Metropolitan Service District (Metro) and the PRT.
- B. POLICY IMPACT: Reduction of recyclable materials from the waste stream is one of the goals of the Metro Solid Waste Management Plan. The Waste Reduction Plan, adopted by Council, supports the notion of recycling and waste reduction. This action does not commit Metro to the continuation of partial funding or support for recycling drop/receiving centers or monthly projects past July 30, 1982.
- C. BUDGET IMPACT: Metro's FY 1983 budget includes funds for Waste Reduction. Funds would be moved from the Waste Reduction Contingency line item to the contractual line item in the Waste Reduction budget. Funds for this type of activity (Curbside Program) have been placed in contingency awaiting a recommendation from the Waste Reduction Steering Committee and subsequent approval of the Council. The amount of the contract extension has been reduced by \$400.00 for the operation of the Lake Oswego drop-off center (see attached PRT letter). This action does not commit Metro to any future contracts or amendments.

II. ANALYSIS:

- A. BACKGROUND: On September 13, 1979, the Metro Council adopted Metro Resolution No. 79-85 which is a policy to promote recycling receiving services by offering financial and managerial support for recycling drop/receiving centers in southeast Portland and Beaverton on a trial basis.

On January 8, 1981, the Metro Council adopted a Waste Reduction Plan which includes partial funding for PRT's existing three drop centers located in southwest, northwest and north Portland and warehouse and funding for operation of PRT's existing 11 monthly projects.

On February 1, 1981, Metro and PRT entered into a 12-month agreement for the operation of monthly projects and recycling drop/receiving centers to provide recycling service in the metropolitan region. On February 16, 1982, the contract was extended and modified to July 1, 1982.

- B. ALTERNATIVES CONSIDERED: Two alternatives were considered. First, would be to allow the existing contract to expire. Second, to extend the existing contract for one (1) month to allow for continuity of services and until the Waste Reduction Steering Committee recommends a Curbside Program.
- C. CONCLUSION: In order to provide continuity in recycling services in the metropolitan region, it is recommended that the Council approve the extension of the PRT contract for one month. The extension will allow for a continuation of service and by its termination date the Council will have a recommendation on its Curbside Program.

TC/bb
6208B/283
6/22/82

GRANT/CONTRACT SUMMARY

Grant/Contract # 81-3-704-SW
Budget Code # 30-30-60-6311-
32300
Fund Operating
Department Solid Waste

INSTRUCTIONS

1. Obtain grant/contract number from Contracts Manager. Contract number should appear on the Summary Form and all copies of the contract.
2. Complete Summary Form.
3. If contract is:
 - a. Sole Source, attach memo detailing justification.
 - b. Under \$2,500, attach memo detailing need for contract and contractors capabilities, bids, etc.
 - c. Over \$50,000, attach Agenda Management Summary from Council packet, bids, RFP, etc.
4. Provide packet to contracts manager for processing.

-
1. Purpose of Grant/Contract: Operation of monthly recycling projects and drop-off centers that provide waste reduction opportunities in the Metro region.
 2. Type-Expense: Personal Services Materials and Services
Sole Source/Operational) XXX Other Inter-Gov. Agreement
Revenue: Grant XX Contract Other
Amendment: XX Change in Cost XX Change in Work Scope
XX Change in Timing or New Contract
 3. Extension XXXXXX Amendment # 2 New
 4. Parties: Portland Recycling Team/Metro
 5. Effective Date/Termination Date: 7/1/82 / 7/31/82
 6. Budget
 - a. Amount of Grant/Contract \$ 5,195
 - b. Total Fiscal Year Appropriation
Line Item: Amount:

Orig. cont. 84 639.96
Amend. 1 27,975.05
This Amend. 112,615.01
112,615.01

c. Estimated Appropriation Remaining as of _____,
1982; _____

d. Does Contract require increased appropriation?

7. Summary of Bids or Quotes (designate MBEs contacted):

N/A Sole Source - see attached --- Sole/source justification
Submitted by _____ in original contract.
Amount

Submitted by _____ Amount

Submitted by _____ Amount

8. Number and location of originals? 3-Solid Waste, Mgmt. Serv., Contra.

9. Approved by State/federal agencies? N/A

10. Is contract or subcontract with a minority business? _____
non-profit organization

11. Will Insurance Certificate be required? Yes

12. Bid and Performance Bonds submitted? No / _____
Amount (s)

13. List Known Subcontractors: N/A

14. Comments: Funds for this contract will come from the FY83 budget.
Council must approve movement of funds from the contingency line
item in the Waste Reduction budget to the Contractual Services
line item.

Approved

Internal Review

Contract Review Board
(if required)

Council Approval
(if required)

Norm Witting Jr.
Department Head

1. _____
Councilor

Date

Fiscal Review

2. _____
Councilor

Legal Counsel

3. _____
Councilor

Jennifer Bines
Director of Management Services

SK/srb
5701B/288

CONTRACT EXTENSION AND MODIFICATION

The Contract between the METROPOLITAN SERVICE DISTRICT and PORTLAND RECYCLING TEAM dated February 6, 1981, (Contract N. 81-3-704 SW) and amended February 16, 1982, is hereby extended from the termination date of July 1, 1982 to July 31, 1982.

The Scope of Work is hereby amended by deleting the Lake Oswego drop-off center, and payment therefore.

All other terms of the Contract remain in full force and effect.

CONTRACTOR
PORTLAND RECYCLING TEAM

METROPOLITAN SERVICE DISTRICT

By: _____

By: _____

Date: _____

Date: _____

TC/bb
5273B/293
6/24/82



PORTLAND RECYCLING

3045 N.W. Front Ave., Portland, Oregon 97210 (503) 228-5375

June 11, 1982

Mr. Richard Hertzberg
Waste Reduction Coordinator
527 S.W. Hall
Portland, Oregon 97201

Dear Mr. Hertzberg,

It has come to my attention that some of the recyclers in the area served by Metro are upset by the financial support supplied by Metro to operate the Lake Oswego center. As there is existing curbside collection of recyclables available in that particular area, the sentiment is that it is unfair to subsidize a drop off center which could interfere with curbside collection.

Although it is yet to be shown that the drop-off center is not still needed in the Lake Oswego area, it is our intention to be as cooperative as possible with the implementation of the curbside program being offered there.

Portland Recycling will therefore continue to operate the drop-off center on a "phasing out" basis until such time as the curbside program is more firmly established. Our intention is to operate the center on our own at this time.

Please change the amount of support for the thirty day extension to reflect the \$400.00 that we will not be needing for that center. At this time, it appears that monies for that center will not be requested in the future.

Thank you for your help in this matter.

