



A G E N D A ----- REGULAR COUNCIL MEETING

Date: APRIL 28, 1983
Day: THURSDAY
Time: 7:30 P.M.
Place: COUNCIL CHAMBER

Approx.
Time

Presented By

7:30 CALL TO ORDER
ROLL CALL

1. Introductions.
2. Councilor Communications.
3. Executive Officer Communications.
4. Written Communications to Council on Non-Agenda Items.
5. Citizen Communications to Council on Non-Agenda Items.

8:00 6. CONSENT AGENDA

6.1 Minutes of the meeting of February 24, 1983.

7. RESOLUTIONS

8:05 7.1 Consideration of Resolution No. 83-401, for the purpose of authorizing the rollback of interstate transfer funds to June 1980 levels and allocating initial funding authorizations for implementation in the third quarter of FY 1983.

Williamson/
Cotugno

8:25 7.2 Consideration of Resolution No. 83-402, for the purpose of amending the Transportation Improvement Program (TIP) to incorporate a series of projects to mitigate traffic impacts of the Banfield Construction Program.

Williamson/
Cotugno

8. ORDINANCES

8:30 8.3 Consideration of Ordinance No. 83-152, for the purpose of implementing control of the flow of solid waste in Clackamas County. (First Reading)

Hansen/
Wietting

9. Legislative Report.

10. Committee Reports.

9:00 ADJOURN

PASSO

April 27, 1983

TO THE METRO COUNCIL: Cindy Banzer, Presiding Officer

PASSO requests some clarification on the Metro Services committee regulations.

As stated on Metro's 1983 Council committee assignments, dated February 3, 1983, it takes three (3) committee members to constitute a quorum on a committee.

In attending recent committee meetings we found decisions to spend Metro funds were being proposed, voted and passed with only two members present.

We feel this indicates two problems with Metro's committee structure:

1. Committee members are unaware of rules and regulations.
2. Poor attendance at such meetings restrict efficient running of Metro.

PASSO objects to the amount of dollars that Metro is able to spend at the committee level without a quorum present.

PORTLAND ASSOCIATION OF
SANITARY SERVICE OPERATORS

Ralph Wooten

Ralph Wooten
Member and Board of Director



Portland Association of Sanitary Service Operators

1983 METRO COUNCIL COMMITTEE ASSIGNMENTS

(Three (3) committee members constitute a quorum on these committees)

REGIONAL SERVICES COMMITTEE

(Responsible for, but not limited to, Solid Waste Management, including Energy Recovery; 200.)

Gary Hansen, Chair
Vice Chair

Cindy Banzer
Ernie Bonner
Jack Deines
Corky Kirkpatrick
Bob Oleson

FRIENDS OF THE LOD (1st Tues. of each month)

Bruce Etlinger, Chair
Corky Kirkpatrick
Jack Deines, alternate

(Recycling Subcommittee members to be appointed by Chairman Hansen)

(1st Tues. after 1st Thurs. of each month)
REGIONAL DEVELOPMENT COMMITTEE

(Responsible for, but not limited to, Transportation, Urban Planning, Land Use, Regional Growth and Development, Energy, Housing, Futures, Drainage.)

Marge Kafoury, Chair
Sharron Kelley, Vice Chair
Bruce Etlinger
Marge Kafoury
George Van Bergen
Dick Waker
Charlie Williamson

(1st Thurs. of each month) 7:30 a.m.
JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

(Responsible for recommendations on transportation improvement and funding)

Charlie Williamson, Chair
Bruce Etlinger, Vice Chair
Dick Waker
Corky Kirkpatrick, alternative

BI-STATE TASK FORCE COMMITTEE

Gary Hansen, Chair
Dick Waker, alternative

(2nd Tues. after 1st Thurs. of each month)
COORDINATING COMMITTEE

(Responsible for, but not limited to, Budget, Financial Matters, Personnel, Public Affairs, Legislative Affairs, Criminal Justice, Contract Review.)

Corky Kirkpatrick, Chair
Cindy Banzer, Vice Chair
Ernie Bonner
Gary Hansen
Marge Kafoury
Bob Oleson

CONTRACT REVIEW BOARD

Bruce Etlinger, Chair
Cindy Banzer
Jack Deines

AUDIT/INVESTMENT COMMITTEE

Charlie Williamson, Chair
Cindy Banzer
George Van Bergen

PASSO

PO Box 66193

Portland, Or 97266

TO THE METRO COUNCIL:

RE: Clackamas Transfer -Recycling Center
Wash Rack Survey

ITEM NO. 1 This survey is out of line because you are endangering the health of the public by putting pressure on the industries pocket book.

ITEM NO. 2 The subject of the wash rack was brought up many months ago, in adequate time to provide plans and funding for any such facility. If Metro "forgot" or purposefully ignored this area of services, METRO should foot that bill. In any bid job or contract for whatever industry, if the contractor inadvertently leaves out a vital aspect of the job in his cost projections, the contractor must provide that vital aspect at his own cost. LET METRO FUND THE WASH RACK.

ITEM NO. 3 Survey's can be slanted in any manner to garner the information you want. Attached you will find a survey slanted in another way.

Based on minimum projections of your survey, the figures appear like this:

Option C:

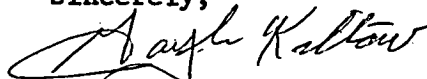
\$.20 PER TON AVERAGE OF 400 TONS PER DAY equals: \$ 20,800.00 per year

Option B:

\$.07 PER TON *ESTIMATED 521,233 TONS PER YEAR equals: \$ 36,486.31 per year
*Figure from Metro Budget, Revenue Estimation, Operation Funds, Form 2.

If this manner of financing is to continue for the 20^{year} period of the CTCRC contract, Option C would generate \$ 416,000.00, and Option B would generate \$ 729,726.20, to cover the cost of a \$ 60,000.00 mistake by Metro.

Sincerely,



Gaylen Kiltow, (Mr.)
PORTLAND ASSOCIATION OF SANITARY
SERVICE OPERATORS



Portland Association of Sanitary Service Operators

Some members of the solid waste collection industry recently suggested to the Metro Council that a garbage truck wash rack be constructed at the CTRC. The estimated capital cost of the wash rack is \$60,000.00. The facility's capital and operating costs will increase the disposal rate by approximately 5¢ to 20¢.

The purpose of this survey is to determine the degree of interest in the facility and to identify the best means of financing it if it is constructed. Please take a few moments to answer the questions below. After you have completed the survey, please return it to the gatehouse operator etc etc etc by May 2, 1983. Metro staff will discuss the wash rack with any interested persons on Friday April 29 at 3:00 pm at the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City.

1. COMPANY NAME _____
2. NO. OF TRUCKS _____ PACKERS _____ DROP BOX TRUCKS _____
3. Where do you presently dump solid waste? _____
4. Do you have access to a wash rack besides the facilities at Rossman's Landfill and the St. Johns Landfill? yes _____ no _____
5. Do you dispose of waste at the CTRC? yes _____ no _____
6. Do you want a wash rack at CTRC? yes _____ no _____
7. If you are in favor of a wash rack at CTRC, what method do you favor for financing it? (please number each option in order of importance-lowest first)
 - A. Pay as you go (coin operated) _____
 - B. Increase of about 7¢ per ton in the commercial base rate at both CTRC and St. Johns Landfill _____
 - C. Increase of about 20¢ per ton in the convenience charge paid only by CTRC commercial users _____
 - D. Increase of about 5¢ per ton in the regional transfer charge paid for the disposal of all waste collected within the Metro boundaries _____
- E- NONE OF THE ABOVE _____
8. If you do not favor a wash rack at CTRC and you do not have ready access to a private facility will you use the wash rack at the St. Johns Landfill periodically? yes _____ no _____
9. If a wash rack is built at CTRC will you use it? yes _____ no _____
10. IF YOU DO NOT HAVE A WASH RACK FACILITY AT CTRC AND YOU ARE FINED BY THE LOCAL JURISTICTION FOR VIOLATING HEALTH LAWS, WHICH OPTION WOULD YOU APPROVE OF TO PAY SUCH FINES?
 - A. YOUR COMPANY PAYS FINE _____
 - B. ASK METRO TO PAY ANY FINES BECAUSE THEY DID NOT PLAN FOR A WASH RACK AT THEIR FACILITY. _____
 - C. SUE METRO FOR FINES AND ANY LOSS OF TIME AND INCOME THAT A LICENSE SUSPENSION WOULD CAUSE YOUR FIRM. _____
11. COMMENTS...

PASSO

Not distributed

April 28, 1983

TO THE METRO COUNCIL --

An ordinance for the purpose of implementing control of the flow of solid waste in Clackamas County and declaring an emergency.

The Portland Association of Sanitary Service Operators would like to know what response the "Solid Waste Policy Alternatives Committee" made to this flow control ordinance.

We request a copy of their report.

Thank you,

PORTLAND ASSOCIATION OF
SANITARY SERVICE OPERATORS

Joe W. Cancilla Jr.

Joe W. Cancilla
President





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

MEMORANDUM

Date: April 27, 1983
To: Metro Council
From: Tom O'Connor
Regarding: Update on Legislation

The following is an update on major legislation effecting Metro:

Zoo

1. HB 2051 Limits arguments in voters pamphlet. Original bill would have eliminated Metro ballot measures from the pamphlet. Minority Report would retain our current status. Minority Report passed House 33-27. Bill with minority report passed House 35-25. Assigned to Senate Local Government and Elections.
2. HB 2575 Establishes September primary. Would also eliminate Metro ballot measures from voters pamphlet. House Elections has held hearing. Bill's sponsor testified that he did not intend to remove us from the pamphlet. Work session not yet scheduled.
3. SB 190 Eliminates State Public Contract Review Board (PCRB) and retains Metro's ability to employ Council as local PCRB. Passed Senate Local Government and Elections Passed Senate 24-6. Assigned to House Inter-governmental Affairs; Hearing scheduled 5-2-83.

Solid Waste

1. SB 405 O.E.C. Recycling Bill. Initial hearings held in Senate Environment. Current O.E.C draft would have Metro responsible for drop centers at disposal facilities while local governments inside the UGB would be responsible for insuring curbside service. Alternate draft being prepared by AOC and LOC. No work session scheduled.

Legislative Update Cont.
4/27/83

2. HB 2236 DEQ Disposal Site Permit Fee (funds DEQ Solid Waste Department). Hearings held by Ways and Means. Bill amended and budget note attached to DEQ budget requiring fee schedule to be developed in conjunction with site operators and approved by Emergency Board before going into effect. Fees must reflect actual services rendered by DEQ. House action not yet scheduled.
3. HB 2241 Financial Assurance for landfill closure. DEQ Task Force scrapped "Superfund" approach. Bill now requires sinking funds for closure and post closure maintenance such as Metro currently uses. Hearing held in House Energy and Environment. Work session not yet scheduled.
4. SB 112 Pollution Control Tax Credits. Amendment to retain current level of tax credits for Energy Recovery option passed Senate energy and Environment 4-3. Senate voted 16-14 to refer bill to Senate Revenue. Hearings held in Senate Revenue. Work session not yet scheduled.
5. HB 2178 Forest fire liability. Would limit liability for forest fire fighting costs if "reasonable effort" made. Passed House 50-9. Passed Senate 26-3. Signed by Governor.
6. HB 2757 Establishes CCC. Metro amendment to include waste reduction as eligible activity accepted by House Intergovernmental Affairs. Passed Intergovernmental Affairs Referred to House Revenue. Hearings held. Tabled.



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

MEMORANDUM

Date: April 27, 1983
To: Metro Council
From: Tom O'Connor, Legislative Liaison
Regarding: Expenditure Limitation Legislation- HJR-29

As we discussed at Coordinating Committee, the House Revenue Committee is currently considering tax reform legislation including a sales tax, homestead exemption, or income tax changes. A part of this package is an expenditure limitation on state and local government which is attached for your information.

It is important to note that HJR 29 is an expenditure limitation not just a property tax limitation. HJR 29 would establish a spending cap based on the highest of the last six fiscal years. This cap would be adjusted each year by population and per capita personal income.

The following are major issues for Metro:

1. User Fees: User Fees are included in the cap. However the current version exempts "enterprise activities"; meaning funds used in conducting a proprietary activity. Our legal counsel is of the opinion that the zoo and solid waste user fees are proprietary activities and thus exempt but this needs to be clarified with the committee.
2. Debt Service: Debt service is exempt but the definition of debt service does not currently include debt service for revenue bonding.
3. Local Control: The spending cap can be increased in two ways. For emergencies, the cap can be increased by a majority vote of the local government which must be approved by the governor. For other than emergencies the cap can be increased by a vote of the electorate held at the May election. This would mean that when we went out for a new Zoo levy we might also have to go out for an increase in the cap. Approval by the governor in the case of emergencies is incompatible with local control.

Expenditure Limitation cont.
April 27, 1983

4. Revenues: Revenues that exceed covered expenditures and reserve fund are to be used to offset next years property tax. This needs to be clarified so that it applies by fund, otherwise a solid waste carry-over would have to be used to offset the zoo levy.
5. Function Transfer: This allows transfer of services or functions between governmental units. In that case by mutual agreement, the cap is increased for the entity accepting the new function and decreased for the entity spinning off the function. If a transfer is made from a government unit to the private sector the cap is decreased. There is no comparable provision, however, for transfer of a service from private to public where the cap would be increased. This needs to be done to deal with a situation such as the closure of Rossman's and the opening of the CTRC.
6. Local Match: Federal dedicated monies are not included in the cap but the local match is covered by the cap. This would cause problems for transportation projects.

The Deputy Executive Officer is preparing an analysis of this limitation as if it were in effect for our previous budget years.

RECOMMENDATION:

Metro should seek amendments as noted above to preserve continued efficient operation of the zoo and solid waste facilities.

MEASURE SUMMARY

Amends Oregon Constitution, upon voter approval at next state-wide general election to establish state and local government expenditure limitations. Provides methods for exceeding limitation based on population growth, emergency, transfers of functions or voter approval. Requires refund of revenues in excess of limitations. Becomes operative in year following legislative session after adoption of amendment.

1 JOINT RESOLUTION

2 Be It Resolved by the Legislative Assembly of the State of Oregon:

3 PARAGRAPH 1. The Constitution of the State of Oregon is amended by
4 creating a new Article to be known as Article IX-A and to read:

5 ARTICLE IX-A

6 SECTION 1. As used in sections 1 to 10 of this Article, unless the
7 context otherwise requires:

8 (1) "Covered appropriation" means an authorization by a governing body
9 of a government entity to expend from covered revenues.

10 (2) "Covered expenditures" means covered appropriations actually
11 expended or estimated to have been expended during a fiscal period.

12 (3)(a) "Covered revenue" means:

13 (A) Moneys collected by a government entity from all sources including
14 but not limited to taxes, assessments, fines, rents and funds received from
15 other government agencies and the Federal Government;

16 (B) The proceeds of products or services, regulatory licenses, user
17 charges and user fees;

18 (C) Interest, earnings and the net gains from the conversion of
19 investment of covered revenues from whatever source derived;

20 (D) With respect to any local government entity, moneys received from
21 the state; and

22 (E) Gifts other than those designated by the donor for a specific
23 purpose.

1 (b) "Covered revenue" does not include:
2 (A) Revenue used for debt service;
3 (B) Interest, earnings and the net gain from the conversion of investment
4 of funds or budget items described in subsection (3) of section 9 of this
5 Article;
6 (C) Revenue dedicated by this Constitution to specific limited purposes;
7 (D) Revenue from the proceeds of the sale of bonds of the government
8 entity;
9 (E) Revenue from taxes from serial ad valorem tax levies used exclusively
10 for capital improvements;
11 (F) Funds received from the Federal Government which are dedicated for
12 a specific purpose;
13 (G) Amounts received by local government described in section 7 of this
14 Article;
15 (H) Assessments for capital improvements that are measured by benefits
16 accruing to the property assessed;
17 (I) Interest, earnings and the net gain from the conversion of investment
18 of revenues not considered covered revenue;
19 (J) Interest, earnings and the net gain from the conversion of amounts in
20 a reserve fund described in section 4 of this Article; and
21 (K) Amounts received for services performed for other government
22 entities subject to the limitation imposed by this Article, to the extent the
23 payments do not exceed the cost of providing the service.
24 (4) "Debt service" means payments of interest on, principal of and
25 management costs related to voter approved bonded indebtedness of the
26 government entity, whether incurred before, on or after the operative date of
27 this Article.

1 (5) "Emergency" means an extraordinary event or occurrence which could
2 not have been reasonably foreseen or prevented and which requires immediate
3 appropriation of funds to preserve the health and safety of the people.

4 (6) "Government entity" means the state, a city, a county, a school
5 district, a special district or other political subdivision of or within the state.

6 (7) "Personal income" means personal income in Oregon as shown in
7 reports of the United States Department of Commerce or successor agency of
8 the United States Government.

9 (8) "Population" for other than a school district shall be determined by a
10 method prescribed by the Legislative Assembly. The population of a school
11 district shall be the average daily membership of the district as determined
12 by a method prescribed by the Legislative Assembly.

13 SECTION 2. (1) Every expenditure by or on behalf of a government
14 entity must be in pursuance of an appropriation authorized by its governing
15 body in the manner prescribed by the Legislative Assembly.

16 (2) The method by which estimated expenditures shall be determined for
17 purposes of sections 1 to 10 of this Article shall be fixed by an Act of the
18 Legislative Assembly. However, estimated expenditures shall include the
19 actuarially sound contributions necessary to pay for future obligations of
20 retirement, unemployment or other similar funds with contractual obligations
21 for future benefits whether or not such contributions are made.

