



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Agenda

Meeting: METRO COUNCIL
Date: April 26, 1990
Day: Thursday
Time: 5:30 p.m.
Place: Council Chamber

***** REVISED AGENDA *****

Please Note the Addition of Agenda
Item No. 7.6, Resolution No. 90-1256
For the Purpose of Endorsing
Ballot Measure 1

Approx.
Time*

Presented
By

5:30 p.m. CALL TO ORDER/ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
3. EXECUTIVE OFFICER COMMUNICATIONS

5:35 4. CONSENT AGENDA (Action Requested: Motion to Adopt the
(10 min.) Recommendations Listed Below)

REFERRED FROM THE INTERGOVERNMENTAL RELATIONS COMMITTEE

- 4.1 Resolution No. 90-1234, Approving the FY 1991 Unified Work Program (UWP) (Action Requested: Motion to Adopt the Resolution)
- 4.2 Resolution No. 90-1235, Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Requirements (Action Requested: Motion to Adopt the Resolution)

REFERRED FROM THE SOLID WASTE COMMITTEE

- 4.3 Resolution No. 90-1244, For the Purpose of Approving a Contract with Grimm's Fuel Company and McFarlane's Bark, Inc. for a Yard Debris Compost Coupon Campaign (Action Requested: Motion to Adopt the Resolution)

(continued)

* All times listed on this agenda are approximate. Items may not be considered in the exact order listed.

4. CONSENT AGENDA

REFERRED FROM THE ZOO COMMITTEE

- 4.4 Resolution No. 90-1249, Approving the Request for Proposals Documents for Construction of the Research and Propagation Center and Owl Mews at the Metro Washington Park Zoo (Action Requested: Motion to Adopt the Resolution)

5:45 5. ORDINANCES, FIRST READINGS
(5 min.)

- 5.1 Ordinance No. 90-347, For the Purpose of Amending Metro Code Chapter 2.08, Office of General Counsel (Referred to Intergovernmental Relations Committee)

- 5:50 5.2 Ordinance No. 90-345, An Ordinance Adopting a Final Order and Amending the Metro Urban Growth Boundary for Contested Case No. 89-1: Gravett (Action Requested: Conduct Public Hearing; the Council will vote on the issue at the Second Reading tentatively scheduled for May 10, 1990) Cooper

6. ORDINANCES, SECOND READINGS

REFERRED FROM THE FINANCE AND ZOO COMMITTEES

- 6:20 6.1 Ordinance No. 90-343, Amending Ordinance No. 89-294A Revising the FY 1989-90 Budget and Appropriations Schedule for Increased Zoo Operations (PUBLIC HEARING) (Action Requested: Motion to Adopt the Ordinance) Gardner/
(5 min.) Van Bergen

(continued)

* All times listed on this agenda are approximate. Items may not be considered in the exact order listed.

7. RESOLUTIONS

REFERRED FROM THE SOLID WASTE COMMITTEE

- | | | |
|-------------------|---|--------|
| 6:25
(10 min.) | 7.1 Resolution No. 90-1246, For the Purpose of Adopting the Annual Waste Reduction Program for Local Government and the "Metro Challenge" (Action Requested: Motion to Adopt the Ordinance) | Hansen |
| 6:35
(15 min.) | 7.2 Resolution No. 90-1248, For the Purpose of Adopting a Policy to Require Weighing of All Vehicles at Metro Transfer Facilities (Action Requested: Motion to Adopt the Resolution) | Hansen |
| 6:50
(20 min.) | 7.3 Resolution No. 90-1251, For the Purpose of Supporting and Approving a Grant Award for KINK Radio/SOLV (Stop Oregon Litter and Vandalism) Clean-Up Day (Action Requested: Motion to Adopt the Resolution) | Hansen |