Sincerely,

Joli Pfaller Wilkinson
General Manager

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

| | | |
|-----------------------------------|---|---------------------------|
| FOR THE PURPOSE OF ADOPTING THE |) | ORDINANCE NO. 82-132 |
| ANNUAL BUDGET OF THE METROPOLITAN |) | |
| SERVICE DISTRICT FOR FISCAL YEAR |) | Introduced by the Council |
| 1983 MAKING APPROPRIATIONS FROM |) | Coordinating Committee |
| FUNDS OF THE DISTRICT IN ACCORD- |) | |
| ANCE WITH SAID ANNUAL BUDGET AND |) | |
| LEVYING AD VALOREM TAXES |) | |

WHEREAS, The Multnomah County Tax Supervising and Conservation Commission (TSCC) held its public hearing June 15, 1982, on the annual budget of Metro for the fiscal year beginning July 1, 1982, and ending June 30, 1983; and

WHEREAS, Recommendations from the TSCC have been received by Metro and have been acted upon, as reflected in the Budget and in the Schedule of Appropriations; now, therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

1. The "FY 1983 Budget of the Metropolitan Service District" as attached hereto as Exhibit A, and the schedule of appropriations attached as Exhibit B to this ordinance are hereby adopted.

2. The Council of the Metropolitan Service District does hereby levy ad valorem taxes for the Zoo fund as provided in the budget adopted by Section 1 of this Ordinance in the amount of TWO MILLION SEVEN HUNDRED THOUSAND AND NO 100THS (\$2,700,000) DOLLARS for the Zoo Operations Fund and TWO MILLION THREE HUNDRED THOUSAND AND NO 100THS (\$2,300,000) DOLLARS for the Zoo Capital Fund, for a total of five million dollars (\$5,000,000), said levy being a three-year serial levy outside the six percent constitutional limit approved by district voters on May 20, 1980, said taxes to be levied upon taxable properties within the Metropolitan Service District as

of 1:00 a.m., January 1, 1982.

3. The Council hereby authorizes expenditures and personnel positions in accordance with the annual budget adopted by Section 1 of this Ordinance, and hereby appropriates funds for the fiscal year beginning July 1, 1982, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit B.

4. The Executive Officer shall make the following filings as provided by ORS 294.555 and ORS 310.060:

1. Multnomah County Assessor

1.1 An original and one copy of the Notice of Levy marked Exhibit C, attached hereto and made a part of this Ordinance.

1.2 Two copies of the budget document adopted by Section 1 of this Ordinance.

1.3 A copy of the Notice of Publication provided for by ORS 294.421.

2. Clackamas and Washington County Assessor and Clerk

2.1 A copy of the Notice of Levy, marked Exhibit C.

2.2 A copy of the budget document adopted by Section 1 of this Ordinance.

ADOPTED by the Council of the Metropolitan Service District
this 24th day of June, 1981.

Presiding Officer

ATTEST:

Clerk of the Council

JS:gl/3273B/236A
4/28/82

EXHIBIT B

SCHEDULE OF APPROPRIATIONSGENERAL FUNDAppropriation
FY 1982-83

Council

Personnel Services
Material & Services
Capital Outlay
Subtotal

\$ 69,514
49,220
-0-
\$118,734

Executive Management

Personnel Services
Material & Services
Capital Outlay
Subtotal

\$214,909
11,420
-0-
\$226,329

Public Affairs

Personnel Services
Material & Services
Capital Outlay
Subtotal

\$191,684
30,133
-0-
\$221,797

Finance & Administration

Personnel Services
Material & Services
Capital Outlay
Subtotal

\$ 428,331
673,618
-0-
\$1,101,949

General Expense

Contingency
Transfers
Subtotal

\$112,916
232,306
\$345,222

Total General Fund Requirements

\$2,014,031

PLANNING FUND

Development Services

Personnel Services
Material & Services
Capital Outlay
Subtotal

\$212,643
106,123
-0-
\$318,766

Transportation

Personnel Services
Material & Services
Capital Outlay
Subtotal

\$522,955
198,970
1,000
\$722,925

PLANNING FUND (continued)

Appropriation
FY 1982-83

| | |
|----------------------------------|------------------|
| Criminal Justice | |
| Personnel Services | \$96,086 |
| Material & Services | 2,500 |
| Capital Outlay | -0- |
| Subtotal | <u>\$98,586</u> |
| General Expense | |
| Transfers | \$761,909 |
| Subtotal | <u>\$761,909</u> |
| Total Planning Fund Requirements | \$1,902,186 |

TRANSPORTATION TECHNICAL ASSISTANCE FUND

| | |
|----------------------------------------------------------------|-----------|
| Materials & Services | \$473,100 |
| Total Transportation Technical Assistance Fund Requirements | \$473,100 |

CRIMINAL JUSTICE ASSISTANCE FUND

| | |
|-----------------------------------------------------|---------------|
| Materials & Services | \$600,000 |
| Transfers | <u>41,732</u> |
| Total Criminal Justice Assistance Fund Requirements | \$641,732 |

DRAINAGE FUND

| | |
|----------------------------------|----------|
| Contingency | \$10,690 |
| Total Drainage Fund Requirements | \$10,690 |

ZOO OPERATING FUND

| | |
|---------------------------------------|----------------|
| Personnel Services | \$2,429,775 |
| Material & Services | 1,512,929 |
| Capital Outlay | 325,299 |
| Transfers | 2,591,002 |
| Contingency | 488,777 |
| Total Zoo Operating Fund | |
| Appropriation Unappropriated Balance | <u>986,304</u> |
| Total Zoo Operating Fund Requirements | \$8,334,086 |

ZOO CAPITAL FUND

Appropriation
FY 1982-83

| | |
|------------------------|----------------|
| Capital Projects | \$3,284,999 |
| Contingency | <u>364,960</u> |
| Total Zoo Capital Fund | \$3,649,959 |

SOLID WASTE OPERATING FUND

| | |
|-----------------------------------------------|----------------|
| Personnel Services | \$ 677,156 |
| Material & Services | 4,380,189 |
| Capital Outlay | 52,835 |
| Transfers to Other Funds | 1,711,900 |
| Contingency | <u>721,605</u> |
| Total Solid Waste Operating Fund Requirements | \$7,543,685 |

SOLID WASTE CAPITAL FUND

| | |
|--------------------------------|------------------|
| Capital Projects | \$11,082,800 |
| Transfers | 566,735 |
| Contingency | <u>1,913,197</u> |
| Total Solid Waste Capital Fund | \$13,562,732 |

SOLID WASTE DEBT SERVICE FUND

| | |
|--------------------------------------------------|------------------|
| Materials & Services | <u>\$810,200</u> |
| Total Solid Waste Debt Service Fund Requirements | \$810,200 |

ERF BOND CONSTRUCTION FUND

| | |
|-----------------------------------------------|--------------------|
| Capital Projects | \$ 47,860,000 |
| Transfers | 47,649,572 |
| Contingency | 14,193,000 |
| Unappropriated Balance | <u>174,161,428</u> |
| Total ERF Bond Construction Fund Requirements | \$283,864,000 |

ERF BOND DEBT SERVICE FUND

| | |
|-----------------------------------------------|---------------------|
| Materials & Services | <u>\$17,030,000</u> |
| Total ERF Bond Debt Service Fund Requirements | \$17,030,000 |