22 SECTION 3. (1) For the initial fiscal period of the state government
23 under the limitation imposed by this Article, covered appropriations shall not
24 exceed the highest amount of covered expenditures for any of its last three
25 fiscal periods, adjusted as required under section 8 of this Article for all
26 fiscal periods subsequent to the fiscal period selected, and further adjusted
27 by the percentage change in personal income in Oregon in the preceding
28 fiscal period. The preceding fiscal period shall be the two calendar years
29 immediately preceding if the fiscal period is a biennium or the immediately

1 preceding calendar year if the fiscal period is a single fiscal year. For fiscal
2 periods following the first period under this limitation, the base shall be the
3 covered expenditures for the most recent prior period.

4 (2) For the initial fiscal period of any government entity other than the
5 state under this limitation, covered appropriations shall not exceed the
6 highest amount of covered expenditures for any of its last six fiscal periods,
7 adjusted as required under section 8 of this Article for all fiscal periods
8 subsequent to the fiscal period selected, and further adjusted as required by
9 subsection (3) of this section. For fiscal periods following the first period
10 under this limitation, the base shall be the covered expenditures of the most
11 recent prior period, adjusted as required under section 8 of this Article and
12 further adjusted under subsection (3) of this section.

13 (3) The adjustments required under subsection (2) of this section shall
14 be the percentage change in the:

15 (a) Product of the population within the boundaries of the government
16 entity and the Oregon per capita personal income for the second preceding
17 calendar year; and

18 (b) Product of the population within the boundaries of the government
19 entity and the Oregon per capita personal income for the first preceding
20 calendar year.

21 (4) The determination of population growth or decline shall be revised as
22 necessary to reflect the periodic census conducted by the United States
23 Department of Commerce or its successor agency. The Legislative Assembly
24 may provide by law for ameliorating the population adjustment from one fiscal
25 period to the next when population declines have occurred.

26 (5) If no covered expenditures were made by a government entity in the
27 last three fiscal periods, covered appropriations shall not exceed the amount
28 approved by a majority vote of the electors of the government entity voting
29 on the question on the third Tuesday in May. A covered appropriation

1 limitation approved under this subsection shall first apply to the covered
2 appropriations made for the fiscal period next following its approval.

3 SECTION 4. (1) The Legislative Assembly by law may provide that any
4 excess of covered revenues over covered expenditures of a government entity
5 at the end of its fiscal period may be transferred to a reserve fund for that
6 entity. Transfers to the reserve fund at the end of any fiscal period shall
7 not exceed three percent of covered expenditures of the entity of that fiscal
8 period. Following transfers at the end of any fiscal period, total reserve
9 fund moneys shall not exceed 10 percent of covered expenditures of the
10 entity for the fiscal period. Any earnings of the state reserve fund that
11 would cause the balance to exceed 10 percent shall be credited to the Common
12 School Fund. Any such earnings of the reserve fund of a local government
13 shall be refunded or offset as provided in section 5 of this Article.

14 (2) Appropriations from the reserve fund may occur by law enacted upon
15 the majority vote of the legislative body of the government entity, or with
16 respect to the Legislative Assembly, the majority of each house thereof.

17 (3) Appropriations to or from the reserve fund shall not be considered
18 covered appropriations for the purpose of the limitation contained in section 3
19 of this Article.

20 (4) In the initial fiscal period of a government entity under the limitation
21 imposed by this Article, the calculation of excess of covered revenues over
22 covered expenditures required by this section and section 5 of this Article
23 shall include the beginning balance of the government entity to the extent it
24 arises from sources considered covered revenue.

25 SECTION 5. The excess of covered revenues over covered expenditures
26 not transferred pursuant to section 4 of this Article or the excess earnings
27 described in section 4 of this Article shall be refunded or offset during the
28 next fiscal period as follows:

1 (1) With respect to the state government, the excess shall be returned
2 through a uniform percentage discount in all taxes on or measured by net
3 income.

4 (2) With respect to local government, the excess shall be used as a cash
5 carry forward in the next fiscal period to first reduce property tax levies.
6 If the property tax levy is reduced to zero, assessments, fees and other local
7 revenues shall be reduced by action of the governing body.

8 SECTION 6. (1) For any fiscal period, the limitation upon covered
9 appropriations contained in section 3 of this Article may be exceeded upon
10 exhaustion of the reserve fund described in section 4 of this Article and
11 declaration of an emergency by a two-thirds vote of the legislative body of
12 the government entity, with concurrence of the Governor, or with respect to
13 the Legislative Assembly, a two-thirds majority of each house thereof with
14 concurrence of the Governor.

15 (2) By law or ordinance, the governing body shall set forth the estimated
16 costs resulting from the emergency and the method by which the costs are to
17 be defrayed. The limitation may be exceeded only for the fiscal period in
18 which the emergency is declared.

19 (3) Appropriations authorizing emergency expenditures shall not be
20 considered as covered appropriations for the purpose of the limitation
21 contained in section 3 of this Article.

22 SECTION 7. (1) Whenever the Legislative Assembly mandates a new or
23 higher level of service by any local government entity, it shall provide by
24 law moneys to reimburse the local government entity for the costs, if any, of
25 such new or higher level of services for each fiscal period during which such
26 services are mandated.

27 (2) Moneys paid to local government entities pursuant to this section are
28 covered appropriations of the state government for the purposes of the
29 limitation contained in section 3 of this Article.

1 SECTION 8. (1) For any fiscal period, covered appropriations allowable
2 under section 3 of this Article for any government entity shall be adjusted as
3 provided under subsections (2) and (3) of this section.

4 (2) In the event the financial responsibility of providing services is
5 transferred in whole or in part from one government entity to another by
6 annexation, incorporation, mutual agreement or otherwise, for the fiscal
7 period in which such transfer becomes effective, allowable covered
8 appropriations of the government entity to which such responsibility is
9 transferred shall be increased by an amount specified by law or by such
10 reasonable amount as the entities shall mutually agree upon and allowable
11 covered appropriations of the transferring entity shall be decreased by the
12 same amount.

13 (3) In the event that the financial responsibility of providing services is
14 transferred, in whole or in part from an entity of government to a private
15 entity, for the year of such transfer the covered appropriations limit of such
16 entity of government shall be decreased accordingly.

17 SECTION 9. (1) The covered appropriation limits imposed by sections 1 to
18 10 of this Article may be changed by a majority vote of the electors of a
19 government entity affected, voting on the question on the third Tuesday in
20 May, upon referendum of the governing body or by initiative petition. The
21 ballot measure shall state in dollars both the amount of the existing limits and
22 the amount of the proposed limit and shall specify if the change is permanent
23 or limited to a stated number of fiscal periods. If the change is for a stated
24 number of fiscal periods, subject to a further change made as provided in
25 this section, upon expiration of the stated period, the covered appropriation
26 limits shall be the covered appropriation limits in effect for the fiscal period
27 immediately prior to the first fiscal period to which the change applies,
28 adjusted as provided in sections 1 to 10 of this Article for the interim period.

1 (2) Nothing in sections 1 to 10 of this Article shall be construed to impair
2 the ability of any government entity to meet its obligation with respect to
3 existing or future bonded indebtedness.

4 (3) Subject to sections 1 to 10 of this Article, any government entity may
5 establish those contingency, injured workers' compensation, unemployment,
6 retirement, sinking, trust or similar funds or budget items as it shall deem
7 reasonable and proper. Contributions to any fund so established, to the
8 extent that the contributions are derived from covered revenues, shall
9 constitute covered expenditures in the fiscal period in which the contribution
10 is made. Withdrawals from and transfers among such funds shall not
11 constitute covered appropriations for purposes of sections 1 to 10 of this
12 Article.

13 SECTION 10. Authorization to levy ad valorem taxes under section 11,
14 Article XI of this Constitution shall not be exercised to the extent that such
15 levy would cause the limitation on covered appropriations in section 3 of this
16 Article to be exceeded.

17 SECTION 11. Sections 1 to 10 of this Article become operative with
18 respect to all government entities commencing with the first day of the fiscal
19 period of each government entity next following the convening of the first
20 regular session of the Legislative Assembly following the adoption of this
21 Article.

22 SECTION 12. (1) This Article does not apply to funds used in enterprise
23 activities.

24 (2) As used in this section, funds used in "enterprise activities" means
25 funds used in conducting a proprietary activity. However, the net income
26 derived from enterprise activities is a covered revenue if not otherwise
27 exempt.

1 PARAGRAPH 2. The amendment proposed by this resolution shall be
2- submitted to the people for their approval or rejection at the next regular
3 general election held throughout this state.



A G E N D A --- REGULAR COUNCIL MEETING

Date: APRIL 28, 1983

Day: THURSDAY


Time: 7:30 P.M.

Place: COUNCIL CHAMBER

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

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet 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.

6.1 Minutes of the meeting of February 24, 1983.


Rick Gustafson, Executive Officer

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICES SERVICE

REGULAR MEETING OF
FEBRUARY 24, 1983

Councilors Present: Councilors Banzer, Bonner, Deines,
Etlinger, Hansen, Kafoury, Kelley,
Kirkpatrick, Van Bergen, Waker, and
Williamson.

Councilors Absent: Councilor Oleson (excused)

Staff: Donald Carlson, Warren Iliff, Andy Cotugno,
Kay Rich, Dan LaGrande, Jennifer Sims, Joe
Cortright, Steven Siegel, and Sue
Klobertanz.

Testifiers: Frank Josselson, One S.W. Columbia
Neil W. Jackson, 620 S.W. 5th Avenue
Ron Anderson, Associated General Contractors
Don Matsuda, U.S. Small Business Admin.
James Berry, National Business League
Patrick Bruun, A&A Plumbing
James Hill, National Business League
O.B. Hill, National Business League
Hednry Pelfrey, Dirt & Aggregate Interchange
William Merritt, 700 N. Hayden Island Drive

A regular meeting of the Council of the Metropolitan Service Dis-
trict was called to order at 7:35 P.M. by Presiding Officer Banzer

1. Introductions.

There were no introductions.

2. Councilor Communications.

There were no Councilor Communications.

3. Executive Officer Communications.

There were no Executive Officer Communications.

4. Written Communications to Council on Non-Agenda Items.

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

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

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

6 Consent Agenda.

The Consent Agenda consisted of the following items:

- 6.1 Minutes of the meetings of December 21, 1982, January 6, 1983, and January 10, 1983.
- 6.2 Resolution No. 83-389, for the purpose of amending the Transportation Improvement Program (TIP) to include two new projects: Dosch Road (Beaverton-Hillsdale Highway to Patton Road) and N. Vancouver Way (Union Avenue to Marine Drive), and to accelerate the I-5 N. Tigard/S. Tigard Project.
- 6.3 Resolution No. 83-388, for the purpose of amending the Functional Classification System and the Federal Aid Urban System (FAUS).
- 6.4 Resolution No. 83-390, for the purpose of amending the FY 83 and FY 1982 Unified Work Program.
- 6.5 Consideration of contract approval for the fabrication and installation of a cast sculpture for the Swigert Fountain at a cost of \$50,564.
- 6.6 Consideration of contract approval for the construction of the Swigert Fountain at a cost of \$129,700.
- 6.7 Consideration of contract approval for the development of a Master Plan for the Washington Park Zoo at a cost of \$150,000.
- 6.8 Annual Review of Resolution No. 82-308 establishing Budget Control Procedures.

Motion and
Vote:

Councilor Kirkpatrick moved adoption of the Consent Agenda. Councilor Kafoury seconded the motion.

The vote on the motion to adopt the Consent Agenda resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Van Bergen, Waker, and Williamson.

Nays: None.

Absent: Councilor Oleson.

Motion Carried.

7.1 Consideration of an Order in the matter of a petition of Portland General Electric Company, Western Transportation Company, Hayden Island, Inc., and Burlington Northern, Inc., for an amendment to the Regional Urban Growth Boundary. (Contested Case No. 82-2.)

Presiding Officer Banzer stated that under Metro's rules for processing Contested Cases, a hearing was held by a special hearings officer. She said the procedure would be to hear a brief recommendation from the staff and an oral summary by the Hearings Officer of his report. She said inasmuch as the rules provided for any party to the case to file exceptions to the Hearings Officer's report, and no one did, the Council would proceed directly to discussion of the report and a vote.

Councilor Waker stated for the record that his business had done some minor work for PGE in the past but was not currently doing so, and did not feel his past work would prejudice his vote. Councilor Kelley stated that she had talked with Multnomah County staff people regarding the case for the purpose of obtaining factual information.

Steven Siegel, Development Services Director, stated that the case was the first to be processed under the new rules implemented in July 1982. He introduced Frank Josselson, the Hearings Officer for the case.

Joe Cortright, Planner, described the application and summarized the staff report, as contained in the agenda of the meeting.

Mr. Frank Josselson, Wolf, Griffith, Bittner, Abbott & Roberts, One Southwest Columbia, Portland, 97258, Special Hearings Officer for Metro, presented his findings, conclusions and recommendations, as contained in the agenda of the meeting. He stated his findings and conclusions led to a recommendation of including the acreage within the Metro Urban Growth Boundary.

Councilor Kafoury complimented Mr. Josselson on a well-prepared report.

Councilor Williamson asked if notice was given to interested groups. He said it was amazing that with such a large amount of land being included, no one was opposed. Mr. Josselson responded that a large number of groups were notified by certified mail. He said the only opposition to the proposal was by the Audubon Society and their testimony, in his judgement, was not material to the issues that were before the Council.

Motion: Councilor Van Bergen moved adoption of the Order in Contested Case No. 82-2. Councilor Bonner seconded the motion.

Councilor Kafoury commented that although she was typically opposed to amendments to the Urban Growth Boundary, the applicant had made a very strong case for the need for marine industrial land in the area, and therefore she was going to support the order.

Vote: The vote on the motion to adopt the Order, resulted in:

Ayes: Councilors Bonner, Deines, Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Van Bergen, Waker, and Williamson.

Nays: None.

Absent: Councilors Banzer and Oleson.

Motion carried.

(Councilor Banzer was absent from the room at the time the vote was taken, but later stated for the record that if she had been present, she would have voted in favor of adopting the Order.)

7.2 Consideration of Contract Approval for the construction of the Alaska Tundra Exhibit.

Councilor Kirkpatrick reported that the Council Coordinating Committee had unanimously recommended the award of the contract, in the amount of \$1,482,352.70, to RP&I General Contractors and Roberto Robles & Associates, Inc., a joint

venture, as the low bidder. She said the Committee had discussed Metro's MBE Policy as a separate issue and had asked Mr. Barker to begin research on it.

Motion: Councilor Kirkpatrick moved that the Council accept the low bid of RP&I General Contractors and Roberto Robles & Associates, Inc., a joint venture, in the amount of \$1,482,352.70 for the construction of the Alaska Tundra Exhibit. Councilor Waker seconded the motion.

Mr. Warren Iliff, Zoo Director, presented the staff report, as contained in the agenda of the meeting. He said it was important to note that if the contract was awarded to the joint venture, it would be the largest minority business enterprise contract ever awarded in the State of Oregon. He said the total minority representation was at 55%.

Councilor Kafoury asked Mr. Iliff to describe the process followed with the independent review committee established by the Council to evaluate the bids. Mr. Iliff responded that the review was conducted with three representatives of the minority community. He said the representative of the National Business League had walked out of the meeting but the remaining two representatives had agreed that the goal of the MBE program had been met by the bid of RP&I.

Presiding Officer Banzer stated that she had received a communication from Mr. Charles Crews, President of the National Business League, who requested that the project not be awarded to RP&I. She said she had also had a conversation with Pat O'Brien from the firm of OTKM who had also requested that because of irregularities in the procedures that the contract not be awarded to the joint venture.

Presiding Officer Banzer then asked for public testimony, limiting the testimony to three minutes so everyone would have a chance to be heard.

Mr. Neil W. Jackson, 620 S.W. Fifth Avenue, Suite 1106, Portland, attorney representing the National Business League, submitted written testimony (a copy of the statement is attached to the agenda of the meeting). He stated that the award of the contract should not be made in light of the Council's motion of February 3rd which precluded award of any bid prior to a review of Metro's MBE Policy. He also challenged the qualifications of the joint venture as an MBE under the federal regulations of the Department of Transportation.

Presiding Officer Banzer clarified that the motion of February 3rd exempted the Alaska Tundra Exhibit contract.

Councilor Kafoury asked Mr. Jackson why he did not believe the joint venture qualified under the federal regulations. Mr. Jackson responded that although he did not have access to the joint venture's financial statements, he did have information that suggested to him that perhaps the two companies in the joint venture exceeded the maximum dollar limit set by the SBA requirements, which would not qualify them as an SBA and therefore under the DOT regulations would not qualify them as an MBE.

Mr. Ron Anderson, Oregon-Columbia Chapter, Associated General Contractors of America, 9450 S.W. Commerce Circle, Wilsonville, testified that the AGC believed that the portion of Metro's Minority Business Enterprise Program which established goals for MBE participation was being misinterpreted. He said the overall goal of the program was 10% MBE participation for construction contracts based on expected expenditures and present and anticipated MBE capacity. He said all prime contractors, regardless of ethnicity, were subject to the requirement and that meant that any general contractor/bidder must attempt to achieve at least 10% MBE participation outside his or her own firm. He said the bid documents of the joint venture indicate that they did not achieve 10% subcontracting within the required five days, and therefore the Council had no choice but to reject the bid.

Mr. James Berry, Executive Secretary, National Business League, testified in opposition to the award of the contract to the joint venture. He said since it was unknown that the joint venture was going to bid, he did not have a chance to submit a proposal to them.

Councilor Deines asked if there was a law that required a prospective bidder to inform others they were going to bid a project. Mr. Anderson responded that there was no law requiring such notification.