BEFORE THE CONTRACT REVIEW BOARD OF THE METROPOLITAN SERVICE DISTRICT

- | | | |
|------------------|---|---------|
| 7:10
(5 min.) | 7.4 Resolution No. 90-1231, For the Purpose of Amending Contract with Zimmer Gunsul Frasca Partnership for Additional Services for Oregon Convention Center Project (Action Requested: Motion for the Contract Review Board to Adopt the Resolution) | Knowles |
| 7:15
(5 min.) | 7.5 Resolution No. 90-1239, For the Purpose of Amending Contract No. 900590 with KPMG Peat Marwick for Audit Services Required in the Metro ERC Consolidation Agreement (Action Requested: Motion for the Contract Review Board to Adopt the Resolution) | Knowles |

7:20 **8. COUNCILOR COMMUNICATIONS & COMMITTEE REPORTS**

7:35 **9. ADJOURN**

Agenda Item No. 4.1
Meeting Date: April 26, 1990

Resolution No. 90-1234

**INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT**

**RESOLUTION NO. 90-1234, APPROVING THE FY91 UNIFIED WORK
PROGRAM (UWP)**

Date: April 17, 1990

Presented by: Councilor Ragsdale

COMMITTEE RECOMMENDATION: At the April 10, 1990, Intergovernmental Relations Committee meeting, all members were present and voted unanimously to recommend Council adopt Resolution No. 90-1234.

COMMITTEE DISCUSSION/ISSUES: Transportation Department Director Andy Cotugno presented the resolution which approves the annual Unified Work Program (UWP) containing the transportation planning programs to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1990. Each year the Metro Council is called upon to approve the UWP which reflects the Metro Transportation Department proposed budget for the upcoming fiscal year.

The Committee did not raise any issues or questions about the FY91 UWP, but Councilor Gardner noted he is still very interested in Metro's Regional Transportation Plan (RTP) being updated to reflect transit-intensive alternatives. With the Vehicle Registration Fee measure and resulting funding uncertain for FY90-91, Councilor Gardner said he will not press for RTP revisions next year, but he will look for changes to occur in FY91-92.

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE)
FY 1991 UNIFIED WORK PROGRAM)
(UWP))

RESOLUTION NO. 90-1234

Introduced by Mike Ragsdale,
Chair, Joint Policy Advisory
Committee on Transportation

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1991; and

WHEREAS, The FY 1991 Unified Work Program indicates federal funding sources for transportation planning activities carried out by the Metropolitan Service District, Intergovernmental Resource Center of Clark County, the Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1991 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1991 Unified Work Program is consistent with the proposed Metropolitan Service District budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District hereby declares:

1. That the FY 1991 Unified Work Program is approved.
2. That the FY 1991 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

3. That the Metropolitan Service District Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

ADOPTED by the Council of the Metropolitan Service District this ____ day of ____, 1990.

Tanya Collier, Presiding Officer

KT:lmk:mk
90-1234.RES
4-4-90

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1234 FOR THE PURPOSE OF APPROVING THE FY 1991 UNIFIED WORK PROGRAM (UWP) AND RESOLUTION NO. 90-1235 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 23, 1990

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) containing the transportation planning work program for FY 1991; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC and JPACT have reviewed the FY 91 Unified Work Program and recommend approval of Resolution No. 90-1234.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1991 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1990. Included in the document are federally-funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland, and local jurisdictions. Adoption of this resolution begins the fifth year of the overall direction established in the five-year Prospectus, adopted in May 1986, and the specific work program for FY 291. This work program makes a major commitment to the Westside Corridor project and Hillsboro DEIS and the I-205/Milwaukie Alternatives Analysis and High Capacity Transit studies. Also of major priority is the joint Bi-State Study which reflects federal and local funding sources and the Southeast Corridor Study.

Federal transportation agencies (UMTA/FHWA) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of UWP approval.

The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1990 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1234.