ERF BOND RESERVE FUND

Appropriation
FY 1982-83

Unappropriated Balance

\$29,550,000

Total ERF Bond Reserve Fund Requirements

\$29,550,000

JS/gl
6182B/277

EXHIBIT C

PROPOSED CHANGES IN FY 1982-83 APPROVED BUDGET

| Fund | Page | Item | Current Budget | Revised Budget | Reason |
|----------------|------|-------------------------------------|----------------|----------------|--------------------------------------------------------------|
| General | 15 | Transfer from Planning Fund | 440,061 | 440,209 | Consistent with Planning Fund |
| General | 15 | Transfer from Solid Waste Operating | 573,400 | 557,700 | Higher Projected Fund Balance |
| General | 15 | Fund Balance | 10,000 | 25,700 | Higher Projected Fund Balance |
| General | 16 | Total Resources | 2,013,883 | 2,014,031 | Above Revisions |
| General | 21 | Fringe | 33,143 | 33,343 | Layoff Costs |
| General | 24 | Fringe | 41,363 | 41,563 | Layoff Costs |
| General | 24 | Personnel Manager | 0 | 1,600 | Layoff Costs |
| General | 35 | Transfer to Planning Fund | 229,706 | 232,306 | |
| General | 35 | Contingency | 117,368 | 112,916 | Add \$148 Planning Fund Transfer, minus \$4,600 layoff costs |
| General | 35 | Total Fund | 2,013,883 | 2,014,031 | Above Revisions |
| Planning | 40 | Transfer from General Fund | 229,706 | 232,306 | From Contingency for Layoff Costs |
| Planning | 43 | Planner I | 35,964 | 37,364 | Layoff Costs |
| Planning | 43 | Fringe | 109,672 | 109,872 | Layoff Costs |
| Planning | 46 | Fringe | 46,297 | 47,297 | Layoff Costs |
| Planning | 50 | Total Fund | 1,899,06 | 1,902,186 | Above Revisions |
| Zoo Operations | 55 | Taxes, Current Year | 2,511,000 | 4,650,000 | Show Tax Revenue to One Fund |
| Zoo Operations | 55 | Taxes, Prior Year | 137,487 | 212,237 | Show Tax Revenue to One Fund |

| Fund | Page | Item | Current Budget | Revised Budget | Reason |
|--------------------------|------|----------------------------------|----------------|----------------|-----------------------------------------------------------------------------------|
| Zoo Operations | 55 | Total Resources | 6,120,336 | 8,334,086 | Above Revisions |
| Zoo Operations | 68 | Transfer to Zoo Capital Fund | 0 | 2,213,750 | Show Tax Revenue to One Fund |
| Zoo Operations | 65 | Total Expenditures | 6,120,336 | 8,334,086 | Show Tax Revenue to One Fund |
| Zoo Capital | 72 | Transfer from Zoo Operating Fund | 0 | 2,213,750 | Show Tax Revenue to One Fund |
| Solid Waste Operations | 80 | Fund Balance | 430,000 | 450,000 | Projected Recycling Fund Carryover |
| Solid Waste Operations | 82 | Fringe | 147,953 | 148,753 | Layoff Costs |
| Solid Waste Operations | 82 | Contractual Services | 3,874,404 | 3,899,904 | \$20,000 Recycling Support Fund Carryover, \$5,500 PRT Contract for July |
| Solid Waste Operations | 84 | Transfer to General Fund | 573,400 | 557,700 | Larger Projected General Fund Carryover |
| Solid Waste Operations | 84 | Contingency | 712,215 | 721,605 | Reduced General Fund Transfer, PRT Contract, Layoff Costs, \$10 Computation Error |
| Solid Waste Operations | 84 | Total Fund | 7,523,685 | 7,543,685 | Above Revisions |
| Solid Waste Debt Service | 94 | DEQ Loans | 810,200 | 810,200 | Revise display of requirements as shown on attached chart. |

5361B/277-22/23

REVISED
EXHIBIT B

SCHEDULE OF APPROPRIATIONS

| <u>GENERAL FUND</u> | <u>Appropriation FY 1982-83</u> |
|---------------------------------|-------------------------------------|
| Council | |
| Personnel Services | \$ 69,514 |
| Material & Services | 49,220 |
| Capital Outlay | -0- |
| Subtotal | <u>\$118,734</u> |
| Executive Management | |
| Personnel Services | \$214,909 |
| Material & Services | 11,420 |
| Capital Outlay | -0- |
| Subtotal | <u>\$226,329</u> |
| Public Affairs | |
| Personnel Services | \$191,684 |
| Material & Services | 30,133 |
| Capital Outlay | -0- |
| Subtotal | <u>\$221,797</u> |
| Finance & Administration | |
| Personnel Services | \$ 428,331 |
| Material & Services | 709,618 |
| Capital Outlay | -0- |
| Subtotal | <u>\$1,137,949</u> |
| General Expense | |
| Contingency | \$ 93,270 |
| Transfers | 232,306 |
| Subtotal | <u>\$325,576</u> |
| Total General Fund Requirements | \$2,030,385 |
| <u>PLANNING FUND</u> | |
| Development Services | |
| Personnel Services | \$212,643 |
| Material & Services | 106,123 |
| Capital Outlay | -0- |
| Subtotal | <u>\$318,766</u> |
| Transportation | |
| Personnel Services | \$552,877 |
| Material & Services | 198,970 |
| Capital Outlay | 1,000 |
| Subtotal | <u>\$752,847</u> |

PLANNING FUND (continued)

Appropriation
FY 1982-83

| | |
|----------------------------------|------------------|
| Criminal Justice | |
| Personnel Services | \$96,086 |
| Material & Services | 2,500 |
| Capital Outlay | -0- |
| Subtotal | <u>\$98,586</u> |
| General Expense | |
| Transfers | \$779,263 |
| Subtotal | <u>\$779,263</u> |
| Total Planning Fund Requirements | \$1,949,462 |

TRANSPORTATION TECHNICAL ASSISTANCE FUND

| | |
|----------------------------------------------------------------|------------------|
| Materials & Services | <u>\$473,100</u> |
| Total Transportation Technical Assistance Fund Requirements | \$473,100 |

CRIMINAL JUSTICE ASSISTANCE FUND

| | |
|-----------------------------------------------------|---------------|
| Materials & Services | \$600,000 |
| Transfers | <u>41,732</u> |
| Total Criminal Justice Assistance Fund Requirements | \$641,732 |

DRAINAGE FUND

| | |
|----------------------------------|------------------|
| Contingency | <u>\$ 10,690</u> |
| Total Drainage Fund Requirements | \$10,690 |