Mr. Don Matsuda, Assistant District Director for Minority Small Business/Capital Ownership Development of the U.S. Small Business Administration, testified that both companies of the joint venture had been certified as small businesses and as small businesses owned and controlled by eligible socially and economically disadvantaged individuals. He said separately and jointly they met the SBA's criteria as both a small business and a minority business. He said the criteria for eligibility

was that the average annual sales for the last three past fiscal years did not exceed \$12 million and were 51% owned and controlled by individuals or persons determined by the SBA as socially disadvantaged.

Mr. Patrick Bruun, A&A Plumbing, 504 N.E. Graham Street, testified that he had checked the interested prime bidder list for the possibility of obtaining subcontracting work and RP&I was not on the list.

Mr. Kay Rich, Assistant Zoo Director, stated that Mr. Bruun was referring to the plan centers which had lists of active prime contractors for a project. He said on January 31st, there was a list of plan holders printed in the Daily Journal of Commerce and RP&I was on the list, but when the architect sent out the third addendum to the specs, he left RP&I off the list because he thought they were not going to bid. However, he was informed they were going to bid and on Monday, February 7th, the architect telephoned all the plan centers and informed them that RP&I was definitely on the list. He said the lists were a service provided to plan centers.

Mr. James Hill, National Business League, testified in opposition to the award of the contract to the joint venture. He stated that Metro had joined forces with the Associated General Contractors against black people and that the AGC had a national policy with respect to minority business enterprise programs which was to destroy and destabilize black contractors and suppliers. He said black people were not allowed to bid on the Alaska Tundra Exhibit.

Mr. O.B. Hill, First Vice President, National Business League, stated that the League wanted the Council to throw out all the bids related to the Alaska Tundra Project. He showed the Council a telephone record kept at the National Business League Plan Center which indicated that Metro had not called to add RP&I to the interested bidder list. He said one of the requirements of the best good faith effort clause was to advertise for 20 days in trade association newspapers and a minority owned newspaper prior to the submission of the bid. He showed the Council 21 days of newspapers in which only four of the twenty-seven prime contractors advertised in a minority newspaper, the Scanner.

Mr. Don Carlson, Deputy Executive Officer, stated there were two options for meeting the MBE goals: 10% participation by an MBE, or meeting the good faith effort clause and provide all

the things listed in the Executive Order (advertisement and notice to minorities, etc.). He said it was not required that the provisions of both options be met.

Councilor Deines commented that the reason there had been problems with the last two major construction contracts that had been let was because the policies were wishy-washy and stated that the policies needed to be clearer.

Mr. Henry Pelfrey, President of Dirt & Aggregate Interchange, Inc., a minority business enterprise, stated he served on the bid review panel for the Alaska Tundra Exhibit and found that the general contractor had done nothing wrong in his bid. He said the joint venture had more than met the 10% participation goal, with 55% participation. He suggested that Metro should look at the City of Portland, Tri-Met and Port of Portland programs because they were tested programs which worked.

Mr. William E. Merritt, 700 N. Hayden Island Drive, Suite 330, Portland, attorney representing the joint venture of RP&I and Roberto Robles, spoke in support of the award of the contract to his clients. He submitted a letter regarding Metro's MBE program (a copy of the letter is attached to the agenda of the meeting) which he interpreted as supportive of the award of the contract to his clients.

Presiding Officer Banzer stated the motion on the floor was to award the contract to the joint venture and asked if there was Council discussion prior to the vote.

Councilor Etlinger stated he was disturbed with the Metro's MBE policy but felt there was no legal reason to hold Metro liable for the lawsuit that they would get if they didn't award it to the lowest bidder.

Councilor Hansen stated he was going to vote for the award of the contract to the joint venture for three reasons: 1) it was the largest MBE contract award ever in the state; 2) he had read through the entire Metro MBE policy several times and found that one of the prime goals mentioned over and over again throughout the document was to encourage joint ventures between minority business enterprises; and 3) he was concerned about the legal ramifications if there were no grounds to set aside the low bidder on the contract.

Councilor Kafoury stated that she supported the efforts of the joint venture to come up with the 55% participation, but her own sense of fair play said she had to vote no if some

people felt they had been badly treated. She said she wanted Metro to ultimately have policies where people could walk away feeling that whether or not they were successful, they were treated fairly.

Councilor Kirkpatrick stated that the real question before the Council was whether or not it was a legal bid. She said a memo from General Counsel Jordan, dated February 24, 1983, stated that prime contractors did qualify for the minority status (a copy of the memorandum is attached to the agenda of the meeting). She said Metro's record of minority participation during the past six months had been 23.84% and was something to be proud of. She urged the Council to support the motion.

Vote: The vote on the motion to award the contract for the construction of the Alaska Tundra Exhibit to RP&I General Contractors and Roberto Robles, Inc., a joint venture, resulted in:

Ayes: Councilors Banzer, Deines, Etlinger, Hansen, Kelley, Kirkpatrick, Van Bergen, Waker, and Williamson.

Nays: Councilor Kafoury.

Absent: Councilors Bonner and Oleson.

Motion Carried.

(Presiding Officer Banzer indicated that although Councilor Bonner had to leave the meeting, he wanted the record to reflect he would have voted in support of the motion.)

Motion and Vote: Councilor Kirkpatrick moved that the Council proceed with deliberation of the policies regarding MBE's and to include in that deliberation representatives of the community affected. Councilor Kafoury seconded the motion.

The vote on the motion resulted in:

Ayes: Councilors Banzer, Deines, Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Van Bergen, Waker, and Williamson.

Nays: None.

Absent: Councilors Bonner and Oleson.

Motion Carried.

7.3 Consideration FY 84 Local Government Dues Assessment.

Councilor Kirkpatrick reported that the issue had been presented to the Council Coordinating Committee on February 14th. She said staff had recommended, based on their conversations with local jurisdictions, that the 50¢ per capita assessment be continued. She said the Coordinating Committee forwarded the report to the Council without a recommendation.

Motion: Councilor Kirkpatrick moved that the FY 84 Local Government Dues Assessment remain at 50¢ per capita. Councilor Waker seconded the motion.

Councilor Etlinger pointed out that Metro's dues assessment had not been raised for over six years and costs had gone up. He said the additional money which could be raised by increasing the dues to 51¢ could be used for planning a regional jail or doing more for local governments.

Motion to amend: Councilor Etlinger moved to amend the main motion to raise the dues from 50¢ per capita to 51¢ per capita.

The motion to amend failed for lack of a second.

There was no public testimony on this matter.

Vote: The vote on the motion to continue the Local Government Dues Assessment at 50¢ per capita resulted in:

Ayes: Councilors Deines, Hansen, Kafoury, Kelley, Kirkpatrick, Van Bergen, Waker, and Williamson.

Nays: Councilors Etlinger and Banzer.

Absent: Councilors Bonner and Oleson.

Motion carried.

(Presiding Officer Banzer noted that although Councilor Bonner had to leave the meeting, he wanted the record to reflect that he was in support of continuing the dues assessment at 50¢ per capita.)

8. Committee Reports.

Councilor Kafoury reported that she and the vice chair had met with the development staff to discuss the Committee's work program for the year. She said at the March 7th meeting they would begin mid-year program reviews.

Councilor Kirkpatrick reported on the schedule for the budget deliberations by the Coordinating Committee and the citizens appointed to serve with the Committee.

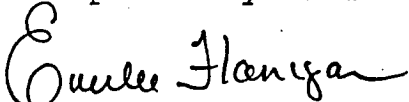
Councilor Hansen reported that the Services Committee had met in February to discuss the R.W. Beck Report and would be meeting on March 8th to review the Committee's work program.

Councilor Williamson reported that all items which had been before JPACT recently had been disposed of by the Council. He stated for the Council's information he had been requested, as Chairman of JPACT, to participate in a presentation before the Transportation Committee in Salem regarding transportation plans for the area and that it had gone well.

Presiding Officer Banzer stated that since there were no pressing items to be considered by Council, the meeting of March 3rd was cancelled.

There being no further business, the meeting was adjourned at 9:09 P.M.

Respectfully submitted,



Everlee Flanigan
Clerk of the Council

8149B/313
3/30/83

CONSIDERATION OF RESOLUTION NO. 83-401 FOR THE PURPOSE OF AUTHORIZING THE "ROLLBACK" OF INTERSTATE TRANSFER FUNDS TO JUNE 1980 LEVELS AND ALLOCATING INITIAL FUNDING AUTHORIZATION FOR IMPLEMENTATION IN THE THIRD QUARTER OF FY 1983.

Date: April 5, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The Resolution deals with two issues associated with the Interstate Transfer program:

1. The Surface Transportation Act of 1982 restored the overall Interstate Transfer program to the level it was at in June 1980, resulting in an increased entitlement from \$452 million to \$500 million. This resolution establishes where that "rollback" entitlement should be allocated.
2. Towards completion of the overall Interstate Transfer programs, \$56.7 million is available for expenditure in FY 83. This resolution begins the process of identifying which Interstate Transfer funded projects will be authorized to proceed using available FY 83 funding.

BACKGROUND

1. Interstate Transfer "Rollback" -- Prior to the Surface Transportation Act of 1982, the entitlement to the Portland metropolitan area was based upon the construction cost of the two freeways plus escalation equivalent to the National Construction Cost Index published quarterly. As a result of this escalation clause, the overall entitlement has dropped from a high of \$500 million in June 30, 1980, to \$452 million in June 30, 1982. In accordance with Metro's procedures, each individual project allocation has been escalated/deescalated quarterly, resulting in each project proportionately sharing in the loss. As a result of this deescalation over the past several years, the local jurisdictions have downscoped lower priority projects to allow higher priority projects to proceed to construction. Adoption of this resolution would serve to establish the amount of the "rollback" to be restored to each individual project. Attachment "A" to the resolution identifies the current authorization assigned to each project as well as the amount of the "rollback" assigned to that project.

Also shown on Attachment "A" are several adjustments to the "rollback" to deal with unique circumstances. Generally, two types of situations exist, the first dealing with funding transfers that have occurred over the past several years and the second dealing with the Banfield project.

- A. Transfers -- A number of transfers between jurisdictions have been approved over the past several years. With the availability of the "rollback," in some cases the transfer is no longer necessary; in other cases, the "rollback" on the transfer should be returned to the originating jurisdiction. The transfers are as follows:
- \$100,000 for a South McLoughlin transit analysis was partially funded from the McLoughlin Corridor Reserve; the "rollback" of \$3,003 should be returned to the McLoughlin Reserve.
 - The Tri-Met Rideshare funding (regional and I-5 North) was partially funded from the City of Portland Reserve; the "rollback" of \$92,902 and \$11,883 should be returned to Portland.
 - The Bi-State Transit Analysis was partially funded from the City of Portland Reserve; the "rollback" of \$1,786 should be returned to Portland.
 - Powell Blvd. was fully funded from the allocation to the City of Portland, the "rollback" plus the excess allocation of \$2,246,987 should be returned to Portland.
 - Clackamas County transferred \$2,539,051 to the Banfield project to cover a funding shortfall; with the availability of the "rollback," this amount can be returned to Clackamas County.
- B. Banfield Allocation -- Under the provisions of the federal FY 83 Appropriations Act, the federal funding program for the Banfield was intended to include locally allocated Interstate Transfer funding in the amount of \$173 million plus federally allocated Section 3 (transit capital) funding as needed to complete the project. Under this funding agreement between Tri-Met and UMTA, the Banfield should be completed with Section 3 funds. As such, the Banfield Interstate Transfer authorization is retained at the previously committed \$173 million and the "rollback" calculated based

upon the escalation factors is retained in a Regional Reserve of \$17,367,134.

Another item associated with the Banfield was a transfer in 1982 of some \$55 million of Interstate Transfer funding previously locally allocated to other transit purposes (such as the Westside) to the Banfield in exchange for a like amount of Section 3 funding. Under that action, \$76.8 million of Section 3 funding was available, \$51.8 million was earmarked to "Traded" projects and \$25 million was retained in an Inflation Reserve to be used first on "Traded" projects and second on completion of the Banfield. In this manner, the "Traded" projects retained a funding commitment as if they had remained Interstate Transfer. Since, as Interstate Transfer funded projects, they would have realized a benefit from the "rollback," Attachment "B" allocates a portion of the Inflation Reserve to restore the benefit that would have been realized. With this action, the Section 3 "Trade" allocations become fixed allocations and the remainder of the Inflation Reserve is firmly committed to the Banfield.

2. Allocation of FY 83 Interstate Transfer Funding -- Toward completion of the overall Interstate Transfer program, \$56.7 million is estimated to be available in FY 83. This will allow certain projects that already have an Interstate Transfer funding commitment to proceed. Attachment "C" identifies some \$36.6 million of projects that ODOT, Tri-Met and the jurisdictions have requested be funded with FY 83 funding. This resolution does not recommend finalizing this allocation because of uncertainty of the flexibility of use of future allocations, particularly the ability to "carry over" FY 83 funding to FY 84 and FY 85. Delaying allocation would allow sufficient time to resolve this issue. This resolution does, however, authorize proceeding with any projects scheduled in April, May and June to avoid any delays. The full allocation is scheduled for June 1983.

TPAC and JPACT have reviewed and approved the Resolution and funding authorizations set forth in the accompanying attachments.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee held no meeting, but did review the Resolution.

AC/srb
8197B/283
04/14/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING THE)
ROLLBACK OF INTERSTATE TRANSFER)
FUNDS TO JUNE 1980 LEVELS AND)
ALLOCATING INITIAL FUNDING)
AUTHORIZATIONS FOR IMPLEMENTATION)
IN THE THIRD QUARTER OF FY 1983)

RESOLUTION NO. 83-401
Introduced by the Joint
Policy Advisory Committee
on Transportation

WHEREAS, The Surface Transportation Assistance Act of 1982
has been enacted by Congress; and

WHEREAS, The Act provides for restoring the Interstate
Transfer Program to the funding levels existing in June 1980; and

WHEREAS, The "rollback" of funds should be distributed back
to those projects and/or jurisdictions in accordance with
allocations existing in June 1980; and

WHEREAS, Federal allocations of Interstate Transfer funds
to the Metro region for FY 1983 amount to some \$56.7 million; and

WHEREAS, Projects have been identified to utilize
\$36.6 million during FY 1983; and

WHEREAS, The flexibility of using future year allocations
must be determined before fully allocating available funds; and

WHEREAS, It is essential to proceed with a partial
allocation for use in the next several months in order to avoid
schedule delays; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby adopts the Interstate
Transfer authorizations set forth in Attachment 'A' including
distribution of rollback funds as provided by the Surface
Transportation Assistance Act of 1982.

2. That the Metro Council adopts Attachment 'B' which identifies allocation of the Section 3 'Letter of Intent' Inflationary Reserve.

3. That the Metro Council hereby recognizes the \$36.6 million of projects identified in Attachment 'C' as those projects under consideration for use of available FY 1983 funding and authorizes those scheduled in April, May and June to proceed with implementation.

4. That the Metro Council intends to allocate the remainder of the available FY 1983 Interstate Transfer funds by June 1983 after a full FY 1983 - FY 1987 program can be defined based upon the extent of flexibility provided in future Interstate Transfer allocations.

5. That the TIP and its Annual Element be amended to reflect these authorizations.

6. 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 _____, 1983.