Agenda Item No. 4.2
Meeting Date: February 22, 1990

Resolution No. 90-1235

**INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT**

**RESOLUTION NO. 90-1235, CERTIFYING THAT THE PORTLAND
METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION
PLANNING REQUIREMENTS**

Date: April 17, 1990

Presented by: Councilor Ragsdale

COMMITTEE RECOMMENDATION: At the April 10, 1990, Intergovernmental Relations Committee meeting, all members were present and voted unanimously to recommend Council adopt Resolution No. 90-1235.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 90-1235 meets the federal transportation agencies -- Urban Mass Transit Administration (UMTA) and Federal Highway Administration (FHWA) -- requirements for regional self-certification that the Portland metropolitan area (Oregon portion) planning process is in compliance with certain federal requirements. Meeting these standards is a prerequisite to receiving federal funds.

Metro Transportation Department Director Andy Cotugno noted the self-certification includes reaffirming Metro as the designated Metropolitan Planning Organization (MPO) for "the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon." Each year the self-certification documents are considered at the same time as the UWP.

The Committee did not raise any issues or questions regarding the resolution.

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JOINT RESOLUTION OF THE
COUNCIL OF THE METROPOLITAN SERVICE DISTRICT
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 90-1235
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by Mike Ragsdale,
PORTATION PLANNING REQUIREMENTS) Chair, Joint Policy Advisory
Committee on Transportation

WHEREAS, Substantial federal funding from the Urban Mass Transportation Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, Urban Mass Transportation Administration and Federal Highway Administration require that the planning process for the use of these funds comply with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Attachment A; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1990.

Tanya Collier, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this ____ day of _____, 1990.

State Highway Engineer

ATTACHMENT A

Metropolitan Service District Self-Certification

1. Metropolitan Planning Organization Designation

The Metropolitan Service District (Metro) is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon.

Metro is a regional government with 12 directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT.

2. Agreements

Though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

- a. A basic memorandum of agreement between Metro and the Intergovernmental Resource Center (Clark County) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds.
- b. An agreement between Tri-Met, Public Transit Division of the Oregon Department of Transportation (ODOT) and Metro setting policies regarding special needs transportation.
- c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of Federal Highway Administration (FHWA) planning funds and Metro and Tri-Met for use of Urban Mass Transportation Administration (UMTA) funds.
- e. Bi-State Resolution -- Metro and Intergovernmental Resource Center jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

- f. Bi-State Transportation Planning -- Metro and IRC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high capacity transit corridor planning and priority setting.

3. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

4. Transportation Plan

The Regional Transportation Plan (RTP) was adopted on July 1, 1982. The document had one housekeeping update in 1984 and a major update in 1989. A rigorous review process was followed which allowed for extensive citizen and technical comment. The short-range Transit Development Plan (TDP), the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met board in January 1988.

5. Transportation Improvement Program

The FY 1990 Transportation Improvement Program (TIP), adopted in September 1989, is amended continuously throughout the year. Future amendments will include authorization of FY 1990 Interstate Transfer funds and Federal-Aid Urban funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and incorporation of the state Six-Year Highway Improvement program.

6. Issues of Interstate Significance

Considerable interest was generated in the bi-state study proposed by the Washington State Legislature. The adopted JPACT position paper established the terms of those issues. A comprehensive study is underway as reflected in this work program.

7. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project.

Several proposed projects have, in the past year, generated considerable public interest.

The possibility of a third bridge prompted a major new bi-state transportation study involving jurisdictions from both sides of the Columbia.

The Western Bypass project, by its nature of being partially outside the urban growth boundary, was subject of a land use law suit.

The Southeast Corridor Study involved not only its own citizens committee but neighborhood associations, business groups and community groups. Final recommendations were approved by the concerned interest groups as well as the involved jurisdictions.

8. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and the Environmental Quality Commission (EQC) and approved by the Environmental Protection Agency (EPA) in 1982. The region is close to attainment of both standards. The Department of Environmental Quality (DEQ) is currently discussing the attainment status of the ozone and carbon monoxide standards with EPA.