ZOO OPERATING FUND

| | |
|---------------------------------------|----------------|
| Personnel Services | \$2,429,775 |
| Material & Services | 1,512,929 |
| Capital Outlay | 325,299 |
| Transfers | 2,603,002 |
| Contingency | 476,777 |
| Total Zoo Operating Fund | |
| Appropriation Unappropriated Balance | <u>986,304</u> |
| Total Zoo Operating Fund Requirements | \$8,334,086 |

| <u>ZOO CAPITAL FUND</u> | <u>Appropriation FY 1982-83</u> |
|--------------------------------------------------|-------------------------------------|
| Capital Projects | \$3,284,999 |
| Contingency | <u>364,960</u> |
| Total Zoo Capital Fund | \$3,649,959 |
| <u>SOLID WASTE OPERATING FUND</u> | |
| Personnel Services | \$ 677,156 |
| Material & Services | 4,380,189 |
| Capital Outlay | 52,835 |
| Transfers | 1,723,900 |
| Contingency | <u>673,905</u> |
| Total Solid Waste Operating Fund Requirements | \$7,507,985 |
| <u>SOLID WASTE CAPITAL FUND</u> | |
| Capital Projects | \$11,082,800 |
| Transfers | 566,735 |
| Contingency | <u>1,913,197</u> |
| Total Solid Waste Capital Fund | \$13,562,732 |
| <u>SOLID WASTE DEBT SERVICE FUND</u> | |
| Materials & Services | <u>\$810,200</u> |
| Total Solid Waste Debt Service Fund Requirements | \$810,200 |
| <u>ERF BOND CONSTRUCTION FUND</u> | |
| Capital Projects | \$ 47,860,000 |
| Transfers | 47,649,572 |
| Contingency | 14,193,000 |
| Unappropriated Balance | <u>174,161,428</u> |
| Total ERF Bond Construction Fund Requirements | \$283,864,000 |
| <u>ERF BOND DEBT SERVICE FUND</u> | |
| Materials & Services | <u>\$17,030,000</u> |
| Total ERF Bond Debt Service Fund Requirements | \$17,030,000 |

ERF BOND RESERVE FUND

Appropriation
FY 1982-83

Unappropriated Balance

\$29,550,000

Total ERF Bond Reserve Fund Requirements

\$29,550,000

JS/srb
6182B/277
06/24/82

REVISED
EXHIBIT C

PROPOSED CHANGES IN FY 1982-83 APPROVED BUDGET

| Fund | Page | Item | Current Budget | Revised Budget | Reason |
|----------|------|-------------------------------------------|-------------------|-------------------|-----------------------------------------------------------------------------------------------------------|
| *General | 15 | Transfer from Planning Fund | 440,061 | 457,563 | Consistent with Planning Fund Additional Revenue Projected |
| *General | 15 | Transfer from Solid Waste Operating | 573,400 | 569,700 | Higher Projected Fund Balance, Plus Election Expenses |
| *General | 15 | Transfer from Zoo Operating | 377,252 | 389,252 | Election Expense |
| General | 15 | Fund Balance | 10,000 | 25,700 | Higher Projected Fund Balance |
| *General | 15 | Other Local | 25,000 | 0 | Funds Not Available |
| *General | 16 | Total Resources | 2,013,883 | 2,030,385 | Above Revisions |
| General | 21 | Fringe | 33,143 | 33,343 | Layoff Costs |
| General | 24 | Fringe | 41,363 | 41,563 | Layoff Costs |
| General | 24 | Personnel Manager | 0 | 1,600 | Layoff Costs |
| *General | 25 | Miscellaneous | 0 | 36,000 | Election Expense |
| General | 35 | Transfer to Planning Fund | 229,706 | 232,306 | |
| *General | 35 | Contingency | 117,368 | 93,270 | Add \$36,000 Election Expense, \$17,502 Planning Fund Transfer, minus \$4,600 layoff costs |
| *General | 35 | Total Fund | 2,013,883 | 2,030,385 | Above Revisions |
| Planning | 40 | Transfer from General Fund | 229,706 | 232,306 | From Contingency for Layoff Costs |

| Fund | Page | Item | Current Budget | Revised Budget | Reason |
|----------------------------|------|-------------------------------------|-------------------|-------------------|------------------------------------------|
| *Planning | 40 | UMTA (e) (4) | 34,000 | 71,820 | Joint Development |
| *Planning | 40 | Tri-Met (e) (4) Match | 8,382 | 17,837 | |
| Planning | 43 | Planner I | 34,525 | 35,925 | Layoff Costs |
| *Planning | 43 | Development Director | 0 | 10,810 | Joint Development |
| *Planning | 43 | Senior Planner | 86,461 | 93,293 | Joint Development |
| *Planning | 43 | Planner 3 | 75,337 | 81,072 | Joint Development |
| Planning | 43 | Fringe | 109,672 | 116,417 | Layoff Costs and Joint Development |
| Planning | 46 | Fringe | 46,297 | 47,297 | Layoff Costs |
| *Planning | 50 | Transfer to General Fund | 440,209 | 457,563 | Additional Overhead Revenue |
| *Planning | 50 | Total Fund | 1,899,06 | 1,949,462 | Above Revisions |
| Zoo Operations | 55 | Taxes, Current Year | 2,511,000 | 4,650,000 | Show Tax Revenue to One Fund |
| Zoo Operations | 55 | Taxes, Prior Year | 137,487 | 212,237 | Show Tax Revenue to One Fund |
| Zoo Operations | 55 | Total Resources | 6,120,336 | 8,334,086 | Above Revisions |
| Zoo Operations | 68 | Transfer to Zoo Capital Fund | 0 | 2,213,750 | Show Tax Revenue to One Fund |
| *Zoo Operations | 68 | Transfer to General Fund | 377,252 | 389,252 | Election Expense |
| *Zoo Operations | 68 | Contingency | 488,777 | 476,777 | Election Expense |
| Zoo Operations | 65 | Total Expenditures | 6,120,336 | 8,334,086 | Show Tax Revenue to One Fund |
| Zoo Capital | 72 | Transfer from Zoo Operating Fund | 0 | 2,213,750 | Show Tax Revenue to One Fund |
| *Solid Waste Operations | 80 | Fund Balance | 430,000 | 414,300 | Projected Recycling Fund Carryover |
| Solid Waste Operations | 82 | Fringe | 147,953 | 148,753 | Layoff Costs |

| Fund | Page | Item | Current Budget | Revised Budget | Reason |
|-----------------------------|------|-----------------------------|-------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------|
| Solid Waste Operations | 82 | Contractual Services | 3,874,404 | 3,899,904 | \$20,000 Recycling Support Fund Carryover, \$5,500 . PRT Contract for July |
| *Solid Waste Operations | 84 | Transfer to General Fund | 573,400 | 569,700 | Larger Projected General Fund Carryover, Election Expense |
| *Solid Waste Operations | 84 | Contingency | 712,215 | 673,905 | Reduced General Fund Transfer, PRT Contract, Layoff Costs, \$10 Computation Error, Election Expense |
| *Solid Waste Operations | 84 | Total Fund | 7,523,685 | 7,507,985 | Above Revisions |
| Solid Waste Debt Service | 94 | DEQ Loans | 810,200 | 810,200 | Revise display of requirements as shown on attached chart. |

5361B/277-26/28
06/24/82



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

MEMORANDUM

Date: June 17, 1982

To: Employee's Association

From: Donald E. Carlson, Deputy Executive Officer

Regarding: Executive Officer Position on COLA and Pay Scale
Parity for FY 83.