Presiding Officer

KT/srb
8197B/283
04/04/83

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

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-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----			
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH	
CATEGORY I PROJECTS						
1 TRI-MET RIDESHARE PROGRAM						
219,645	0	219,645	0	0	219,645	
2 BANFIELD TRANSITWAY-HIGHWAY FUNDS						
25,695,370	427,811	26,123,181	2,079,104	-2,079,104	26,123,181	
3 BANFIELD TRANSITWAY-TRANSIT FUNDS						
71,554,087	75,477,608	147,031,695	17,827,081	-17,827,080	147,031,696	
4 METRO SYSTEM PLANNING-W/S CORRIDOR-299001						
2,250,036	0	2,250,036	0	0	2,250,037	
5 BANFIELD TRANSITWAY-METRO PLANNING						
300,000	0	300,000	0	0	300,000	
6 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS						
428,000	0	428,000	0	0	428,000	
7 METRO SYSTEMS PLANNING						
527,756	899,994	1,427,750	0	0	1,427,750	
8 M'CLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD						
437,425	21,835,284	22,272,709	2,934,325	3,003	25,210,037	
9 TRI-MET RIDESHARE PROGRAM EXPANSION						
68,143	260,050	328,193	44,396	0	372,590	
10 M'CLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS						
60,500	745,253	805,753	103,332	0	909,085	
11 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I						
5,163,678	6,527	5,170,205	11,405	0	5,181,610	
12 POWELL BLVD R/W & CONST-50TH AVE TO I205-SECTION II						
7,695,300	5,228,144	12,923,444	1,088,023	-2,246,987	11,764,480	
13 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION						
1,422,729	167,561	1,590,290	0	0	1,590,290	
14 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD						
442,128	1,179,043	1,621,171	141,804	0	1,762,975	
15 BANFIELD LRT STATION AREA PLANNING PROGRAM						
1,028,069	429,625	1,457,694	98,570	0	1,556,264	
16 TRIMET RIDESHARE RESERVE						
201,857	975,015	1,176,872	79,630	-92,902	1,163,600	

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

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 31-Mar-83

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-----IN JUNE 1982 DOLLARS-----				-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CATEGORY I PROJECTS-CONTINUED						
17 IS NORTH RIDESHARE PROGRAM 165,000	-2,538	162,442		9,440	-11,883	160,000
18 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE 72,311	-3,518	68,793		5,243	-1,786	72,250
19 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED 59,500	4,909	64,409		-4,909	0	59,500
20 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS 100,000	-5,596	94,404		8,598	-3,003	100,000
21 REGIONAL RESERVE 0	161,800	161,800		230,989	0	392,789
22 WESTSIDE RESERVE 0	16,387,855	16,387,855		2,216,866	0	18,604,721
23 NW NICOLAI ST-NW 29TH TO NW 24TH 43,775	1,602,187	1,645,962		222,657	0	1,868,619
24 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI 0	11,169,704	11,169,704		1,510,981	0	12,680,685
25 NW ST HELENS RD-NW KITTRIDGE ST TO NW 29TH AVE 0	3,105,967	3,105,967		420,160	0	3,526,127
26 VAUGHN ST/WARDWAY-NW 29TH AVE TO NW 24TH AVE 0	954,948	954,948		129,180	0	1,084,128
27 FRONT-YEON CONNECTION 0	4,615,580	4,615,580		624,372	0	5,239,952
28 REGIONAL RESERVE 0	0	0		0	17,367,134	17,367,134
TOTAL CATEGORY I PROJECTS 117,935,309	145,623,193	263,558,502		29,781,249	-4,892,608	288,447,143

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

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-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----			
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH	
CITY OF PORTLAND PROJECTS						
29 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE 172,805	3,910,000	4,082,805	0	0	4,082,805	
30 BASIN AVENUE/GOING STREET PROJECT 1,950,773	239,358	2,190,131	118,258	0	2,308,388	
31 NEW TRAFFIC SIGNALS-CITY OF PORTLAND 0	24,140	24,140	0	0	24,140	
32 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND 0	466,456	466,456	47,298	0	513,754	
33 SIGNAL COMPUTER CONTROL EXPANSION 51,977	3,273	55,250	0	0	55,250	
34 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE 4,193,156	94,339	4,287,495	176,445	0	4,463,940	
35 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH 362,089	2,374,544	2,736,633	355,118	0	3,091,751	
36 FRONT AVE CONST (OFFSETS SYS PLNG \$-SEE PORTLAND)-#1 522,074	64	522,138	0	0	522,138	
37 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES 4,450,600	6,757	4,457,357	191,625	0	4,648,982	
38 ARTERIAL STREET 3R PROGRAM 2,863,540	2,844,881	5,708,421	0	0	5,708,421	
39 M'CLOUGHLIN NEIGHBORHOOD TRAFFIC DIVERSION PROGRAM 19,000	364,107	383,107	50,045	0	433,152	
40 M'CLOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG 36,820	217	37,037	459	0	37,496	
41 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES 164,111	2,210	166,321	299	0	166,619	
42 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES 202,098	81,991	284,089	14,534	0	298,622	
43 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING 594,175	-49,854	544,321	-6,744	0	537,577	

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-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----			
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED						
44 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP 177,093 -11,151		165,942		-1,089	0	164,853
45 CURB EXTENSION PROGRAM 13,889	0	13,889		0	0	13,889
46 CURB CORNER MODIFICATION PROGRAM 10,228	0	10,228		-308	0	9,920
47 ACTUATED SIGNALS-SE BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH 42,305 587		42,892		42	0	42,934
48 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS 15,004 78,013		93,017		0	0	93,017
49 M'CLOUGHLIN(OR99E)/MILWAUKIE CONNECTION 2,742	0	2,742		0	0	2,742
50 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON 51,550 8,736		60,286		1,182	0	61,468
51 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE 1,660,660 56,338		1,716,998		197,103	0	1,914,101
52 RESERVE ACCOUNT - SE PORTLAND AND E MULTNOMAH CTY TSM PROJECTS 0 263,029		263,029		35,581	0	298,610
53 CONTINGENCY-CATEGORY II-CITY OF PORTLAND 0 10,260		10,260		1,388	0	11,647
54 UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6 7,013,438 -90,836		6,922,602		-205,495	0	6,717,107
55 GOING STREET NOISE MITIGATION PROJECT 1,038,273 -120,666		917,607		73,275	0	990,883
56 SW BROADWAY-SW 4TH TO SW 6TH 0 453,646		453,646		61,367	0	515,013
57 CONTINGENCY-CITY OF PORTLAND-CATEGORY III 0 29,064		29,064		3,932	0	32,995
58 NW 18TH/19TH AND NW 14TH/16TH COUPLETS 442,270 286,613		728,883		46,275	0	775,158

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED					
59 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD 179,095	1,834,619	2,013,714	251,405	0	2,265,119
60 RESERVE RESIDUAL-1505-CITY OF PORTLAND 0	863,541	863,541	0	0	863,541
61 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A 221,468	2,894,357	3,115,825	401,024	0	3,516,850
62 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND 0	204,094	204,094	27,609	0	231,703
63 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT 427,819	137,842	565,661	45,616	0	611,277
64 NORTHWEST PORTLAND TRANSPORTATION STUDY 25,500	6,630	32,130	1,990	0	34,119
65 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE 195,500	5,182,353	5,377,853	717,047	0	6,094,900
66 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE 0	3,670,907	3,670,907	496,582	0	4,167,489
67 NE LOMBARD/COLUMBIA BLVD CONNECTION VIA NE 60TH AVE 0	0	0	0	0	0
68 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO 1205 0	1,763,750	1,763,750	238,592	0	2,002,342
69 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT 221,166	24,333	245,499	7,657	0	253,156
70 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE 1,155,150	0	1,155,150	45,271	0	1,200,421
71 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT 29,750	-1,665	28,085	-225	0	27,860
72 TERWILLIGER/BARBUR BLVD PE/RESERVE FOR R/W AND CONSTRUCTION 55,000	9,292,141	9,347,141	1,259,283	0	10,606,423
73 82ND AVE IMPROVMT PROG-RUSSELL TO CRYSTAL SPRINGS BLVD-UNIT 1 0	90,322	90,322	12,218	0	102,540

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 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED					
74 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND 51,042	2,040	53,082	0	0	53,082
75 WILLAMETTE GREENWAY TRAIL PROGRAM 0	0	0	79,777	0	79,777
76 EAST BURNSIDE-90TH TO 94TH 22,950	256,249	279,199	37,769	0	316,967
77 WEST BURNSIDE TSM 0	0	0	0	0	0
78 TERMINAL FOUR ROAD 0	161,999	161,999	0	0	161,999
79 NW 23RD AVE/BURNSIDE 0	985,462	985,462	133,308	0	1,118,771
80 NW 21ST/22ND-THURMAN TO NICOLAI 0	813,946	813,946	110,107	0	924,053
81 NW INTERSECTION IMPROVEMENTS 33,000	281,983	314,983	42,609	0	357,592
82 NW EVERETT/GLISAN DECOUPLE 0	69,836	69,836	9,447	0	79,283
83 WEST FREMONT TSM 0	69,354	69,354	9,382	0	78,736
84 NW 24TH-25TH DIVERTERS 0	24,081	24,081	3,258	0	27,339
85 THURMAN/VAUGHN CORRIDOR DIVERTERS 0	70,317	70,317	9,512	0	79,829
86 SIGNAL REPLACEMENT-34 LOCATIONS 0	1,377,400	1,377,400	0	0	1,377,400
87 SIGNAL REPLACEMENT-16 LOCATIONS 0	589,450	589,450	0	0	589,450
88 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL 191,250	0	191,250	0	0	191,250

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED						
89 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS 239,837	0	239,837		0	0	239,837
90 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS 72,250	0	72,250		0	0	72,250
91 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL 59,550	0	59,550		0	0	59,550
92 SW CAPITOL AT HUBER-NEW TRAFFIC SIGNAL 60,810	1,301	62,111		0	0	62,111
93 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT 390,000	4,097	394,097		9,188	0	403,285
94 CITYWIDE SIGNAL SYSTEM ANALYSIS 0	2,317,017	2,317,017		153,315	0	2,470,332
95 CBD TRAFFIC SIGNAL REPLACEMENTS-21 LOCATIONS 771,500	0	771,500		0	0	771,500
96 INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT 30,073	9,927	40,000		0	0	40,000
97 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON 220,590	41,110	261,700		0	0	261,700
98 COLUMBIA BLVD FRONTAGE ROAD 0	1,624,264	1,624,264		219,722	0	1,843,986
99 SE FOSTER RD IMPROVEMENTS-122ND TO JENNE RD 0	874,260	874,260		118,266	0	992,526
100 NORTHWEST RIDESHARE 0	79,579	79,579		10,765	0	90,344
101 BANFIELD FIRE LINE 0	468,112	468,112		63,324	0	531,435
102 SW VERMONT CORRIDOR 0	1,059,950	1,059,950		143,385	0	1,203,334
103 MARGUAM RAMP STREET IMPROVEMENTS 0	690,745	690,745		93,441	0	784,186

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	:	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED						
104 82ND AVE IMPROVMENT PROG-RUSSELL TO CRYSTAL SPRINGS-UNIT 2	0	3,016,164	:	408,011	0	3,424,175
105 CITY RESERVE	-992,649	-992,649	:	2,597,159	0	1,604,510
106 SW DOSCH RD-BEAVERTON HILLSDALE HIGHWAY TO PATTON RD	0	0	:	0	0	0
107 NW FRONT AVE-GLISAN TO COUCH(EVERETT-FRONT CONNECTOR)	1,262,250	1,262,250	:	170,751	0	1,433,001
108 CITY ROLLBACK RESERVE	0	0	:	0	2,353,558	2,353,558
TOTAL CITY OF PORTLAND PROJECTS	30,703,970	52,447,583	:	9,087,152	2,353,558	94,592,263

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-----IN JUNE 1982 DOLLARS-----				-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
MULTNOMAH COUNTY PROJECTS						
109 SELLWOOD BRIDGE WEST APPROACHES - CONSTRUCTION						
899,538	-27,416	872,122		1,566	0	873,687
110 238TH AVE IMPROVEMENT-UP RRNG TO HALSEY ST						
363,315	97,895	461,210		16,540	0	477,750
111 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND						
263,925	238,444	502,369		67,466	0	569,835
112 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN						
31,535	624,528	656,063		89,118	0	745,181
113 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST						
74,000	2,387,456	2,461,456		332,974	0	2,794,430
114 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE						
599,246	13,357	612,603		4,924	0	617,527
115 BURNSIDE BRIDGE RESURFACING AND JOINTS						
290,492	22,207	312,699		3,004	0	315,704
116 BROADWAY BRIDGE RESURFACING-#3						
92,816	-3,915	88,901		-530	0	88,371
117 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2						
3,286,293	781,282	4,067,575		325,558	0	4,393,133
118 CONTINGENCY-MULTNOMAH COUNTY/CITIES-CATEGORY III						
0	217,346	217,346		29,401	0	246,747
119 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD						
43,618	2,732	46,350		0	0	46,350
120 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD						
178,650	1,062,339	1,240,989		151,180	0	1,392,169
121 221ST AVE EXTENSION/TOMLE RD IMPVMT-POWELL BLVD TO BUTLER RD						
283,000	1,218,183	1,501,183		164,790	0	1,665,972
122 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD						
736,508	214,527	951,035		110,807	0	1,061,842
123 CONTINGENCY-CATEGORY IV						
0	459,402	459,402		62,146	0	521,548

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
MULTNOMAH COUNTY PROJECTS-CONTINUED						
124 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE 71,570	474,885	546,455		65,557	0	612,012
125 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION 1,634,200	-162,986	1,471,214		0	0	1,471,214
126 POWELL AND 190TH INTERSECTION IMPROVEMENT 153,340	2,035,307	2,188,647		275,326	0	2,463,973
127 BURNSIDE ST-STARK TO 223RD AVE 0	2,303,605	2,303,605		126,322	0	2,429,927
128 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE 0	1,321,647	1,321,647		178,786	0	1,500,433
TOTAL MULTNOMAH COUNTY PROJECTS 9,002,046	13,280,826	22,282,872		2,004,934	0	24,287,806

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CLACKAMAS COUNTY PROJECTS						
129 LOWER BOONES FERRY RD-MADRONA TO SW JEAN 450,500	565,214	1,015,714	:	95,457	0	1,111,172
130 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION 393,474	64,526	458,000	:	0	0	458,000
131 SUNNYSIDE ROAD-STEVENSON ROAD TO 122ND UNIT I 170,595	683,283	853,878	:	0	0	853,878
132 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE) 201,600	-11,566	190,034	:	0	0	190,034
133 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY 1,858,145	80,093	1,938,238	:	-37,057	0	1,901,180
134 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES 34,438	15,704	50,142	:	1,655	0	51,797
135 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224) 2,445,449	4,852,074	7,297,523	:	699,930	0	7,997,454
136 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE 7,462,292	11,105,483	18,567,775	:	2,126,225	0	20,694,000
137 STATE STREET CORRIDOR(OR43)-B AVENUE TO NORTH SHORE 59,500	1,362,418	1,421,918	:	192,914	0	1,614,833
138 GLADSTONE/MILWAUKIE SUBAREA TSM 1,693,153	307,467	2,000,620	:	97,389	0	2,098,009
139 GLADSTONE BRIDGE RECONSTRUCTION 0	0	0	:	0	0	0
140 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD 124,992	2,653,651	2,778,643	:	375,881	0	3,154,524
141 CLACKAMAS TOWN CENTER SIGNALS 13,685	110,943	124,628	:	15,822	0	140,450
142 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE 170,000	2,009,343	2,179,343	:	296,802	0	2,476,145
143 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205 0	848,873	848,873	:	114,831	0	963,705

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CLACKAMAS COUNTY PROJECTS-CONTINUED						
144 CLACKAMAS COUNTY ROLLBACK RESERVE	0	0		0	2,539,051	2,539,051
TOTAL CLACKAMAS COUNTY PROJECTS	15,077,823	39,725,330		3,979,850	2,539,051	46,244,231
	24,647,507					

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	I	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
WASHINGTON COUNTY PROJECTS						
145 SW 65TH/NYBERG RD-15 TO SACERT RD-UNIT #1-CONSTRUCTION						
422,206	0	422,206		0	0	422,206
146 SW NYBERG ROAD-SW 89TH AVE TO 15-UNIT #2						
1,856,509	131,822	1,988,331		-95,107	0	1,893,224
147 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE						
108,517	0	108,517		0	0	108,517
148 SW GREENBURG RD - HALL TO OAK						
859,350	-104,245	755,105		0	0	755,105
149 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I						
1,218,091	383,867	1,601,958		108,723	0	1,710,682
150 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217						
1,261,281	1,596,916	2,858,197		324,953	0	3,183,149
151 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I						
317,186	1,425,703	1,742,889		171,459	0	1,914,348
152 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY						
1,564,500	1,107,849	2,672,349		55,064	0	2,727,413
153 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING						
114,538	40,863	155,401		790	0	156,192
154 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(OR210)						
294,873	28,236	323,109		690	0	323,799
155 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP						
103,883	5,965	109,848		3,315	0	113,163
156 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE						
250,000	12,782,012	13,032,012		1,729,086	0	14,761,098
157 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY						
153,000	1,796,764	1,949,764		249,423	0	2,199,187
158 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE						
9,690	90,202	99,892		12,779	0	112,671
159 TUALATIN VALLEY HIGHWAY(ORB) @ 185TH STREET						
133,110	1,416,624	1,549,734		196,126	0	1,745,860

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH	
WASHINGTON COUNTY PROJECTS-CONTINUED						
160 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-W2 1,337,799	493,923	1,831,722	207,488	0	2,039,210	
161 PACIFIC HWY W(OR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1 1,052,681	-45,230	1,007,451	-6,395	0	1,001,056	
162 CANYON/TV HWY CORRIDOR(OR8) TSM-WALKER RD TO MURRAY BLVD 696,814	-21,446	675,368	25,825	0	701,193	
163 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE 55,420	256,833	312,253	35,107	0	347,360	
164 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD 229,955	101,475	331,430	16,583	0	348,012	
165 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT 110,624	9,817	120,441	920	0	121,361	
166 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING 248,113	-23,563	224,550	-3,726	0	220,824	
167 ALLEN BLVD INTERCHANGE - CONSTRUCTION 6,005,028	-11,089	5,993,939	33,446	0	6,027,385	
168 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD 0	1,134,116	1,134,116	153,418	0	1,287,534	
169 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY 150,000	1,938,794	2,088,794	282,562	0	2,371,356	
170 NW 185TH-ROCK CREEK BLVD TO TV HIGHWAY 0	170,000	170,000	22,997	0	192,997	
TOTAL WASHINGTON COUNTY PROJECTS 18,553,168	24,706,208	43,259,376	3,525,525	0	46,784,902	

METROPOLITAN SERVICE DISTRICT
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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	I	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
REGIONAL RESERVE						
171 FUNDS TO BE REALLOCATED						
-16,721	278,208	261,487	:	35,373	0	296,860
TOTAL REGIONAL RESERVE						
-16,721	278,208	261,487	:	35,373	0	296,860

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	:	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
GRAND TOTAL						
191,255,595	260,983,526	452,239,120	:	48,414,083	1	500,653,204

ATTACHMENT 'B'

Section 3 Letter of Intent
Inflation Reserve Allocation

McLoughlin Corridor	\$ 566,325
Westside Corridor	5,852,925
Portland	<u>330,750</u>
	\$6,750,000

BP:lmk
3-31-83

ATTACHMENT 'C'