The SIPs do not contain new control measures on transportation modes in order to reach attainment; rather, they rely on existing commitments, programs and federal emission controls. Current transportation efforts are focusing on increasing the transit mode split throughout the region and particularly to downtown Portland.

9. Civil Rights

Metro's Title VI submittal is certified until September 1992. The ODOT/FHWA on-site review in March 1988 found the agency to be in compliance. DBE, EEO and citizen participation all have programs in place which have been UMTA-certified.

10. Elderly and Handicapped

A Special Needs Transportation Service Plan was adopted by the Tri-Met board in January 1988. Appropriate parts of the new Special Needs Plan were adopted as a portion of the RTP.

11. Disadvantaged Business Enterprise Program (DBE)

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and WBEs as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBEs is 12 percent

combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

12. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

C-TRAN contracts directly for commuter service with Raz Transportation Company. This contract supplements Tri-Met and C-TRAN service between Portland and Vancouver.

Tri-Met also contracts for elderly and handicapped service with private entities such as Broadway Transportation, Buck Medical Services and Special Mobility Services, Inc. Tri-Met also coordinates with those agencies using federal programs (UMTA's 16(b)(2)) to acquire vehicles. Service providers in this category include Volunteer Transportation, Inc., Clackamas County Loaves and Fishes, the Jewish Community Center, Special Mobility Services, Inc. and others. Special airport transit services are also provided in the region (Raz Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Buck Medical Services is providing that alternative service at approximately two-thirds the cost of Tri-Met service. In addition, Buck supplies fixed-route service between Clackamas Town Center and the Milwaukie Transit Center.

Solicitations for citizen representatives to TPAC were sent to private transit operators in the Portland region of which three applied. One was selected (from Broadway Cab) and appointed to a two-year term by the Metro Council.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council	Councilor Mike Ragsdale Councilor George Van Bergen Councilor David Knowles Councilor Jim Gardner (alternate)
Multnomah County	Commissioner Pauline Anderson Commissioner Gretchen Kafoury (alternate)
Cities in Multnomah County .	Councilor Marge Schmunk (Troutdale) Mayor Gussie McRobert (Gresham) (alt.)
Washington County	Commission Chairman Bonnie Hays Commissioner Roy Rogers (alternate)
Cities in Washington County .	Mayor Clifford Clark (Forest Grove) Mayor Larry Cole (Beaverton) (alternate)
Clackamas County	Commissioner Ed Lindquist
Cities in Clackamas County .	Mayor H. Wade Byers, Jr. (Gladstone) Councilman Craig Lomnicki (Milwaukie) (alt.)
City of Vancouver	Councilman Scott Collier Les White, C-TRAN (alternate)
Clark County	Commissioner David Sturdevant Les White, C-TRAN (alternate)
City of Portland	Commissioner Earl Blumenauer Commissioner Mike Lindberg (alternate)
Oregon Department of Transportation	Robert N. Bothman, Director Don Adams, Region I Engineer (alternate)
Washington State Department of Transportation	Gary Demich, District Administrator Keith Ahola, Project Development Engineer
Port of Portland	Robert L. Woodell, Executive Director Carter MacNichol, Director (alternate) Real Estate Management and Development
Tri-Met	James E. Cowen, General Manager Bob Post, Asst. General Manager (alternate)
Department of Environmental Quality	Fred Hansen, Director Nick Nikkila, Administrator Air Quality Division