The Executive Officer plans to appear before the Council on June 24, 1982 to oppose that portion of Resolution No. 82-333 approved by the Coordinating Committee which authorizes three additional personal leave days for non-Zoo employees. The basis for the opposition is as follows:

1. Additional leave will reduce the productivity of Metro. Three days of effort will be lost, thus reducing the amount of output now received. The reason for the lack of a COLA is our severe financial situation, not only at Metro, but in the community, state and nation as a whole.
2. The additional time off, while being suggested as a one-time proposal, could set an unfavorable precedent for future years when economic conditions are unstable. The personal leave situation could be a permanent policy each year and possibly lead to future increases in personal leave if financial conditions warrant.
3. Our goal has been job preservation during the past several months. Additional leave could be construed as evidence that Metro does not need all of its current staff to fulfill its functions. Thus, further reductions in force might be suggested by the Council or public.

A suggested substitute would be to offer one (1) personal leave day to be worked out by the employee and his or her department head, but keep the office open on the two holiday eve days. In addition, we would closely monitor and tightly control our expenditures for FY'83 and should financial conditions warrant, commit to recommend to the Council a cost of living adjustment equivalent to a 7% annual increase on April 1, 1983. The latter action would eliminate the differential pay plan between Zoo and non-Zoo employees going into FY'84. (The starting and ending

ranges for similar positions would be the same.)

Such an increase as of April 1, 1983, would be a 1.75% increase on an annual basis.

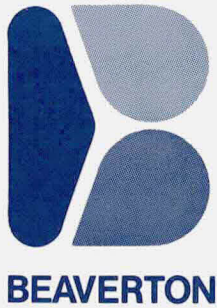
The estimated cost to each of the three remaining operating funds are as follows:

| <u>Salary and Fringe</u> | <u>Time of Increase</u> |
|--------------------------|-------------------------|
| | <u>4/1/83</u> |
| General Fund | 15,792 |
| Planning Fund | 14,509 |
| SW Operating Fund | 11,836 |
| <u>Salary Only</u> | |
| General Fund | 12,225 |
| Planning Fund | 13,000 |
| SW Operating Fund | <u>11,500</u> |
| | 36,725 |

RTP DATA SUMMARY

| <u>Assumptions</u> | <u>1980</u> | <u>2000</u> | <u>Change</u> |
|-----------------------------|-----------------------|--------------------------------------------------|---------------|
| Gas Price/Gallon* | 82.9¢/gal. - 1977 \$ | \$1.73/gal. - 1977 \$ | +109% |
| | \$1.18/gal. - 1980 \$ | \$9.50/gal. - 2000 \$ | +700% |
| MPG - New Car | 20 MPG | 33 MPG | + 65% |
| MPG - Fleet Average | 13.4 MPG | 24.5 MPG | + 82% |
| Auto Operating Cost | 9¢/mile | 11¢/mile | + 22% |
| Household Size | | | |
| Clackamas County | 2.82 | 2.46 | - 14% |
| Multnomah County | 2.37 | 2.15 | - 9% |
| Washington County | 2.67 | 2.31 | - 13% |
| Average | 2.56 | 2.31 | - 10% |
| % of Population Employed | 50% | 56% | + 12% |
| Vacancy Rate | | | |
| Multi-Family | | 6% | |
| Single-Family | | 3% | |
| Average | 5.3% | 4% | |
| SMSA - Population | 1,245,020 | 1,739,930 | + 40% |
| Employment | 618,820 | 969,990 | + 57% |
| Households | 472,010 | 738,100 | + 56% |
| <u>Results (Regional)</u> | | | |
| Person Trips | 3.7 m/day | 5.5 m/day | + 49% |
| Transit Ridership | 135,000/weekday | 425,000/weekday | +215% |
| Transit Mode Split | | | |
| Work | 8.7% | 16.8% | + 93% |
| Other | 2% | 4.7% | +135% |
| Total | 3.5% | 7.7% | +120% |
| Rideshare Mode Split - Work | 21.9% | 28.1% | + 28% |
| Farebox Recovery | 33% | 45% | + 36% |
| Transit Operating Subsidy | \$41 m/year | \$52-58 m/year (depending on Westside LRT) | +27-41% |
| VMT | 18.4 m. miles | 28.1 m. miles | + 52% |
| Gas Consumption (Barrels) | | | |
| Internal Travel | 20,700/day | 15,500/day | - 25% |
| External & Commercial | 8,400 | 13,900 | + 65% |
| TOTAL | 29,100/day | 29,400/day | + 1% |

| | <u>CPI</u> | <u>Gasoline Inflation</u> |
|---------|------------|---------------------------|
| *81-85 | 9% | 4% over CPI |
| 86-90 | 7% | 4% over CPI |
| 91-2000 | 6% | 4% over CPI |



June 24, 1982

Metro Council
Metropolitan Service District
c/o Andrew Cotugno, Transportation Director
527 SW Hall Street
Portland, OR 97201

Dear Metro Councilors:

Speaking on behalf of the Washington County Transportation Coordinating Committee, I appreciate this opportunity to provide testimony to the Metro Council regarding the Regional Transportation Plan. Before I begin actual testimony on this important subject, please allow me to briefly introduce the group which I am representing.

In March of this year, elected officials from Washington County and its cities formed the Washington County Transportation Coordinating Committee (WCTCC). Resolutions approving the initiation of this new committee and its bylaws have been passed by its member jurisdictions consisting of Beaverton, Hillsboro, Tigard, Tualatin and Washington County. The Oregon Department of Transportation, Tri-Met, the Metropolitan Service District and the City of Portland serve as liason members. A technical support committee consisting of key staff persons from these jurisdictions and agencies has also been formed to provide research and advice to the Committee. Members of the Committee are listed in an attached sheet to this testimony.

The purpose of this committee is to review and comment on major transportation issues, plans and projects, and to provide a forum for discussion resulting in recommendations, when appropriate. It is expected that this coalition of jurisdictions will ensure that Washington County and its cities will be able to provide a consensus of opinion on major transportation issues of regional significance such as the Regional Transportation Plan. We will be anxious to offer comment and testimony on other relevant matters in the future.

Regarding the RTP, the Washington County Transportation Coordinating Committee supports the adoption of the Regional Transportation Plan as presented by JPACT action to the Metro Council. Our position was developed after several meetings of our technical support group and the formal committee. For your interest, several issues were highlighted by the Committee as being pivotal and conditional to our position of support for the RTP, as follows:

1. WCTCC recommends that a separate appendix of the RTP be assembled that clearly identifies the RTP policies which are necessary for inclusion in the transportation elements of local comprehensive plans in order to attain compliance with Statewide Goals and Guidelines.

2. WCTCC recommends that although the responsibility for determining local plan compliance with the RTP is that of the Metro Council, JPACT shall provide the forum for compliance discussions and recommendations.
3. WCTCC recommends that the RTP level-of-service criteria for arterial streets of local systems be presented as objectives rather than requirements for RTP compliance.
4. WCTCC recommends that the Burlington Northern alignment and the Tualatin Valley Highway alignment west of Beaverton be included in the Regional Transitway System map.
5. WCTCC recommends that regional transitways be considered along regional transit trunk routes only if they are determined to provide suitable conversion potential based on economic, technical and policy considerations.
6. WCTCC recommends that the legend on the RTP Principal Routes and Major Arterials map indicate that the potential major arterial routes are subject to analysis regarding need and alignment. Also, potential major arterial routes in the Southwest Sector should be displayed on this map as broad arrows so as not to suggest a particular roadway alignment.
7. WCTCC recommends that investigation of alternative regional sources to pay for regional transportation facilities be undertaken as part of the Unified Work Program.