INTERSTATE TRANSFER PROGRAM
ALLOCATION FOR APRIL, MAY, JUNE 1983

<u>Project</u>	<u>PE</u>	<u>ROW</u>	<u>Const.</u>	<u>Total</u>
		(millions)		
CATEGORY I				
McLoughlin Boulevard			0.8	0.8
Front/Yeon		1.53		1.53
Rideshare (Operating)	0.27			0.27
Westside Reserve	0.5			0.5
St. Helens - Kittridge/29th			2.8	2.8
Banfield TSM	.25			.25
TOTAL	1.02	1.53	3.6	6.15
CITY OF PORTLAND				
Terwilliger	0.2			0.2
SE Division Corridor	0.05			0.05
Hollywood			2.55	2.55
E. Burnside	0.011		0.272	0.292
Beaverton-Hillsdale Highway			1.497	1.497
N. Vancouver	0.27			0.27
Marine Drive	0.2			0.2
Lombard/Killingsworth	0.076			0.076
Lombard/Columbia Connection	0.1			0.1
82nd Avenue Imp. - Unit 1	0.088			0.088
82nd Avenue Imp. - Unit 2	0.038			0.038
N. Columbia Frontage		0.25		0.25
Foster Road	0.15			0.15
Marquam Street Ramps	0.1			0.1
Arterial 3R	0.073		2.214	2.287
Citywide Signal System			0.295	0.295
Signal Replacement - 34 loc.			1.322	1.322
Traffic Signal Replacement	0.052			0.052
Burnside/Sandy	0.025			0.025
Discretionary (Reserve)	0.807			0.807
TOTAL	2.24	0.25	8.15	10.64
MULTNOMAH COUNTY				
Burnside			2.43	2.43
221st/223rd - Bridge to Heiney		0.1		0.1
221st/223rd - Powell Thru Bridge			1.5	1.5
Sandy TSM			0.54	0.54
190th/Powell		0.436		0.436
TOTAL		0.536	4.47	5.006
CLACKAMAS COUNTY				
Boones Ferry Road			0.59	0.59
State Street		0.204		0.204
Railroad/Harmony	0.105	0.740		0.845
Gladstone/Milwaukie TSM			0.469	0.469
Sunnyside - Sec. II		0.86		0.86
Thiessen Road	0.085			0.085
Oregon City Bypass			0.487	0.487
Highway 212			3.23	3.23
TOTAL	0.190	1.804	4.776	6.77
WASHINGTON COUNTY				
Cornell I			2.125	2.125
Allen Boulevard			0.9	0.9
185th	0.2			0.2
TV/185th		0.605	0.620	1.225
Farmington Road			0.1	0.1
217/Sunset		3.485	3.7	7.185
TOTAL	0.2	4.090	7.445	11.735
GRAND TOTAL	3.65	8.21	28.441	40.301

CONSIDERATION OF RESOLUTION NO. 83-402 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCORPORATE A SERIES OF PROJECTS TO MITIGATE TRAFFIC IMPACTS OF THE BANFIELD CONSTRUCTION PROGRAM

Date: April 2, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Due to the traffic impacts due to construction of the Banfield and several other Eastside highway projects, three projects are being proposed to reduce the negative impacts. These projects consist of:

1. Banfield Corridor Rideshare Marketing Program

To mitigate the impacts of the Banfield project, Tri-Met's marketing staff, in cooperation with ODOT and FHWA, has developed a rideshare program targeted to the East Multnomah County area. The program will include residential mailings, a Banfield Transit Hotline, employer contact activities, carpool parking program and promotion of park and ride activities. This project will use funding from the Interstate Transfer Regional Reserve with match by Tri-Met.

Marketing	<u>\$53,380</u>
-----------	-----------------

2. Banfield Traffic Monitoring Program

This project is geared to reducing traffic disruption by coordinating and channeling traffic flow to alternative routes on the Federal Aid system. Data will be collected to determine suitable alternates; signal modification and timing, traffic diverters, signing, striping, etc. will be implemented as needed. The source of funding will be from the Interstate Transfer Regional Reserve and state match.

Data Collection, Preliminary	
Engineering, Signalization	\$ 23,290
Construction	<u>170,000</u>
Total	\$193,290

3. Park and Ride Program

The objective of this project is to reduce traffic demands in the Banfield Corridor through construction of a park and ride

lot at Sandy Blvd. and I-205. This action will serve to accelerate the first phase of the project currently programmed in FY 87 in the ODOT Six-Year Program. The next phase (a larger, long-term park and ride facility) is to be constructed at a later date by Tri-Met. The park and ride will consist of 380 spaces located in the vicinity of the I-205/Sandy Boulevard interchange, providing a connection to bus service on Sandy Blvd. Federal Aid Interstate 4-R Funds will be used with the state providing the match. This federal funding is already included in the TIP and ODOT Six-Year Plan and is being accelerated from FY 86 to FY 83.

Preliminary Engineering	\$ 18,400
Acquisition & Construction	<u>243,800</u>
Total	<u>\$262,200</u>

TPAC and JPACT have reviewed and approved these projects.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adopting the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee held no meeting, but did review the Resolution.

BP/srb
8114B/283
04/14/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)
TRANSPORTATION IMPROVEMENT PROGRAM)
(TIP) TO INCORPORATE A SERIES OF)
PROJECTS TO MITIGATE TRAFFIC)
IMPACTS OF THE BANFIELD CONSTRUC-)
TION PROGRAM)

RESOLUTION NO. 83-402

Introduced by the Joint
Policy Advisory Committee on
Transportation

WHEREAS, Through Resolution No. 82-353, the Metro Council
adopted the TIP and its FY 1983 Annual Element; and

WHEREAS, From time to time changes in availability of
federal funds and in project needs arise requiring amendments to the
TIP; and

WHEREAS, To mitigate impacts of Banfield highway
construction, a series of projects has been developed using
Interstate Transfer and Interstate funds; and

WHEREAS, It is necessary that projects utilizing federal
funds be included in the TIP in order to be federally obligated;
now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the following
projects and their use of the noted federal funding sources:

a.	Banfield Corridor Rideshare Marketing Program-Interstate Transfer Reserve	\$ 53,380
b.	Banfield Traffic Monitoring Program- Interstate Transfer Reserve	193,290
c.	Banfield TSM Park and Ride (Interstate 4-R Funds)	<u>262,200</u>
	Total	<u>\$508,870</u>

2. In the event this Interstate Transfer source is not available an alternate Interstate Transfer source will be secured.

3. That the TIP and its Annual Element be amended to reflect these authorizations.

4. 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 _____, 1983.

Presiding Officer

BP/srb
8114B/283
04/04/83

CONSIDERATION OF FLOW CONTROL ORDINANCE FOR
CLACKAMAS TRANSFER & RECYCLING CENTER (CTRC)

Date: April 7, 1983

Presented by: Norm Wietting

FACTUAL BACKGROUND AND ANALYSIS

At its March 1983 meeting, the Regional Services Committee instructed staff to prepare a flow control ordinance which would direct all solid waste from the Metro region which currently uses Rossman's Landfill, to use the Clackamas Transfer & Recycling Center (CTRC). In order to provide for an orderly opening of CTRC and a timely closure of Rossman's Landfill, the staff was asked to meet with Clackamas County Solid Waste Commission, Clackamas County Haulers' Association, Genstar and Rossman's Landfill to work out an agreement which would meet the needs of all parties involved. As a result, the following proposal was negotiated pending approval by the Clackamas County Board.

In order to meet our contract commitments to Genstar, alleviate the waste flow shortage at St. Johns and to achieve the lower rate in the CTRC operations contract, Metro will receive 10,000 tons per month. We will take all of the public traffic (approximately 3,000 tons per month) and the majority of the Clackamas County haulers (approximately 7,000 tons per month).

After April 11, 1983, Rossman's Landfill will need approximately 40,000 tons to fill the remaining space. The commercial waste flow during the last few months has been about 20,000 tons per month. Rather than filling completely in two months, Rossman's Landfill has agreed to divert the public and approximately 7,000 tons per month to CTRC if they are allowed to operate until June 30, 1983 or until full, whichever is sooner.

Clackamas County Solid Waste Commission has agreed to divert all public waste and to direct the Clackamas County haulers to use the CTRC. Further, they have agreed to lower their franchise fee \$1.72 per ton at Rossman's Landfill. This money would be paid to the operator of the landfill to pay for the increased cost to operate three months rather than two months. This fee change must be approved by the Clackamas County Board.

EXECUTIVE OFFICER'S RECOMMENDATION

While the agreement meets the needs of all parties concerned, it cannot be signed until the rate change is approved by Clackamas

County. As it appears that the agreement will work it is recommended that the Regional Services Committee approve the flow control ordinance and that the first reading be held at the Council meeting on April 28, 1983. The ordinance could then be tabled until needed.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On April 12, 1983, the Regional Services Committee recommended that the Council have the first reading at the regular Council meeting on April 28, 1983, and that the ordinance should be tabled until needed. A public hearing should not be conducted until the second reading if needed. The Committee also recommended that the emergency clause be deleted and Section 5 Penalties be modified to delete the provision for imprisonment.

NW/gl
8271B/349
4/18/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE FOR THE PURPOSE OF)
IMPLEMENTING CONTROL OF THE FLOW)
OF SOLID WASTE IN CLACKAMAS COUNTY)
ORDINANCE NO. 83-152)
)

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Purpose. It is the purpose of this Ordinance to exercise the authority of ORS 268.317(3) and (4) by requiring all non-hazardous solid waste generated within the area of the Clackamas Transfer & Recycling Center (CTRC) in Oregon City to be transported to and disposed of at that facility. This requirement is necessary to assure sufficient revenues, resulting from use of the CTRC, to support the operation of the facility and to pay the costs of construction and debt service owed on the facility, and to assure that the facility is used in an economic manner consistent with its capacity.

Section 2. Definitions. For purposes of this Ordinance, the following definitions shall apply:

(a) "CTRC Area" shall mean that land area which is within both Clackamas County and the Metropolitan Service District. A map of the "CTRC area" is attached to this Ordinance as Exhibit A.

(b) "CTRC" shall mean the Clackamas Transfer & Recycling Center, owned by the District, and located at 16101 82nd Drive, Oregon City, Oregon.

(c) "Person" shall include individual persons, corporations, firms, partnerships and public or quasi-public bodies or agencies.

(d) "Solid Waste" shall have that meaning provided in Ordinance No. 81-111.

(e) "Executive Officer" shall mean the Executive Officer of the Metropolitan Service District.

Section 3. Flow Control.

(a) All solid waste generated within the CTRC area shall be transported to and disposed of at the CTRC.

(b) Any person who generates solid waste within the CTRC area shall dispose of such solid waste at the CTRC.

(c) Any person who picks up, collects or transports solid waste from or within the CTRC area shall dispose of such solid waste at the CTRC. Any such person who picks up or collects solid waste both within and without the CTRC area shall dispose of all such solid waste at the CTRC; provided, however, that any such person who collects less than 25 percent of the total waste collected by such person on a daily basis from the CTRC area may, upon written approval of the Executive Officer, dispose of all such wastes at other facilities.

(d) Nothing in this Ordinance shall be construed to prevent solid waste generated without the CTRC area from being transported to and disposed of at the CTRC, except to the extent to which the capacity of the CTRC may not permit such disposal.

Section 4. Authority of Executive Officer. The Executive Officer is hereby authorized to establish any regulations, not in conflict with this Ordinance, deemed necessary to implement the terms of this Ordinance. The Executive Officer may exempt certain types of solid waste from the requirements of Section 3 of this Ordinance. In addition, the Executive Officer is authorized to take actions necessary to assure enforcement of this Ordinance and

prosecute violators as provided by law.

Section 5. Conflicts. To the extent that the terms of this Ordinance may conflict with the terms of Ordinance No. 81-111, this Ordinance shall control.

Section 6. Effective Date. This Ordinance shall be effective on its date of adoption.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1983.

Presiding Officer

ATTEST:

Clerk of the Council

AJ/srb
8318B/283
04/18/83

METRO COUNCIL
BUDGET WORKSHOP

April 25 and May 2, 1983
7:00 p.m.

AGENDA

- I. Introduction
 - II. Executive Officer Budget Overview
 - III. Revenues
 - IV. General Discussion of Program Priorities for FY 1984
- A. Executive Officer's Recommended Program Priorities:
 - 1. Continuation of Improvement in Our Financial Management
 - 2. Obtain Adequate Financial Resources for the Zoo, Planning and General Government Functions
 - 3. Development of our Solid Waste System Plan
 - 4. Development of Regional Infrastructure
 - 5. Continuation of Assistance to Local Governments
 - B. Potential Subjects to be Addressed During FY 1984 as Suggested by Individual Councilors*:
 - 6. Program Initiatives
 - 7. Study of Metro/Tri-Met Relationship
 - 8. Drainage
 - 9. Regional Correction Facility
 - 10. Role in Regional Parks
 - 11. Role in Libraries
 - 12. Funding of RTP
 - 13. Future Funding of Metro
 - 14. Future Funding of the Zoo
 - 15. Other....

*If the Council feels that one or more of these issues should be addressed during FY 1984 and appropriate level of resources to support the effort should be identified.

V. Discussion of Program Priorities of Fund and Function:

Solid Waste

Zoo

Planning Fund

Transportation

Development Services

Criminal Justice

General Fund

Public Affairs

Finance & Administration

Executive Management

Council

VI. Specific Budget Issues as Recommended by the Budget Committee

VII. Public Hearing

CB/g1/8420B/D5



PROPOSED BUDGET - OVERVIEW

1983-84

METROPOLITAN SERVICE DISTRICT
Providing Zoo, Transportation, Solid Waste and
other Regional Services



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8038B/257-3



Budget Message

EXECUTIVE OFFICER'S BUDGET MESSAGE

I am pleased to forward to the Metro Council the proposed FY 1983-84 budget.

This is a budget which reflects the temper of the times: it recognizes the continued scarcity of resources for local governments and it emphasizes improved management to assure delivery of services in an economical manner.

This budget proposes no major new programs. It proposes no major structural changes in the organization. It does outline some minor reallocation of personnel and resources to improve productivity and meet program priorities.

Program Priorities

Existing programs have been carefully scrutinized and evaluated to ensure that they provide services for which there is need, and that they warrant the resources they seek for the coming fiscal year. Based on that evaluation, I recommend that the Council give particular attention to the following areas:

1. Continuation of the improvement in the financial management of Metro.

The reorganization of the financial management and administrative services has produced steady improvement in fiscal control and financial management of the organization. With 50 percent of the Deputy Executive Officer's time allocated

to this department, I expect continued progress in this area. The next step for our fiscal management system is long-range financial planning which becomes a necessity as we face critical financial decisions for the Zoo in 1984-85, and general government support in 1985-86.

2. Maintaining adequate financial resources for the Zoo, planning and general government functions of Metro.

A decision must be made in the next fiscal year on the replacement of funds from the three-year serial levy for operations and capital improvements at the Zoo. That levy expires June 30, 1984.

Related to the question of Zoo financing is the issue of seeking revenue to replace the local government dues assessment, which expires June 30, 1985. Replacement of that revenue is essential for planning, grant match and Metro general government functions.

3. Development of a solid waste system plan.

During the current fiscal year voters in one portion of the region rejected the proposal for construction of an energy recovery plant in Oregon City. Although an energy recovery plant is no longer a center piece in a regional solid waste disposal system, we need to develop an agreed upon disposal plan which will guide capital decisions and provide a solution to disposal needs into the next century.



4. Development of regional infrastructure.

Metro has made significant progress during the past two years in planning and financing roads, sewers and public transportation needed for the economic development of the region. There are two projects for which Metro has leadership responsibility--the Westside Corridor Project and the Light Rail System Plan. Metro will share a co-leadership role with Tri-Met in the engineering/financing stage of the Westside Corridor Project which is scheduled to begin July 1, 1983. This effort is aimed at acquiring a full funding contract by 1986. The Light Rail System Plan will determine a strategy for implementing subsequent corridor projects as part of Metro's pursuit of transit solutions to the region's development needs.

5. Continuation of the assistance provided to local governments.

The most visible and important service Metro now provides to local governments is offering the forum for discussion and decisions on the allocation of federal highway and transit funds in the region. In addition to maintaining that forum, Metro should continue its role of land use coordinator as administrator for Urban Growth Boundary amendments; continue to provide criminal justice planning functions for local jurisdictions; and, continue to offer local governments a

forum for discussion and exchange of information on common concerns. Areas that should be emphasized are data services, which can offer economic development information on a fee-supported basis, and development services, which can assist local jurisdictions identify and obtain financing for infrastructure improvements necessary to meet development needs.

Operations and Services

The operations and services of Metro in the coming fiscal year will be provided through four operating funds: Solid Waste Fund, Zoo Fund, Planning Fund, and General Fund. In addition, capital projects are budgeted in the Zoo Capital Fund and Solid Waste Capital Fund. One fund provides for Solid Waste Debt Service and there are three assistance funds for pass-through monies.

SOLID WASTE FUNDS

Operations Fund

Operations at St. Johns Landfill and Clackamas Transfer & Recycling Center (CTRC) consume the major share of the Solid Waste Department's Operations budget. Approximately 91 percent of the Operating budget minus transfers is committed to running these two facilities. Disposal operations will be funded through disposal fees and, beginning in 1983, the regional transfer charge. Planning, management, development activities, waste reduction and specific debt services are funded from the user fee.



Budget Message

The department has adequate revenues to maintain current operations, but it is important to recognize that the financial base has been and continues to be significantly limited.

Capital Fund

The Solid Waste Capital Fund will provide funding for five solid waste Capital projects, plus a contingency. The five projects include engineering and design for new projects, purchasing land or completing the construction of existing facilities. Each is in a different stage of development, and need to be included in this fiscal budget to allow for their continued consideration.

Debt Service Fund

The Solid Waste Debt Service Fund will provide for the repayment of \$824,700 for three loans received from the State Pollution Control Fund through DEQ. Metro secured these loans over the last eight years and has utilized the loan monies to finance various planning and capital projects. Repayment of these loans is financed through user fees if the loan was used for the development of a capital project, and the project is not yet operational. For those capital projects that are operating, the Debt Service is financed entirely through rates.