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterer Vic Rhodes (alternate)
Multnomah County	Susie Lahsene Larry Nicholas (alternate)
Cities of Multnomah County	Richard Ross Greg Wilder (alternate)
Washington County	Frank Angelo Brent Curtis (alternate)
Cities of Washington County	Wink Brooks (alternate)
Clackamas County	Gary Spanovich Tom VanderZanden (alternate)
Cities of Clackamas County	Paul Haines Jerry Baker (alternate)
Tri-Met	G.B. Arrington Cynthia Weston (alternate)
Clark County	Dean Lookingbill Andrew Mortensen (alternate)
Oregon Department of Transportation	Ted Spence Wayne Schulte (alternate)
Washington State Department of Transportation	Steve Jacobson Keith Ahola (alternate)
Federal Highway Administration	Fred Patron
Port of Portland	Bebe Rucker Brian Campbell (alternate)
Department of Environmental Quality	Howard Harris
Citizenry:	John Godsey, Jr. Jack Lindquist Greg Oldham Molly O'Reilly/Nancy Ponzi (alt.) Ray Polani Raye Woolbright
Associate Members:	
City of Vancouver C-TRAN	Kim Chin Doug Johnson (alternate)

Agenda Item No. 4.3
Meeting Date: April 26, 1990

Resolution No. 90-1244

SOLID WASTE REPORT

RESOLUTION NO. 90-1244, FOR THE PURPOSE OF APPROVING A CONTRACT WITH GRIMM'S FUEL COMPANY AND MCFARLANE'S BARK, INC. FOR A YARD DEBRIS COMPOST COUPON CAMPAIGN

Date: April 18, 1990

Presented by: Councilor Hansen

Committee Recommendation:

The Solid Waste Committee voted 3 to 0 to recommend Council adoption of Resolution No. 90-1244. Voting: Councilors Hansen, Buchanan and Wyers. Absent: Councilors Bauer and DeJardin. This action was taken on April 17, 1990.

Committee Discussion/Issues

The Solid waste staff gave a report on the purpose of the Spring Coupon Campaign which is to promote the awareness of and use of yard debris compost by the General Public.

Coupons worth \$3.00 off the purchase price of yard debris compost products will be distributed at a variety of public events. The coupons are to be redeemable at Grimm's Fuel and McFarlane's Bark. Metro will reimburse the vendors for one-half of the face value of the coupons.

The Committee asked staff how much was budgeted in FY 89-90 and how much was proposed for FY 90-91. The current budget provides \$40,000; \$6,000 is proposed for FY 90-91.

Councilor Wyers asked Council staff if Metro has a written policy regarding the sale of goods and services. Council staff stated that there is no written policy but there is a precedent for selling items such as maps, Metro Codes, food at the Zoo and tarps at Metro South. Councilor Wyers asked that Council staff review the matter and advise as to whether a written policy is recommended.

There were no further questions or issues.

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BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING A)	RESOLUTION NO. 90-1244
CONTRACT WITH GRIMM'S FUEL COMPANY)	
AND MCFARLANE'S BARK INC. FOR A)	Introduced by Rena Cusma
YARD DEBRIS COMPOST COUPON CAMPAIGN)	Executive Officer

WHEREAS, The Council of the Metropolitan Service District established the Materials Markets Assistance Program of the Waste Reduction Plan to stimulate market development for recycled solid waste products such as yard debris compost; and

WHEREAS, The demand for yard debris compost must be expanded substantially to meet the anticipated increased supply of yard debris to local processors brought about through implementation of Metro's Regional Yard Debris Plan; and

WHEREAS, For the two years preceding this Resolution the Metropolitan Service District has conducted coupon campaigns jointly with McFarlane's Bark Inc. and Grimm's Fuel Company to increase public awareness of and purchase of yard debris compost; and

WHEREAS, The proposed 1990 Spring Coupon Campaign is a budgeted project which improves on previous efforts by sharing the redeemed coupon costs between Metro and Grimm's and McFarlane's. The proposed projects involves Metro's distribution of \$3.00 coupons via various media to potential users, and coupon redemption by Grimm's and McFarlane's. The vendors are then reimbursed by Metro for half the face value of the coupons; and

WHEREAS, Waste Reduction staff has reviewed potential vendors and found no additional producers of salable yard debris compost; and

WHEREAS, Metro Code Section 2.04.043 (a) provides that it is permissible to obtain less than three competitive quotes if three quotes are not available and a written record is made of the effort to obtain the quotes, and such record has been made a part of the file herein; and