Again, the Washington County Transportation Coordinating Committee appreciates this opportunity to provide testimony on the RTP. We also wish to state our appreciation for the efforts of those involved in producing the RTP document, specifically that of the Metro staff. We hope to provide comment on other regional transportation matters to the Metro Council on future dates.

Sincerely,

Larry Cole, Chairman
Washington County Transportation
Coordinating Committee

0621-JG-L:jk:27

cc: WCTCC Policy and Technical Members

Attachment

WASHINGTON COUNTY TRANSPORTATION COORDINATING COMMITTEE
Members and Alternates

| <u>Jurisdiction/Agency</u> | <u>Policy Member</u> | <u>Technical Member</u> |
|----------------------------|--------------------------------------------|---------------------------------------------|
| Beaverton | Larry Cole (Chairman) | Lon Topaz (Chairman) John Gillam* |
| Hillsboro | Larry Chambreau Pat Graham* | Bruce Warner Roy Gibson* |
| Metro (No vote) | Bob Oleson Corky Kirkpatrick* | Andy Cotugno James Giesking* |
| ODOT (No vote) | Ed Hardt | Ted Spence |
| Portland | No Policy Member | Steve Dotterrer Steve Iwata* |
| Tigard | Tom Brian Nancy Stimler* | Bob Jean Frank Currie* |
| Tri-Met (No vote) | Nellie Fox | Paul Bay Tom Matoff* |
| Tualatin | Al Siewert Roy Rogers* | Michael McKillip |
| Washington County | Jim Fisher (Vice Chairman) Bonnie Hays* | Larry Rice (Vice Chairman) Rick Daniels* |

*Indicates alternate member.

City of Gresham

1333 N.W. EASTMAN AVENUE
GRESHAM, OREGON 97030
(503) 661-3000



June 18, 1982

Councilors
Metropolitan Service District
527 S. W. Hall Street
Portland, Oregon 97201

Re: Adoption of the Regional Transportation Plan

Gentlemen:

I am submitting this letter to you in support of your formal adoption of the proposed Regional Transportation Plan. I feel this is a significant document describing a workable strategy to meet the future needs of this community.

Additionally, I would urge the Councilors to continue their efforts in refining and implementing the plan itself. Of major concern to us all is the projected short fall in revenues found in this plan. I would feel that one of the highest priorities of the Service District would be to continue your significant efforts in seeking funds, internal as well as external, for the completion of this plan.

Respectfully submitted,


Al Myers
Mayor



CITY OF

PORTLAND, OREGON

OFFICE OF PUBLIC AFFAIRS

Mildred A. Schwab, Commissioner
1220 S.W. Fifth Ave.
Portland, Oregon 97204
(503) 248-4180

23 June 1982

Cindy Banzer, Presiding Officer
Metropolitan Service District Council
527 SW Hall
Portland, OR 97201

Dear Ms. Banzer:

I am sorry that other engagements keep me from attending the Metro Council's hearing on the Regional Transportation Plan. The Portland City Council, on the recommendation of our Planning Commission, adopted a statement accepting the proposed Regional Plan as the framework for metropolitan-area transportation planning. The City Council adopted this statement because the plan provides a coordinated transportation system which recognizes the importance of mobility to the growth and economic development of our region, while emphasizing the need for cost-effective projects and programs. The proposed plan will require amendments and additions to provide a complete framework, and additional projects and funding sources must be identified. Nevertheless, the Plan includes the elements essential to meet our transportation needs to the year 2000.

A copy of the City Council's resolution is attached to this letter and I have asked Steve Dotterrer to be present at your hearing to answer any questions you may have.

Thank you for considering our testimony.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mildred Schwab", is written over the word "Sincerely,".

Mildred Schwab, Commissioner

MS:SD:db

RESOLUTION NO. 33188

WHEREAS, the Portland metropolitan area has experienced rapid growth in population and employment in the past decade and that this growth is expected to continue increasing the demand on the region's transportation system; and

WHEREAS, an inadequate transportation system adversely affects the region's economic development opportunities, neighborhood and air quality; and

WHEREAS, the movement of people and commerce crosses city and county boundaries, producing transportation problems which extends beyond jurisdictional authorities and create the need for cooperative governmental action; and

WHEREAS, the Metropolitan Service District with the cooperation of local governments has developed a Regional Transportation Plan to serve as the framework for regional transportation planning and coordination between local governments and transportation agencies in the Portland metropolitan area; and

WHEREAS, this Regional Transportation Plan identifies a transportation system to accommodate the projected population and employment growth, to improve neighborhood and air quality, and to promote economic development.

NOW, THEREFORE, BE IT RESOLVED that the City Council adopt s the Statement on the Regional Transportation Plan, attached as Exhibit A to this resolution, to serve as the basis for regional transportation planning in the Portland metropolitan area.