ZOO FUND

Zoo Operations Fund

In a change from the current year approach, tax revenues are budgeted directly to the appropriate fund for expenditure. After eliminating current

year property tax transfers, the Zoo Operations Fund reflects a slight real increase of four percent over FY 1983. Revenues are expected to increase from admissions, food and souvenir sales and railway rides due to expected attendance increases generated by the completion of several new exhibits and an admission fee increase at mid-year. The new exhibits also account for most of the proposed increase in staff positions (3.73 FTE). The other sources of revenues in addition to enterprise revenues are the serial tax levy and the fund balance.

Zoo Capital Fund

The Zoo Capital Fund provides for a capital improvement program at the Zoo. Funding for the current year includes the renovation of the Penguinarium and completion of the Swigert Fountain. Major expenditures will be for the completion of the Alaskan Tundra Exhibit and construction of the African Plains Exhibit. Of great importance will be the completion of the Zoo's Master Plan. Smaller projects include renovation of the feline and bear exhibits.

Sufficient funds are available to keep the commitment to the voters of the region who approved the current three-year capital improvement levy. However, no new capital projects will be planned until a new levy is approved or other sources of capital funds are identified.

PLANNING FUND

The Planning Fund contains three departments--Transportation, Criminal Justice and

Budget Message



Development Services. Transportation and Development Services receive grant match and some program support through General Fund transfers. These funds will be transferred on an "as needed" basis as is the current practice.

Transportation Department

In FY 1982-83 the focus of the Transportation Department was on completion and adoption of the Regional Transportation Plan. In the next fiscal year, the emphasis will be on a comprehensive review of the light rail needs of the region. The transportation budget also reflects the shift of the data services section to an independent Data Resource Center.

Development Services Department

In FY 1982-83 the Development Services Department concentrated on planning activities and seeking approval of affected local and state jurisdictions for the Westside Corridor Project. The activities will shift in the next fiscal year to working with Tri-Met on the engineering and financing phase of the project. In addition, work will continue on planning and financing sewers, roads and public transportation needed to bolster economic development of the region. The development services budget anticipates a work program and staffing level similar to the current years' budget.

Criminal Justice Department

The primary role of criminal justice is to manage and coordinate the pass-through funds for local criminal justice programs, complete applications for

state and federal funds, and provide management and administration for Project LUCK and juvenile justice projects. The Criminal Justice budget continues the current staffing level and anticipates no major program changes.

GENERAL FUND

The General Fund includes only central support services and is divided into four departments: Metro Council, Executive Management, Finance and Administration, and Public Affairs.

Changes in the general fund include establishing the Data Resources Center (now part of the Transportation Department) as an independent service provider within the Data Processing Division of Finance and Administration. A secretarial position is proposed to support data services and other Finance and Administration divisions. The Deputy Executive Officer would continue to devote 50 percent of his time to administering the Finance and Administration Department.

Following additional work on the cost allocation plan, Zoo and Solid Waste transfers have been increased to more accurately reflect the documented central services received. A general fund contingency of \$126,380 (5.7 percent) is projected. However, there is a potential need for these funds already identified. If the LCDC grant is not approved, \$18,900 will be needed to support the land use program. In addition, uncertain overhead revenues would decrease the amount available from contingency if anticipated grants do not materialize.



Budget Message

SUMMARY

There is reason to view the coming fiscal year as an opportunity for Metro to broaden the base of understanding and support for the concept of an elected regional government.

Our accomplishments have been substantial and we should take pride in them.

The public continues to view the Zoo as a unique community resource and supports it with its patronage and contributes to its special activities and projects.

Metro has an opportunity to provide substantial leadership in financing transportation and providing for a light rail system to serve this community.

The Regional Transportation Plan is serving as a vehicle for cooperative decisions by local, state and federal agencies on the allocation and funding of highway and transit projects.

We have the basis to build a consensus with the public on a solid waste system to serve our area into the next century. The Wildwood Landfill approval assures there will be no crisis over garbage disposal. We can now proceed to develop the best environmentally safe and economically sound solid waste system for the region.

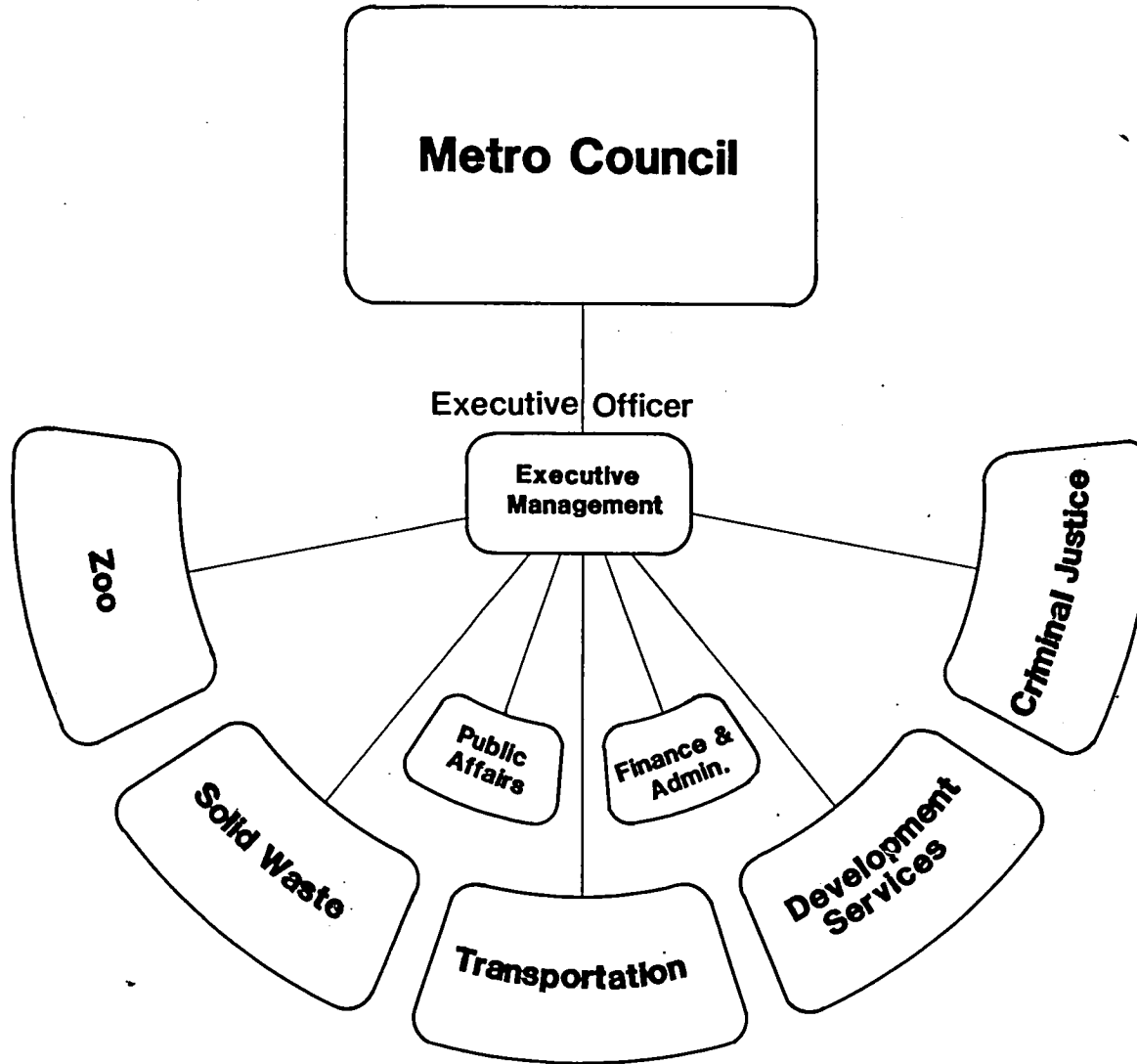
Within our organization, we have made substantial progress in developing and perfecting a sound fiscal management system.

Our task in the coming fiscal year, as I see it, is to work with the resources we have and concentrate on enhancing the managerial and professional competency of Metro, exhibit patience in approaching or resolving issues and focus on doing well the assignments that have been given to this regional government.

The budget I am submitting to the Council is designed to increase Metro's credibility by providing the necessary resources to accomplish the tasks and provide the services I have outlined.

5713B/257

Organizational Structure





Budget Summary

	General	Planning	Zoo Operation	Zoo Capital	Solid Waste Operation	Solid Waste Capital	Solid Waste Debt Service	Criminal Justice Assistance	Trans. Technical Assistance	Sewer Assistance	Total
Resources											
Dues	592,545	0	0	0	0	0	0	0	0	0	592,545
Grants/Loans	0	1,437,138	40,000	76,000	0	5,078,400	0	450,000	367,500	0	7,449,038
Property Taxes	0	0	2,558,250	2,179,250	0	0	0	0	0	0	4,737,500
Enterprise Revenues	0	0	2,287,356	0	9,046,702	0	824,700	0	0	0	12,158,758
Interest	7,000	0	113,644	307,995	30,000	40,000	0	25,000	0	270,000	793,639
Fund Balance	40,000	0	1,697,394	2,642,659	326,000	1,092,300	0	0	0	3,050,000	8,848,353
Interfund Transfer	1,534,076	188,169	0	820,100	0	861,400	0	0	0	0	3,403,745
Other	29,650	34,188	94,054	100,000	5,100	0	0	0	0	0	262,992
Total Resources	2,203,271	1,659,495	6,790,698	6,126,004	9,407,802	7,072,100	824,700	475,000	367,500	3,320,000	38,246,570
Requirements											
Personal Services	1,105,204	730,215	2,729,321	0	673,090	0	0	0	0	0	5,237,830
Materials & Services	807,168	454,094	1,648,533	0	5,851,980	0	0	0	0	0	8,761,775
Capital Outlay	1,350	0	276,066	0	15,200	0	0	0	0	0	292,616
Capital Projects	0	0	0	5,585,812	0	6,497,100	0	0	0	0	12,082,912
Payments to Other Agencies	0	0	0	0	0	0	0	450,000	367,500	2,000,000	2,817,500
Loan Payment	0	0	0	0	0	0	824,700	0	0	0	824,700
Interfund Transfers	163,169	475,186	1,238,380	0	2,321,710	0	0	25,000	0	5,000	4,228,445
Contingency	126,380	0	298,398	540,192	545,822	575,000	0	0	0	1,315,000	3,400,792
Unappropriated Balance	0	0	600,000	0	0	0	0	0	0	0	600,000
Total Requirements	2,203,271	1,659,495	6,790,698	6,126,004	9,407,802	7,072,100	824,700	475,000	367,500	3,320,000	38,246,570

5660B/257-17/18
03/14/83

Budget Comparison



	FY 1982-83 \$	FTE	FY 1983-84 \$	FTE	Change \$	Change FTE
OPERATIONS						
General Government						
Council	118,734	2.75	132,120	2.75	13,386	0
Executive Management	232,598	5.25	218,848	4.75	(13,750)	(0.5)
Public Affairs	222,903	6.85	227,601	5.85	4,698	(1.0)
Finance & Administration	1,138,449	16.05	1,335,153	23.21	196,704	7.16
Transfers and Contingency	<u>317,701</u>		<u>289,549</u>		<u>(32,881)</u>	
Subtotal	<u>2,030,385</u>	<u>30.90</u>	<u>2,203,271</u>	<u>36.56</u>	<u>172,886</u>	<u>5.66</u>
Planning & Development						
Transportation	768,067	17.85	832,865	13.82	64,798	(4.03)
Development Services (Special Projects)	347,938	6.60	262,051	6.50	(85,887)	(.10)
Criminal Justice	98,586	3.00	89,393	2.75	(9,193)	(.25)
Transfers & Contingency	<u>839,821</u>		<u>475,186</u>		<u>(364,635)</u>	
Subtotal	<u>2,054,412</u>	<u>27.45</u>	<u>1,659,495</u>	<u>23.07</u>	<u>(394,917)</u>	<u>(4.38)</u>
Services						
Zoo Operations	8,334,086	109.95	6,790,698	113.68	(1,543,388)	3.73
Solid Waste Operations	<u>7,507,947</u>	<u>27.03</u>	<u>9,407,802</u>	<u>25.15</u>	<u>1,899,855</u>	<u>(1.88)</u>
Subtotal	<u>15,842,033</u>	<u>136.98</u>	<u>16,198,500</u>	<u>138.83</u>	<u>356,467</u>	<u>1.85</u>
TOTAL OPERATIONS	19,926,830	195.33	20,061,266	198.46	134,436	3.13
CAPITAL PROJECTS						
Zoo	3,649,959		6,126,004		2,476,045	
Solid Waste	11,902,385		7,072,100		(4,830,285)	
Debt Service	<u>716,890</u>		<u>824,700</u>		<u>107,810</u>	
TOTAL CAPITAL PROJECTS	16,269,234		14,022,804		(2,246,430)	
TECHNICAL ASSISTANCE						
Transportation	516,800		367,500		(149,300)	
Criminal Justice	641,732		475,000		(166,732)	
Sewer Assistance	<u>3,150,000</u>		<u>3,320,000</u>		<u>170,000</u>	
TOTAL TECHNICAL ASSISTANCE	4,308,532		4,162,500		(146,032)	
TOTAL DRAINAGE	4,000		0		(4,000)	
TOTAL BUDGET	40,508,596	195.33	38,246,570	198.46	(2,262,026)	3.13

5660B/257-4
03/14/83



Budget Overview



Budget Overview

SOLID WASTE OPERATING FUND

Metro's Solid Waste Department is responsible for regional solid waste planning and disposal. The department goals are:

1. Operate its facilities in an environmentally sound and economical manner.
2. To reduce the amount of solid waste generated and increase recycling participation.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>
1. <u>Management and Administration</u> - To provide overall management for all solid waste programs, coordination with the Metro Council, and administration of Metro's Solid Waste Disposal Franchise Ordinance.	\$224,615
2. <u>St. Johns Landfill</u> - To operate the St. Johns Landfill in an environmentally sound and economical manner in accordance with existing permits and conditions; to achieve maximum use of the site as a sanitary landfill, determine the feasibility of recovering methane gas and development of an end use plan for the St. Johns Landfill.	\$4,299,702
3. <u>Clackamas Transfer & Recycling Center (CTRC)</u> - To operate a convenient, environmentally and economically sound transfer station and to provide recycling of source separated material.	\$2,149,100
4. <u>Waste Reduction</u> - To increase the region's recycling participation while reducing waste generation.	\$271,750
5. <u>Systems Planning</u> - To develop a process and recommend alternatives for establishing programs, schedules and facilities to environmentally and cost effectively handle solid waste.	\$81,205
6. <u>Wildwood</u> - To provide efficient general and financial management of the Wildwood program, assist General Counsel in LUBA and Multnomah County review, design and implement citizen involvement process, select consultants for Phase II studies, to develop preliminary design and operation plan and acquire land for the landfill.	\$59,720

TRANSFERS

Management & Administration	\$ 442,670
St. Johns	1,097,990
CTRC	354,890
Waste Reduction	450
Systems Planning	3,580
Total Transfers	<u>\$2,321,710</u>
Operations (six programs)	7,086,092
Operating Budget	<u>\$9,407,802</u>

8048B/257-10

SOLID WASTE OPERATING FUND
(continued)

<u>RESOURCES</u>	<u>Proposed Budget</u>	<u>REQUIREMENTS</u>	<u>Proposed Budget</u>
Fund Balance	\$ 326,000	Personal Services 25.95 FTE	\$ 673,090
User Fee	1,255,400	Materials & Services	5,851,980
Franchise Fee	500	Capital Outlay	15,200
Disposal Fees (enterprise rev.)	7,790,802	Transfers	2,321,710
Other Revenue	5,100	Contingency	545,822
Interest	30,000	Total	<u>\$9,407,802</u>
Total	<u>\$9,407,802</u>		

KEY ACTIONS

1. Develop a five-year financial study of Solid Waste Department operations by June 1, 1984.
2. Develop a detailed analysis of St. Johns Landfill to provide an information base for permit extensions by September 1983.
3. Develop a procurement strategy, select a consultant, and negotiate energy contract for sale of methane gas at St. Johns.
4. Complete first full-year operation of CTRC.
5. Complete study of potential sources of funding for waste reduction and develop information and recommendations on role of Metro in the secondary recycling markets by January 1984.
6. Develop a comprehensive solid waste system plan by February 1984.
7. Issue RFP for Wildwood Phase II geotechnical and environmental studies and for preliminary design and operations plan by January 1984.

COORDINATING COMMITTEE RECOMMENDATION

Add a subprogram under systems planning to update the waste reduction plan. This includes adding a Planner 1 and adequate funds to staff a recycling committee. The expense (\$21,910) should be funded from money targeted for curbside recycling (\$17,000) and the contingency (\$4,910).

Budget Note: The five-year financial study should be expanded to include analysis of operating costs (i.e., contract vs. in-house operation of facilities).

8048B/257-11



Budget Overview

SOLID WASTE CAPITAL FUND

The Solid Waste Capital Fund provides money for projects anticipated to be undertaken in FY 1983-84. These are:

CTRC	Construction	\$ 100,000	
	Engineering Services	<u>35,000</u>	\$ 135,000
Transfer Stations	Land Acquisition	\$ 653,400	
	Engineering Services	<u>265,000</u>	918,400
St. Johns	Eng. Services (methane)	\$ 260,000	
	Final Improvements	1,436,200	
	Perpetual Maintenance	<u>337,500</u>	2,033,700
Wildwood	Land Acquisition	\$3,000,000	
	Engineering Services	<u>410,000</u>	3,410,000
Contingency			<u>575,000</u>
	Total Capital Budget		\$7,072,100

SOLID WASTE DEBT SERVICE FUND

This fund provides for the repayment for three loans received from the State Pollution Control Fund through DEQ.