WHEREAS, Metro Code Section 2.04.033 requires Council approval of all contracts which commit the District to the expenditure of

appropriations not otherwise provided for in the current fiscal year budget at the time executed and the two agreements will commit the expenditure of fiscal year 1990-91 appropriations; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED,

That based on the findings attached as Exhibit "A" and incorporated herein, pursuant to Metro Code Section 2.04.033 (a), the Council hereby authorizes the Executive Officer to execute the attached contracts (Exhibits "B" and "C") with Grimm's Fuel Company and McFarlane's Bark Inc.

ADOPTED by the Council of the Metropolitan Service District this ____ day of April, 1990.

Tanya Collier, Presiding Officer

HS:jc
yd.res
April 9, 1990

STAFF REPORT

EXHIBIT "A"

CONSIDERATION OF RESOLUTION NO. 90-1244 FOR THE PURPOSE OF APPROVING A CONTRACT WITH GRIMM'S FUEL COMPANY AND MCFARLANE'S BARK, INC. FOR A YARD DEBRIS COMPOST COUPON CAMPAIGN

Date: April 26, 1990

Presented by: Debbie Gorham
Pat Vernon

FACTUAL BACKGROUND AND ANALYSIS

Yard debris compost has a strong potential for recycling, but that potential has been restricted by lack of market development. The potential for tremendous increases in the supply of yard debris as the result of the state's Opportunity to Recycle Yard Debris Rule must be met by a corresponding increase in demand for the yard debris compost product. A Spring Coupon Campaign is designed to promote the awareness of and use of yard debris compost by the general public.

Coupons worth \$3.00 off the purchase price of yard debris compost products will be distributed at a variety of public events including the Street of Dreams and the Street of Affordable Homes. The coupons are redeemable at Grimm's Fuel and McFarlane's Bark. Metro will reimburse these two vendors for half of the face value of the coupons. In this way, the coupon is jointly sponsored by Metro and the vendors. (See Exhibits "B" and "C").

Waste Reduction staff have conducted yard debris compost coupon campaigns for the two years preceding the proposed agreements. They have reviewed potential vendors and found no additional producers of salable yard debris compost. Bids were not solicited from Grimm's and McFarlane's as the project is detailed in the current budget.

Metro Code Section 2.04.043 (a) requires a minimum of three competitive quotes. However, if three quotes are not available, a lesser number will suffice, provided that a written record is made of the effort to obtain the quotes. Such record is made a part of the file.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 90-1244.

EXHIBIT "B"

REIMBURSEMENT AGREEMENT

This agreement is entered into this ____ day of ____, 1990 by Grimm's Fuel Company and the Metropolitan Service District (METRO) of Portland, Oregon to promote yard debris compost sales through a coupon add campaign.

The parties agree to the following:

- 1) METRO will publish a three (3) dollar coupon to be distributed at the Yard, Garden and Patio Show, the Street of Affordable Homes, the Street of Dreams, and through the METRO Recycling Information Center, good towards the purchase of yard debris compost product from Grimm's Fuel Company.
- 2) The coupon will be valid the first day of each event and up to thirty (30) to forty-five (45) days after each event. For tracking purposes, a different color coupon will be distributed at each event. The Contract shall terminate October 30, 1990.
- 3) METRO will reimburse Grimm's Fuel Company \$1.50 for each \$3.00 coupon which is presented to METRO with a sales receipt including customer name, date of sale and volume purchased (or a copy of the sales receipt) up to a maximum payment of TEN THOUSAND DOLLARS (\$10,000.00).
- 4) Grimm's Fuel Company will absorb at its own expense the coupon discount for any coupons collected exceeding the maximum payment provided in paragraph #3.
- 5) Grimm's Fuel Company will hold harmless and defend Metro against any and all claims, all causes of action of whatsoever nature that may arise out of the operation of this agreement.