ADOPTED BY THE COUNCIL JUN 9 1982


Auditor of the City of Portland

Commissioner Schwab
Steve Iwata/db

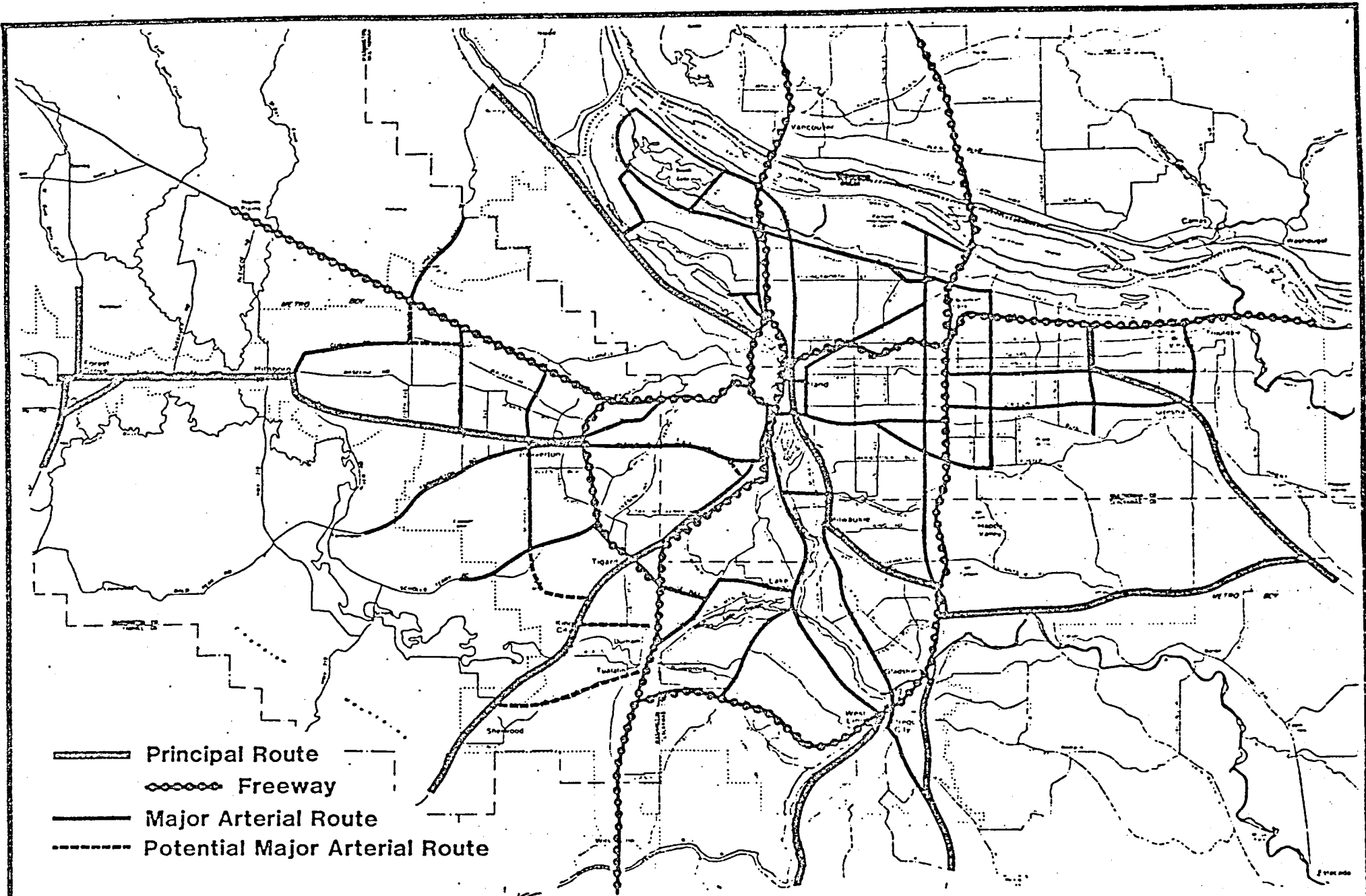
STATEMENT ON THE REGIONAL TRANSPORTATION PLAN

The City of Portland accepts the Regional Transportation Plan (RTP) to serve as a framework for transportation planning in the Portland metropolitan area. The RTP recommended transportation system is consistent with the city's Arterial Street Classification Policy and Comprehensive Plan.

The RTP identifies a transportation system capable of accommodating the projected employment and population growth in the year 2000. To meet this increased travel demand, a series of highway, transit, and demand management programs are being recommended beyond those projects currently committed. These improvements are needed to meet the economic development, environmental quality, and transportation mobility objectives of the city and other governments in the regions. To meet the capital requirements of this recommended transportation system, additional funding sources will be required.





The city recognizes the following important transportation planning elements in the RTP.

1. An integrated approach to solving the region's transportation needs. This will include a package of highway, transit, and demand management programs. Demand management, which includes ridesharing and flex-time, should be based on incentives and concentrate on work trips.
2. A cooperative regional process for resolving transportation issues identified in the RTP, including the process for review of consistency between the RTP and local comprehensive plans.
3. The population and employment forecast (for the 20 districts throughout the region), serving as the basis for regional transportation planning.
4. The RTP designations of Principal and Major Arterials, (Attachment A) Regional Transit Trunk Routes, (Attachment B) and Regional Transitways, (Attachment C).
5. Coordination of transportation investments and land use, including protection of future transitway alignments and encouraging higher density development adjacent to the Transit Trunk Routes.
6. The need for new transportation funding sources, given the expected decline in federal contributions and the necessity for additional improvements to serve the expected growth in the Portland Metro area to the year 2000.
7. Future amendments to the Regional Transportation Plan will be necessary to identify the construction priority of and mode for each of the transitway corridors.



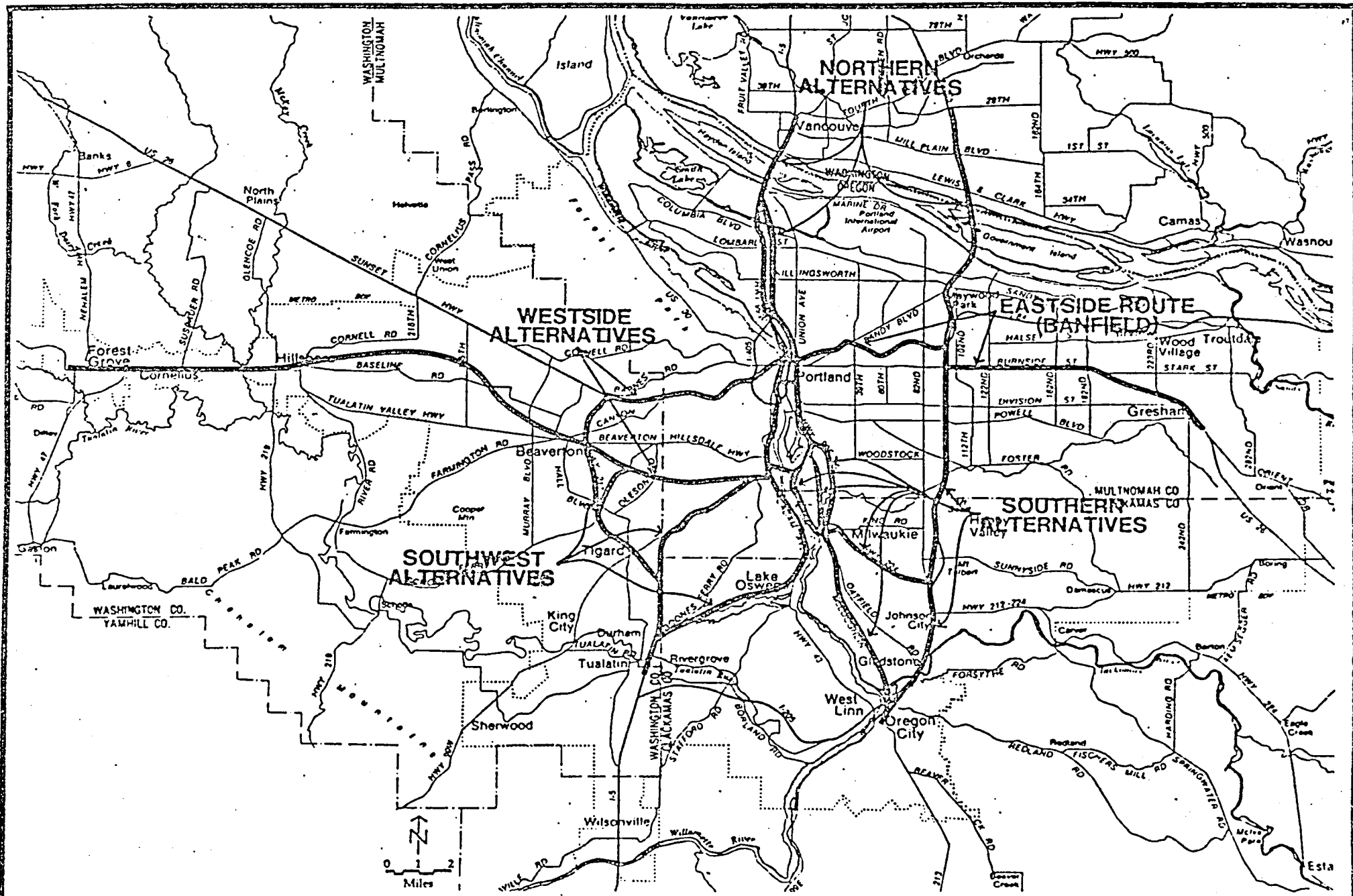
SUNSET LRT ALTERNATIVE

MULTNOMAH LRT ALTERNATIVE

-  Transit Center
-  Park and Ride
-  Regional Trunk Route
-  Transitway Improvement