Total Debt Service Budget \$824,700

COORDINATING COMMITTEE RECOMMENDATION

Accept as proposed.

8048B/257-12



Budget Overview

ZOO OPERATIONS FUND

The Zoo Operations Fund reflects a slight increase of four percent over FY 1983. Revenues are expected to increase from admissions, food and souvenir sales and railway rides due to an expected attendance increase generated by completion of several new exhibits. The anticipated attendance increase also accounts for most of the proposed increase in staff positions.

<u>DEPARTMENT DIVISIONS</u>	<u>TOTAL</u>
1. The <u>Administration Division</u> includes the offices of the Director and the <u>Development Officer</u> and is responsible for overall department management, program planning, construction management, fund-raising, internal accounting and budget control, personnel administration and contract management. The budgeted amount includes funds for a May, 1984 election.	\$499,028
2. The <u>Animal Management Division</u> is responsible for animal care, veterinary services, research activities and participation in the design of new exhibits. Additional keeper personnel will be required for staffing the new Alaskan Tundra Exhibit and the renovated Penguinarium.	\$1,245,396
3. The <u>Buildings and Grounds Division</u> is responsible for all Zoo buildings, equipment and landscaping. Key objectives of this Division continue to be the upgrading of the Zoo's appearance, the reliability and safety of the Zoo's vehicles including the Zoo Railway, and the most efficient and conservation-oriented use of utilities. A new gardener position is proposed to carry out landscaping improvements.	\$1,367,208
4. The <u>Educational Services Division</u> is responsible for all education and graphics/exhibits programs of the Zoo. Continued emphasis will be given to expanded graphics/exhibit improvements and outreach activities such as the School Zoomobile, the summer Zoo-to-You and In-service Teacher Days as well as to the In-Zoo Career Days, Animal Talks, Sidewalk Zoologist, Insect Zoo and Children's Zoo programs. To meet these objectives the Volunteer Coordinator is moved to full-time and a new program of a Zoo summer camp is included.	\$370,563
5. The <u>Public Relations Division</u> is responsible for the Zoo's information, press and media services along with overseeing special events, marketing and general promotional efforts. Reflecting a new emphasis on group and tourism sales, the half-time photographer position has been changed to public information assistant.	\$169,745

8048B/257-16

ZOO OPERATIONS FUND
(continued)

6. The Visitor Services Division is responsible for all revenue generation \$1,001,980 activities including admission sales, food, gifts, rentals and the ticket sales for the Zoo Railway. In addition to expecting more visitors, the Division hopes to have increased per capita sales and is, therefore, requesting personnel and material increases, especially during the summer jazz and bluegrass concerts and to accommodate a longer railway season. The Security/Safety Manager position is transferred from Animal Management in this budget.

<u>RESOURCES</u>	<u>Proposed Budget</u>	<u>REQUIREMENTS</u>	<u>Proposed Budget</u>
Fund Balance	\$1,697,394	Personal Services	\$2,729,321
Tax Levy	2,558,250	Materials & Services	1,648,533
Other Sources	<u>2,535,054</u>	Capital Outlay	276,066
Total	<u>\$6,790,698</u>	Transfers	1,238,380
		Contingency	298,398
		Unappropriated Balance	<u>600,000</u>
		Total	<u>\$6,790,698</u>

COORDINATING COMMITTEE RECOMMENDATION

Reclassify advertising expenses in the Public Relations Division to more descriptive categories.

8048B/257-17



Budget Overview

ZOO CAPITAL FUND

The Zoo Capital Fund provides for a capital improvement program at the Zoo. Funding for the current year includes the renovation of the Penguinarium and completion of the Swigert Fountain. Major expenditures will be for the construction of the Alaskan Tundra Exhibit and African Plains Project. Of great importance will be the completion of the Zoo's Master Plan. Smaller projects include renovation of the feline and bear exhibits.

<u>RESOURCES</u>	<u>Proposed Budget</u>	<u>REQUIREMENTS</u>	<u>Proposed Budget</u>
Fund Balance	\$2,642,659	Alaskan Exhibit	\$1,517,781
Tax Levy	2,179,250	African Plains	2,716,031
Transfers	820,100	Bear Grottos	350,000
Other Source	483,195	Other Projects	1,002,000
Total	<u>\$6,126,004</u>	Contingency	540,192
		Total	<u>\$6,126,004</u>

COORDINATING COMMITTEE RECOMMENDATION

Accept as proposed.

8048B/257-15



Budget Overview

TRANSPORTATION DEPARTMENT

Metro's Transportation Department has a twofold transportation planning purpose: 1) to coordinate decision-making on planning and federal funding issues of regional significance affecting more than one mode of transportation or more than one jurisdiction; and 2) to provide technical assistance to local jurisdictions, ODOT and Tri-Met in resolving issues of local significance.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>
1. <u>Carry Out Regional Transportation Planning</u>	
a. Regional Light Rail Transit (LRT) System Phase I Milwaukie/Bi-State	\$ 132,000
b. Regional LRT System Phase II Barbur Corridor/Westside	150,000
c. LRT Corridor Alternatives Analysis/DEIS	146,000
d. Southwest Corridor Study	54,550
e. Regional Transportation Plan Refinement (including "Build-out" assessment and cost/revenue assessment)	50,900
f. Elderly and Handicapped Plan	19,000
2. <u>Interjurisdictional Coordination and Consensus Building</u>	
a. TIP - federal project funding management	78,860
b. Coordination & Management	66,180
3. <u>Technical Assistance</u>	
a. Travel Forecasting Model Refinement	45,000
b. Technical Assistance - assistance to member juris.	23,050
4. <u>McLoughlin Rideshare Program - completion</u>	4,870
5. <u>Bicycle Safety & Encouragement Program - completion</u>	56,124
6. <u>Air Quality Program - completion of diesel study</u>	6,330
7. <u>Transfers to General Fund</u>	339,831
TOTAL	\$1,172,701

	<u>Proposed Budget</u>		<u>Proposed Budget</u>
<u>RESOURCES</u>		<u>REQUIREMENTS</u>	
Federal	\$ 986,621	Personal Services 13.82 FTE	\$ 435,064
State and Local	103,840	Materials & Services	397,800
Metro	82,240	Transfers	339,837
Total	<u>\$1,172,701</u>	Total	<u>\$1,172,701</u>

KEY CHANGES

1. Separation of Data Resource Center from Transportation.
2. Pass-through funds go directly to Transportation Technical Assistance fund rather than into Transportation.
3. CTI was removed from the Transportation budget.
4. Computer operations being shifted from Multnomah County DPA in-house.

8048B/257-1

TRANSPORTATION DEPARTMENT
(continued)

COORDINATING COMMITTEE RECOMMENDATION

Purchase rather than lease the proposed new micro-computer. Transfer funds for the additional upfront costs from the General Fund Contingency (\$9,962).

Note: The department should move toward additional technical assistance to local jurisdictions as time and funding permit.

8048B/257-2



Budget Overview

DEVELOPMENT SERVICES DEPARTMENT

The department's goal is to assist local jurisdictions in meeting their development goals through financing infrastructure and regional land use actions.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>
1. <u>Westside Corridor Project</u> - Complete U.S. Department of Transportation requirements to maintain project eligibility for federal funds (Preliminary Engineering and Final Environmental Impact Statement). Continue to build public and private sector support for the preferred alternative. Prepare financing plan options.	\$113,864
2. <u>Infrastructure Financing</u> - Identify major infrastructure needs of the region. Develop a better regional understanding of infrastructure needs. Develop and analyze plans for financing infrastructure. Prepare economic development newsletter. Implement regional consensus building forum.	\$96,820
3. <u>Land Use Coordination</u> - Process UGB amendments in a timely fashion. Assist remaining unacknowledged jurisdictions in securing acknowledgment of compliance from LCDC. Continue a cooperative regional dialogue on improving land use planning policy.	\$42,518
4. <u>Department Operations</u> - Materials and services budget for department includes funds for travel, printing, supplies, meetings, etc.	\$8,850
5. <u>Transfers to General Fund</u>	<u>\$84,893</u>
TOTAL	\$346,945

	<u>Proposed Budget</u>		<u>Proposed Budget</u>
<u>RESOURCES</u>		<u>REQUIREMENTS</u>	
Metro Dues	\$ 80,929	Personal Services (6.5) FTE	\$208,158
Other Local	36,624	Materials & Services	53,894
State	30,000	Transfers	<u>84,893</u>
Federal	<u>199,392</u>	Total	<u>\$346,945</u>
Total	<u>\$346,945</u>		

COORDINATING COMMITTEE RECOMMENDATION

1. Amend the proposed infrastructure financing program to emphasize technical assistance to local jurisdictions and regional consensus building on financing priority public facilities under the revised name of urban services financing.
2. Incorporate support to the program initiatives effort in the work program to conduct further work if a role for Metro is determined and funding is identified.

8048B/257-8



Budget Overview

CRIMINAL JUSTICE

The purpose of this department is to provide assistance to local justice system agencies.

DEPARTMENT PROGRAMS

1.	<u>Planning Coordination and Assistance</u> - Writing plans and applications for funds to pay for locally approved projects.	<u>TOTAL</u> \$ 58,224
2.	<u>Project Management and Administration</u> - Develop project contracts monitor progress, manage cash disbursements.	31,169
3.	<u>Transfers to General Fund</u>	<u>50,456</u>
	TOTAL	\$139,849

<u>RESOURCES</u>	<u>Proposed Budget</u>	<u>REQUIREMENTS</u>	<u>Proposed Budget</u>
Grants	\$114,849	Personal Services 2.75 FTE	\$ 86,393
Transfers	25,000	Materials & Services	2,400
Total	<u>\$139,849</u>	Transfers	<u>50,456</u>
		Total	<u>\$139,849</u>

KEY CHANGES

1. Nine percent reduction overall budget reduction.
2. .25 Staff reduction.

COORDINATING COMMITTEE RECOMMENDATION

Notes:

1. A contingency plan will be developed including timeframes, who is involved and when to act, to address a possible revenue shortfall.
2. The Planner 3 position will be held vacant until projected funding is secured, about October 1, 1983.

8048B/257-7



Budget Overview

GENERAL FUND

This fund include four departments which provide the central support services to all Metro departments. These departments and their primary functions are:

1. Public Affairs - Communicates Metro programs to interest groups, local governments, the news media and the general public.
2. Finance and Administration - Provides financial management services and office support functions.
3. Executive Management - Coordinates program efforts and manages organization activities.
4. Council - Sets policy and monitors program progress

<u>RESOURCES</u>	<u>Proposed Budget</u>	<u>REQUIREMENTS</u>	<u>Proposed Budget</u>
Fund Balance	\$ 40,000	Personal Services	\$1,105,204
Dues	592,545	Materials & Services	807,168
Transfers		Capital Outlay	1,350
Zoo Fund	418,280	Transfers	163,169
Solid Waste Fund	635,610	Contingency	126,380
Planning Fund	475,186	Total	<u>\$2,203,271</u>
Other Sources	41,650		
Total	<u>\$2,203,271</u>		

8048B/257-18



Budget Overview

COUNCIL

The Metro Council, a governing body representing 12 districts, establishes policy and enacts ordinances and rules to carry out functions of the District. Major goals for FY 1983-84 are:

1. Ensure future funding of Zoo.
2. Major policy decisions regarding solid waste system including recycling, landfill development and transfer stations.
3. Continued improvement of Budgeting/Accounting system.
4. Continued funding of a balanced transportation system.
5. Continued role in development issues including land use.

DEPARTMENT PROGRAMS

1. Clerical Support - Agenda preparation, minutes of meetings, correspondence, scheduling, etc.
2. Policy Support - Legislative research and support, policy review, identification of issues.

REQUIREMENTS

	<u>Proposed Budget</u>
Personal Services 2.75 FTE	\$ 76,750
Materials & Services	54,720
Capital Outlay	650
Transfers	--
Contingency	--
Total	<u>\$132,120</u>

KEY CHANGE

New account in Materials & Services: Contractual Services to provide for contractual agreements to conduct/participate in Council/Executive/Staff workshops regarding Metro's mission, goals, objectives and policies (\$3,000).

COORDINATING COMMITTEE RECOMMENDATION

Accept as proposed.

8048B/257-5



Budget Overview

EXECUTIVE MANAGEMENT DEPARTMENT

This department is responsible for overall management of all Metro activities, including development of policy issues for Council decision, coordination of Metro programs, legal services, support services for Council and Executive Officer, and relations with local, state and federal officials, including our legislative activities.

DEPARTMENT PROGRAMS

1. Management and Coordination of Metro Programs and Projects - Includes ongoing meetings with department heads and managers on policy development, current programs, and management practices, and special projects not related to existing programs.
2. Legal Services - Develop legal position on Metro issues and provide advice and services to Executive Officer, Council and staff.
3. Council Support - Coordinate schedule, agenda and staff preparation for Council meetings, keep Council informed of issues and activities, and assist in policy decisions.
4. Executive Officer Support - Assist in development and implementation of policy, manage meetings and schedule, assist with speeches, reports etc. and serve as liaison with Council, staff and constituents.
5. External Liaison - Manage Metro's efforts at local, state and federal level, including our involvement with NARC and other regional associations.

These programs are supported by 3 FTE -- Legal Counsel, Administrative Assistant and Executive Aide -- and .5 FTE of the Deputy Executive Officer and .25 of the Council Clerk.

	<u>Proposed Budget</u>
<u>REQUIREMENTS</u>	
Personal Services (4.75 FTE)	\$205,548
Materials & Services	12,600
Capital Outlay	700
Total	<u>\$218,848</u>

KEY CHANGES

Only 50 percent of the Deputy Executive Officer's time is budgeted in this department due to his Chief Financial Officer responsibilities.

COORDINATING COMMITTEE RECOMMENDATION

Accept as proposed.

8048B/257-6



Budget Overview

FINANCE AND ADMINISTRATION

The purposes of Finance and Administration is to provide fiscal management and support services of Metro for each department so departments can perform services and functions in an efficient manner.

DEPARTMENT DIVISIONS

1. Accounting - Accounts for financial transactions of the entire organization.
2. Budget & Administrative Services - Manages budget and office support services.
3. Data Processing - Manages computer operation and provides data processing support to all departments.
4. Data Resource Center - Provide data resource services for Metro departments, local governments and the private sector.

KEY CHANGES

1. Transfer .17 Deputy Executive Officer from Executive Management.
2. Transfer Data Resource Center from Transportation Department.

8048B/257-19



Budget Overview

ACCOUNTING

It is the purpose of the Accounting Division to record in an accurate and timely manner all the financial activities of the District. These activities must be recorded in accordance with generally accepted accounting principles, established by the National Council on Governmental Accounting reporting guidelines, in compliance with legal requirements and provide the necessary financial reports for adequate management and fiscal control.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>	
1. <u>Financial Reports</u> - Prepare and distribute monthly financial reports.	\$47,672	20%
2. <u>Accounts Receivable</u> - Accurate and timely recording of accounts receivable and cash receipts including: a) billings to 400 garbage haulers; b. record and monitor the financial activity of over 80 grants and contracts; and c) record cash receipts from over 350,000 Zoo visitors.	\$35,755	15%
3. <u>Accounts Payable</u> - Accurately and timely recording of the accounts payable and cash disbursements including: a. monthly processing of over 600 vendors invoices and check payments; b. record these payments to one of over 2,000 separate vendors; and c. account for these payments in one of 12 separate funds from among 2,000 different account codings.	\$35,755	15%
4. <u>Payroll</u> - Each month, timely and accurately process over 500 payroll checks and prepare 18 separate payroll reports.	\$35,755	15%
5. <u>Other Responsibilities</u> - Other activities include: a) the training and general division management of six staff; b) monitoring the daily cash balance of over \$10,000,000 and providing for investment activities; and c) continuation of improvements to internal controls.	\$83,429	35%
	\$238,366	100%

Proposed Budget

REQUIREMENTS

Personal Services (7.67 FTE)	\$201,058
Materials & Services	37,308
Total	<u>\$238,366</u>

COORDINATING COMMITTEE RECOMMENDATION

Accept as proposed.

8048B/257-14



Budget Overview

FINANCE AND ADMINISTRATION

BUDGET AND ADMINISTRATIVE SERVICES DIVISION

Provide continuous, efficient and timely service to all Metro departments in the areas of budget, personnel, word processing, printing, grant and contracts management and central office management.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>	
1. <u>Budget</u> - Central coordination of preparation, monitoring and implementation of Metro's annual \$38 million budget. Ensure conformance with state law.	\$44,725	5.8%
2. <u>Grants/Contracts</u> - Central coordination, processing, and record-keeping for all Metro grants and contracts. Ensure conformance with laws, federal requirements and audit needs. Will computerize many aspects of this function in FY 1983-84.	\$29,200	3.8%
3. <u>Word Processing/Copy Center/Office Management</u> - Provide typing, printing, postage and all other central office management services as required. Includes receptionist services, insurance program management and office space management. Special attention will continue to be placed on identifying cost saving measures.	\$624,905	80.8%
4. <u>Personnel</u> - Manage recruitment, hiring, employee benefits and implement Personnel Rules. Major efforts will be in conducting an agencywide classification study and implementing an Affirmative Action Plan.	\$74,750	9.6%

Proposed Budget

REQUIREMENTS

Personal Services (9.02 FTE)	\$232,703
Materials & Services	<u>540,850</u>
Total	\$773,580

KEY CHANGES

1. Transfer of Receptionist from Public Affairs (1.1 FTE).
2. Transfer of Deputy Executive Officer (.17 FTE).
3. Addition of .25 FTE Secretary.

COORDINATING COMMITTEE RECOMMENDATION

Delete the Receptionist function, retain in Public Affairs.