Metropolitan Service District

Grimm's Fuel Company

By _____

By _____

Date _____

Date _____

EXHIBIT "C"

REIMBURSEMENT AGREEMENT

This agreement is entered into this _____ day of _____, 1990 by McFarlane's Bark, Inc. and the Metropolitan Service District (METRO) of Portland, Oregon to promote yard debris compost sales through a coupon add campaign.

The parties agree to the following:

- 1) METRO will publish a three (3) dollar coupon to be distributed at the Yard, Garden and Patio Show, the Street of Affordable Homes, the Street of Dreams, and through the METRO Recycling Information Center, good towards the purchase of yard debris compost product from McFarlane's Bark, Inc.
- 2) The coupon will be valid the first day of each event and up to thirty (30) to forty-five (45) days after each event. For tracking purposes, a different color coupon will be distributed at each event. The Contract shall terminate October 30, 1990.
- 3) METRO will reimburse McFarlane's Bark, Inc. \$1.50 for each \$3.00 coupon which is presented to METRO with a sales receipt including customer name, date of sale and volume purchased (or a copy of the sales receipt) up to a maximum payment of TEN THOUSAND DOLLARS (\$10,000.00).
- 4) McFarlane's Bark, Inc. will absorb at its own expense the coupon discount for any coupons collected exceeding the maximum payment provided in paragraph #3.
- 5) McFarlane's Bark, Inc. will hold harmless and defend Metro against any and all claims, all causes of action of whatsoever nature that may arise out of the operation of this agreement.

Metropolitan Service District

McFarlane's Bark, Inc.

By _____

By _____

Date _____

Date _____

Agenda Item No. 4.4
Meeting Date: April 26, 1990

Resolution No. 90-1249

ZOO COMMITTEE REPORT

RESOLUTION NO. 90-1249, APPROVING THE REQUEST FOR PROPOSALS DOCUMENTS FOR CONSTRUCTION OF THE RESEARCH AND PROPAGATION CENTER AND OWL MEWS AT THE METRO WASHINGTON PARK ZOO

Date: April 20, 1990

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the April 19, 1990, Zoo Committee meeting, Councilors Knowles, McFarland, Ragsdale and myself voted unanimously to recommend Council adopt Resolution No. 90-1249. Councilor DeJardin was excused.

COMMITTEE DISCUSSION/ISSUES: Zoo General Curator Dennis Pate and Research Coordinator Dr. Jill Mellen presented the resolution which approves the RFP for design and construction of a new Research and Propagation Center and Owl Mews. The total projected cost for the projects is \$435,000 of which \$375,000 is in the FY89-90 Zoo Capital Budget and will be carried over to FY90-91 to complete the project. The \$375,000 will pay for the design and construction of the Propagation Center and the design only of the Owl Mews. Constructing the Owl Mews is projected at \$60,000 which is included in the Zoo's FY90-91 fund-raising goal.

Dr. Mellen explained the purpose of the Propagation Center is to provide a secluded area, off-site from Zoo visitors, to breed endangered species. She said the center is a low cost alternative to trying to offer the most conducive breeding settings on-site, in the Zoo's public viewing areas. The goal in pursuing the Research and Propagation Center is to balance the Zoo's visitors' needs and viewing preferences with the curators' needs to study and perpetuate endangered species.

Responding to Committee questions, Mr. Pate noted no other construction plans or projects are identified in the Master Plan for the area by the animal hospital where the Propagation Center and Owl Mews will be built. The Committee discussed further the Zoo's endangered species research, but no additional issues or questions were raised about the RFP.

jpmfour
b:\901249.cr

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING	)	RESOLUTION NO. 90-1249.
A REQUEST FOR PROPOSALS DOCUMENT FOR)	
DESIGN OF A RESEARCH AND PROPAGATION	)	Introduced by the
FACILITY AT METRO WASHINGTON PARK ZOO	)	Executive Officer

WHEREAS, Section 2.04.033 (b) of the Metro Code requires
that the Council must approve the proposal document for certain
contracts; and

WHEREAS; The proposal document has been filed with the
Council Clerk; now therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District
approves the Request for Proposals for the Research/Propagation
Center and authorizes that it be released for response by vendors
or proposers.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1990.