REGIONAL TRANSIT TRUNK ROUTES

FIG. 2



Regional
Transportation
Plan

LONG RANGE REGIONAL TRANSITWAY SYSTEM

FIG. 3

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214

June 14, 1982

Rick Gustafson
Executive Officer,
Metropolitan Service District
527 SW Hall Street
Portland, Oregon 97201

Dear Mr. Rick Gustafson;

This letter specifies the Central Eastside Industrial Council's (CEIC) position on the Regional Transportation Plan (RTP) prepared by the Metropolitan Service District (METRO) as mandated by the Federal Government.

We carefully reviewed the proposed RTP and presented our concerns in a letter to you dated April 28, 1982. We appreciate the prompt reply of your staff and we are confident that you will incorporate into the RTP the comments specified in your letter of May 12, 1982.

The CEIC supports the formal adoption of the RTP under the following conditions;

1. Freight transfer is incorporated into the RTP with equal importance as people transfer in the design and implementation of transportation improvements.
2. METRO makes every effort during the plan update process to make the RTP clearly and concisely written without the incorporation of priorities which would postpone or prevent improvements deemed necessary by affected jurisdictions.

The CEIC supports the formal adoption of the RTP for the following reasons;

1. We believe that there is a real and pressing public need for metropolitan coordination in the development of the metropolitan transportation system.
2. We believe that it is essential to research and specify the physical, economic and social characteristics of the existing transportation system.
3. We believe that it is essential to map out the objectives and direction of the metropolitan transportation system's future development.

We appreciate the magnitude of the task that METRO has undertaken and are satisfied that the proposed RTP serves the purpose that was originally mandated by the Federal Government. We are well aware of the problems that exist in implementing a metropolitan transportation system in an area served by a multitude of jurisdictions.

Our most serious concern; the apparent omission of freight movement, was satisfied by METRO's commitment to undertake a comprehensive study of freight movement in the Portland Metropolitan area. We maintain that freight movement should be incorporated equally with people movement because the movement of freight is

RTP TESTIMONY

JUNE 14, 1982

essential to insure the vitality and future of the Portland Metropolitan Area. Freight movement is fundamentally different from people movement and must be addressed on an equal basis to insure that the design, maintenance and development of the transportation system is done in the public's interest.

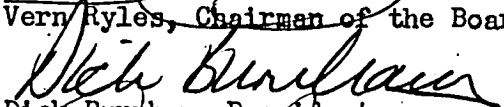
We continue to be concerned by several minor points in the RTP but we are confident that these will be cleared up through the RTP update process. We urge METRO to make every effort to clarify policies and objectives and to state physical, economic and social facts concisely. We recommend that METRO uses a minimum and maximum range to project future revenues and costs. We are concerned that the RTP has the potential to set the development of our transportation system into a negative and monotonous mode. The history of transportation improvements in the United States is one of fluctuating intensity. The Portland Metropolitan Area must be prepared to immediately implement transportation improvements when the economic climate favors development. We must not get mired in setting priorities or unnecessary planning while capital funding slips away. A gradual and methodical development of our transportation system will certainly lead to a loss of funding and a reduction in the quality of life.

We believe that METRO has begun an effective process to document and coordinate the metropolitan transportation needs. We urge you to continue that process to insure that our metropolitan areas develops a multi-modal infra-structure which will sustain our high quality of life for many years to come.

Thank you for the opportunity to testify.

Sincerely:


Vern Ryles, Chairman of the Board


Dick Burnham, President


Earl Bolliger, Vice-President

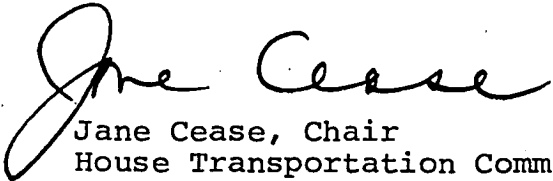

Peter Fry, Executive Director

The Regional Transportation Plan is needed to coordinate a transportation system for the region. The plan combines both transit and highway improvements to compliment the cities' and counties' comprehensive plans. The RTP will improve access to jobs and industrial developments, and will reduce air pollution to maintain livability in the region. The plan addresses these issues well. However, new sources of funding are needed to implement it.

Unfortunately, the Gas Tax measure did not pass. This would have been a beginning toward financing the RTP. I do want to thank all of you for your support of this measure.

I urge the region to address a financing strategy for the RTP to assure that jobs are accessible, air pollution is reduced and the region maintains its livability.

I pledge my continued cooperation working on transportation matters.

A handwritten signature in cursive script, reading "Jane Cease". The signature is written in dark ink and is positioned above the printed name and title.

Jane Cease, Chair
House Transportation Committee
Oregon Legislative Assembly



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

REVISED AGENDA

-- REGULAR COUNCIL MEETING

Date: JUNE 3, 1982
Day: THURSDAY
Time: 5:45 PM - Contract Review Board
6:00 PM - Informal Session - Energy Recovery
Place: 7:30 PM - Regular Council Meeting
Place: METRO OFFICES

CALL TO ORDER (7:30)*

ROLL CALL

1. Introductions.

2. Written Communications to Council.

3. Citizen Communications to Council on Non-Agenda Items.

4. Councilor Communications. (7:40)*

5. Consent Agenda:

5.1 Order and Resolution No. 82-335, An Order and Resolution of Intent to Approve a Petition by the City of Portland for a Locational Adjustment to the Urban Growth Boundary upon Compliance with Conditions. (7:55)*

6. Ordinances:

6.1 Ordinance No. 82-134, Exempting Purchases of the Zoo Gift Shop Inventory from Competitive Bidding. (Second Reading) (8:00)*

7. Other Actions: (8:05)*

7.1 Personnel Classification Adjustments per FY '83 Budget:

- a. Reclassification of Personnel Manager Position to Personnel Assistant.
- b. Reclassification of Solid Waste Coordinator Position to Waste Reduction Coordinator.
- c. Establishment of Security/First Aid Officer Position at the Zoo.
- d. Establishment of Council Assistant Position.

8. Reports:

8.1 Executive Officer's Report. (8:20)*

8.2 Committee Reports. (8:35)*

ADJOURN (8:50)*

*Times listed are approximate.