Note: Continue to identify and implement cost saving measures. Specific areas of attention should be telephones and purchasing.

8048B/257-13



Budget Overview

DATA PROCESSING

This division provides data/information processing to Metro for fiscal management; to provide services to maximize productivity within the operating departments of Metro; to ensure that the computer dependent operations have timely and efficient response at minimum cost and that the tools remain state of the art.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>	
1. <u>Computer Operations</u> - Maintenance of hardware, system software, data backup and security.	\$119,570	60%
2. <u>Fiscal Management/Finance Package</u> - Maintenance and improvement of the accounting software, problem debugging, new applications.	19,464	10%
3. <u>Transportation Department Support</u> - Installation, and programming for micro-computer software package.	31,076	15%
4. <u>Data Resource Center Support</u> - Installation of data base manager on super micro, training of Center staff, report production.	22,025	10%
5. <u>Solid Waste Support</u> - Continuing assistance for the St. Johns Landfill and Clackamas Transfer & Recycling Center (CTRC) billings systems, data communication enhancement and special purpose programs for internal management and planning.	5,325	3%
6. <u>General Needs</u> - Consulting and Advice to Departments - ad hoc problem-solving and services for needs on request.	<u>1,330</u>	<u>2%</u>
TOTAL	\$198,790	100%

Proposed Budget

REQUIREMENTS

Personal Services (2.72 FTE)	\$ 98,590
Materials & Services	<u>100,200</u>
Total	<u>\$198,790</u>

KEY CHANGES

1. Transfer .17 of Deputy Executive Officer from Executive Management.
2. Add .25 Secretary.
3. Major change is the shift of Transportation from use of the large DPA computer to a special purpose in-house micro-computer at lower cost. Payment for the new micro-computer shown at \$25,000 from Transportation and Data Resource Center.

COORDINATING COMMITTEE RECOMMENDATION

Purchase rather than lease the proposed new micro-computer.

8048B/257-4



Budget Overview

DATA RESOURCE CENTER

This division's goal is to establish a fee-supported service group to independently market economic development information to three client categories: 1) member jurisdictions; 2) Metro Departments; and 3) the private sector. The ultimate goal is to become a subscription-based information service through a process of building a working dependency of each client group upon Metro's information base and services. This process is expected to take two years with subscription solicitation beginning in the third year.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>	
1. <u>Data Services and Products</u> - Users of the Data Resource Center's services have available to them updated census products and other key economic development data, some items only available from Metro. These include "off-the-shelf" products and standard data services. Updated census products will become increasingly valuable as the 1980 census becomes outdated. All three client groups have exhibited a high demand for these products.	\$82,172	66%
2. <u>Custom Data Services</u> - Provide custom data services to all clients, including the generation of data products not available off-the-shelf and projects requiring more than one day's work for members and Metro Departments.	\$15,923	13%
3. <u>New Services and Product Development</u> - Private and public sector interviews revealed a strong interest in Metro's data base and potential service capability. In addition, some high demand needs were identified such as short-term population/employment forecasts.	\$26,322	21%

Proposed Budget

REQUIREMENTS

Personal Services (3.8 FTE)	\$109,067
Materials & Services	<u>15,350</u>
Total	\$124,417

KEY CHANGES

1. Transfer from Transportation to Finance and Administration. To increase the DRC's visibility and enable equitable service for clients.
2. Staff reduction of 2.15 FTE. These reductions will require that only high priority data items be maintained. Acquisition of the micro-computer will help alleviate the impacts of these staff reductions.

COORDINATING COMMITTEE RECOMMENDATION

Accept as proposed, note specific budget issues.

8048B/257-3



Budget Overview

PUBLIC AFFAIRS

Provides to the community information about Metro's responsibilities, programs and services. Assists the Council, Executive Officer and staff communicate effectively with their constituents, and encourages citizen participation in regional issues.

DEPARTMENT PROGRAMS

	<u>TOTAL</u>	
1. <u>Information Services</u> - Provides information on Metro's services and activities to the news media, community groups, local jurisdictions and general public.	\$48,231	21%
2. <u>Graphics Services</u> - Provides graphic design and production for publications, displays, signs, maps, charts and other visual needs.	\$77,746	34%
3. <u>Government & Community Relations</u> - Provides grant research and technical information assistance to local jurisdictions and offers a forum to local governments for discussion and exchange of information.	\$101,624	45%

Proposed Budget

REQUIREMENTS

Personal Services (5.85 FTE)	\$181,461
Materials & Services	<u>46,140</u>
Total	\$227,601

KEY CHANGES

1. Information Services
Produce two general Metro newsletters per year.
Produce monthly employee newsletter.
Produce annual report.
2. Graphics Services
Revise detailed street map.
Produce new general Metro display.
Provide graphics support for new publications.
3. Government & Community Relations
Increase Small Cities Assistance from four to eight cities.
Increase regional forums/workshops from four to eight per year.
Produce bi-monthly newsletter to local governments.

COORDINATING COMMITTEE RECOMMENDATION

1. Retain Receptionist function in Public Affairs.
2. Revise work program to provide grant research support to program initiatives work.

Note: All newsletters should be reviewed by Public Affairs to ensure appropriate timing, and proper editing and to avoid duplication.

Summary of written and oral testimony presented for Council
Coordinating Committee meetings on the FY 1983-84 proposed budget.

March 22, 1983, Public Hearing

Ann Schmidt
Councilperson
City of Beaverton
4950 S. W. Hall Blvd.
Beaverton, Oregon 97005

Spoke in support of the Public Affairs Department.

Robin Drew
Vice President
Friends of the Zoo
2417 S. W. Montgomery Drive
Portland, Oregon 97201

Spoke in support of the Zoo.

Norm Scott
Clackamas County
Dept. of Environmental Services
902 Abernethy Road
Oregon City, Oregon 97045

Spoke in support of Metro's data services.

Colleen Akers
Multnomah County Planning &
Development Economist
1021 S.W. 4th Avenue
Portland, Oregon 97204

Spoke in support of Metro's data services.

Leslie Haines
Tri-County Youth Consortium
527 S. W. Hall Street
Portland, Oregon 97201

Spoke in support of Criminal Justice Planning.

Gaylen Kiltow
PASSO
4515 N. E. 41st Avenue
Portland, Oregon 97211

Expressed concern regarding lack of wash rack at CTCRC and the
fact it was not in the 83-84 proposed budget.

Bob Briehof
PRROS
1246 S. E. 49th Avenue
Portland, Oregon 97215

Encouraged Metro to produce a solid waste plan. Submitted letter.

Ralph Wooten
PASSO
7880 S. W. Pine
Portland, Oregon 97223

Opposed to mandatory flow control because no wash rack provided at CTRC. Submitted letter.

Mike Durbin
PASSO
10022 S. W. Balmer Circle
Portland, Oregon 97219

Requested that Metro's contract procedures be reviewed. Submitted letter.

Gaylen Kiltow
PASSO
4515 N. E. 41st Avenue
Portland, Oregon 97211

Questions regarding planning for wash rack at Wildwood and the borrowing of \$3,000,000 for purchase of Wildwood site. Submitted letters (2).

George Findling
PASSO
2230 S. E. 152nd Avenue
Portland, Oregon 97233

Expressed concern regarding St. Johns Landfill's set-aside for final cover and who had authority to remove funds from the account. Suggested City of Portland as co-signer on account. Submitted letter.

Deke Olmsted, Director
Community Corrections
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Spoke in support of Criminal Justice Planning.

8377B/341

The following is a list of written testimony submitted in lieu of oral testimony to the Council Coordinating Committee on the budget. A brief statement of what the correspondence contained is indicated.

Distributed March 22, 1983

Burke Raymond
Sewer Development Manager
Multnomah County
Dept. of Environmental Services
2115 S. E. Morrison
Portland, Oregon 97214

Supports funding infrastructure financing program for the Development Services Department.

James R. Keller
City Manager
City of Gresham
1333 N. W. Eastman
Gresham, Oregon 97030

Supports finding infrastructure financing program for Development Services.

Linda L. Davis
Planning Director
City of Beaverton
4950 S. W. Hall Blvd.
Beaverton, Oregon 97005

Supports funding to realize objectives of financing infrastructure improvements and increasing efficiency of local government services.

Distributed March 29

Bonnie L. Hays
Vice Chairwoman
Board of Commissioners
Washington County
Administration Building
150 N. First Avenue
Hillsboro, Oregon 97123

Supports the Local Government Program of the Public Affairs Department.

Distributed April 4

Wayne Atteberry
Chairman, Transportation Committee
Sunset Corridor Association
2700 N. W. 185th Avenue, Suite 2086
Portland, Oregon 97229

Supports Metro's transportation activities.

Richard A. Daniels
Planning Director
Washington County
Administration Building
150 N. First Avenue
Hillsboro, Oregon 97123

Supports the Westside Corridor project, infrastructure financing and land use coordination programs in the Development Services Department.

Distributed April 13

Thomas J. VanderZanden
Director, Policy and Projects
Clackamas County
Department of Environmental Services
902 Abernethy Road
Oregon City, Oregon 97045

Supports the Development Services work program in order to 1) focus on infrastructure financing options, 2) share information on local financing efforts, and 3) unify the region to work with the state and federal governments.

Joe W. Cancilla, Jr.
President
PASSO
P. O. Box 66193
Portland, Oregon 97266

Is opposed to the borrowing of \$3 million for the Wildwood purchase. Requests that if the funds are budgeted that the purchase should include the property plus timber, mineral and water rights. He also encourages compliance with local regulations.

Gaylen Kiltow
PASSO
Board Member
P. O. Box 66439
Portland, Oregon 97266

Supports including a budget for a wash rack at Wildwood.

Ralph Wooten
PASSO
P. O. Box 66439
Portland, Oregon 97266

Requests lowering the \$50,000 figure for required Council review of contract. He also expressed concern about who has authority to remove final cover funds for expenditure. He suggests the City of Portland, as owner of the landfill, should be involved in authorizing such expenses.

JS/gl
8377B/341



P.O. Box 167
Sherwood, Oregon 97140
625-5522 625-5523

March 22, 1983

Councilor Corky Kirkpatrick
Metropolitan Service District
527 SW Hall St.
Portland, Ore. 97201

Dear Councilor Kirkpatrick:

On behalf of the City, I would like to express our appreciation to METRO for your support through the Small Cities Assistance Program of our local planning efforts. The funding match provided by the program enabled the City to hire a planner for seven weeks during July and August, 1982 to assist the City in updating its Comprehensive Plan, in preparing staff reports on planning applications and in staffing the City's downtown revitalization study.

Through the effort of Mel Huie of your staff, we were able to obtain the services of a quality planner who completed all of the tasks asked of him in a quality manner. We found your agency to be cooperative and helpful through the course of the program.

We sincerely thank you for your role in making our project possible.

Sincerely,

Mary Tobias
Mary Tobias
Mayor

cc: Mel Huie, METRO

CITY OF MILWAUKIE



OFFICE OF THE CITY MANAGER
in the City Hall • phone 659-5171

March 28, 1983

Councilor Corky Kirkpatrick
Metropolitan Service District
527 SW Hall
Portland, OR 97201

Dear Councilor Kirkpatrick:

During Reed Richey's fall term internship with the City of Milwaukie, he accomplished several tasks which will provide both the city and the Milwaukie USA Business Association with information on which to base planning efforts for our downtown.

Reed administered a survey of downtown shoppers, and is currently in the process of analyzing the data. The survey will provide the business association with demographic information about shoppers and indicate the factors which encourage and discourage shopping trips to downtown. The survey will also be useful in trying to understand the shopping and travel habits of downtown customers. This information will be of assistance to the business association as it determines long-range goals and arrives at shorter term marketing strategies.

He has researched the current mix of commercial businesses downtown and is preparing to conduct a land use survey. This information will give the business association a clearer picture of what function the downtown currently serves; such information is essential to long-range planning and goal-setting.

Reed has also completed a draft of downtown design policies which have, as yet, only been reviewed by other planning staff. The background research for these policies is not yet complete, and revisions to the policies will likely occur as additional information is gathered. This will be done by Reed as part of his extended internship with Milwaukie.

The \$400 grant provided by Metro through you Small Cities Assistance Program was a key to starting Reed's internship. We support this program, and hope it will continue to be available to provide assistance in the future.

Cordially,

A handwritten signature in black ink, appearing to read "Steve Hall". The signature is written in a cursive, flowing style.

Steve Hall
City Manager Pro-Tem



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

MEMORANDUM

Date: April 13, 1983

To: Cindy Banzer, Presiding Officer
Rick Gustafson, Executive Officer

From: Donald E. Carlson, Deputy Executive Officer *REL*
Ray Barker, Council Assistant *RRB*

Regarding: Project Development Initiatives

This memorandum is in response to recent comments on the part of Council members to investigate the ability of Metro to respond to various public service needs which have surfaced in large parts of the region. As you know, there has been considerable publicity concerning the funding of parks in Multnomah County, and most recently, Clackamas County. The funding of libraries in Multnomah County has been a recent public issue as well as the lack of jail space in each of the three counties. Such news raises the logical question of whether or not there is a role for a regional response to these public service needs.

During the current budget process several Council members (Kelley and Kafoury) have suggested that the Development Services Department work program be altered to enable such tasks to be explored. Attached is a redraft of a portion of the Development Services' budget work program which expands the "infrastructure financing" work to "urban service" financing work. While such a redraft would enable Development Services to broaden its scope of activities to other services, Steve Siegel rightly points out that such endeavors to be correctly done will take considerably more money than is currently in his department's budget. In addition, a good portion of his current work program (the Westside light rail work) is funded by federal grants which cannot be used for other services.

We are in agreement that Metro should respond to these service needs and opportunities in some manner. We feel that such response should be done cautiously and judiciously before a large scale effort is made. We propose the first step to be a relatively low key systematic investigation of the service or services in question. This or these investigations would include the following:

1. Description of the service situation in the region--statement of the problems.

Memorandum
April 13, 1983
Page 2

2. Analysis of Metro's existing or potential ability to solve or mitigate the problems.
3. Analysis of support for Metro involvement in solving the problems.
4. Development of a strategy for Metro involvement including support groups and funding for necessary technical studies to implement the strategy.

To carry out this project development activity, we propose that the Council Assistant's work program be changed to reflect this as a major priority. Collaboration and assistance would be provided by the Deputy Executive Officer particularly in study design and review. Additional resources may be identified on an as needed basis.

Please review this suggestion and give us your comments and suggestions as soon as possible.

DC/srb
8317B/D3
04/13/83

Attachment

cc: Councilors Kelley, Kafoury, Kirkpatrick
Steven Siegel



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

MEMORANDUM

Date: April 13, 1983
To: Metro Council, Citizens Participating in the
Budget Process
From: Councilor Sharron Kelley
Regarding: Proposed Budget Amendment

It is reasonable, I believe, for regional governments to examine their ability to provide regional services. It may be that all governments should examine their management abilities in keeping with the current economy. The Metropolitan Service District, therefore, should actively seek planning funds for the purpose of developing management plans for the provision of regional services to local jurisdictions. In addition, criteria policy should be developed for ascertaining the benefits and liabilities of those services. This government should only provide services where either economies of scale prevail or other gains to the taxpayers are achieved that cannot otherwise be provided by local governments. Also this government should only endorse providing of service that can offer a high degree of professionalism and management skills. Hence, a sound management plan should clearly proceed any proposal for service provision. It it therefore appropriate, I believe, to direct our staff to actively seek planning funds for all of the above reasons as well as "our need to know" as a Council and our desire to serve the region as a government.

SK/srb
8288B/D3

FINANCING URBAN SERVICES

Principle 1: We will look at regional approaches to solving the problem, not necessarily "taking over" regional services.

Principle 2: We should not get involved unless we are asked by the major regional interests.

Principle 3: We should not get too far into an effort unless there are sufficient resources to do a professional job.

Principle 4: The product will be a regional management plan, laying out a specific, agreed-upon financing strategy.

Work Program

Step 1: Councilors work with regional interests to focus an effort to solve the problem at Metro. Ray Barker staffs this step. The product is a series of requests to Metro to do a (parks or libraries, or, etc.) study. Executive Management, Public Affairs and Development Services will play a supporting role.

Step 2: Grantsperson in Public Affairs searches for funds to do the study. The product is an approved grant.

Step 3: The planning funds are given to Development Services to perform study. Product is an agreed-upon Financing Management Plan. Councilors help gain consensus on plan.



METRO Fiscal Year 1983 - 84

Program Overview

Draft

FORM 1B

Fund: 44 (Planning)

Department: Criminal Justice

PROGRAM TITLE: REGIONAL CORRECTIONS FACILITY PLAN *Planning*

PROGRAM NARRATIVE: This optional program will provide Criminal Justice Planning Department staff for completing a plan for a Regional Corrections Facility. Program direction will be provided by an already established Regional Task Force on which members of the Metro Council participate.

SPECIFIC QUANTIFIABLE TARGETS TO BE ATTAINED (Include dates, standards to be maintained etc where possible):

TARGET: Provide follow-up assistance as appropriate and necessary for Regional Corrections Facility element of local jail overcrowding study and recommendations during FY84.

PURPOSE: To help ensure that the need for 200-300 secure jail spaces is met on a regional basis for flexibility and cost effectiveness.

Activities:

- 3.1 Write draft Regional Facility Plan based upon previous plan, financing requirements, and participants' needs.
- 3.2 Present and review draft with participating agency officials.
- 3.3 Rewrite draft based upon technical review and projected new conditions for financing, siting, operations and management.
- 3.4 Coordinate and assist in presentation of plan to local elected officials and State Corrections Division.
- 3.5 Provide follow-up assistance as needed.

COST: \$11,998.00 ✓

Estimate based upon 288 program hours x hourly program cost for Department @ \$41.66/hr.