Tanya Collier, Presiding Officer

resprop.res
4/9/90

3/22/90

Washington Park Zoo

22
X March 1990

To: Kay Rich

From: Jill Mellen

Re: RFP for Design and Construction of Research and Propagation Facility and Owl Mews

Attached is a revised version of the RFP for the Research and Propagation Facility with additional information on the incorporation of the Owl Mews into the planning process.

Below is a list of the firms I would suggest we solicit bids from:

Di Benedetto Architects
4440 S.W. Corbett
223-0555

Walker Engineering
3312 S.W. Water
224-6767

Andrew Architects (WBE)
728 S.E. 11th Street
239-4387

Romell Architects
1020 S.W. Taylor
227-5844

Guthrie, Slusarenko, and Associates
320 S.W. Sixth Ave.
Portland, Oregon
225-0034

Columbia Design & Detailing
2250 E. Burnside (DBE)
Portland, OR 97214 (MBE)
232-2216

Research Equipment Company, Inc.
18017 56th St., N.E.
Snohomish, Washington 98290
Ron Orta, Sales Representative
206-691-5609 or 409-779-1973

Luey Architects (DBE)
301 Tigard Plaza (MBE)
Tigard, OR 97223
684-3622

Selig/Lee/Rueda Architects (DBE)
213 S.W. Ash, Suite 201 (MBE)
Portland, OR 97204
224-0173

Yamada, Randall - Architects (DBE)
3291 S.W. Childs Rd. (MBE)
Lake Oswego, OR 97034
638-2524

Otak Inc.
17355 S.W. Boones Ferry Road
Lake Oswego, OR
635-3618

cc: Dennis Pate, Stanley Held, Elayne Barclay, Anna Michel

Revisions made as per Anna + Kathy R.
gm

REQUEST FOR PROPOSALS FOR SCHEMATIC AND DESIGN CONCEPT DRAWINGS,
CONSTRUCTION DOCUMENTS, AND CONSTRUCTION SUPPORT FOR
TWO OFF-SITE FACILITIES:
A RESEARCH AND PROPAGATION FACILITY AND AN OWL MEW FACILITY

I. INTRODUCTION

The Metropolitan Service District's Washington Park Zoo is requesting proposals for the programming, concept and schematic design, design development, construction documentation and construction administration for two off-exhibit facilities: a Research and Propagation Facility and an Owl Mew Facility. Proposals are due on **3 May, 1990 (PST)**, at the Metro Washington Park Zoo, 4001 S.W. Canyon Road. Details concerning the project and proposal are contained in this document.

II. BACKGROUND/HISTORY OF PROJECT

One of the primary goals listed in the Zoo's Master Plan is to "contribute to the conservation of animals in the wild and in the Zoo by: continuing to research and improve husbandry techniques, exhibit environments, animal management concepts, and captive propagation." Many times this goal is not best achieved in concert with exhibiting animals for the general public. For example, some animals exhibit substantially less reproductive behavior while on exhibit as opposed to off-exhibit. Others appear to breed more readily when housed singly as opposed to pairs or in groups. Still other species require management to mix and match until compatible pairing can be found, thus necessitating numerous specimens of the same species.

An off-exhibit Research and Propagation Facility would facilitate the Metro Washington Park Zoo's realization of the above stated goal in a cost effective manner. Since this facility will not be open to the public, the esthetics of the Facility is not a factor; instead, functionality and flexibility will be stressed.

Further, as a strong commitment to local wildlife, the Zoo has made a long-term commitment to caring for this area's injured and orphaned owls.

Injured and orphaned owls are accepted by Metro's Washington Park Zoo from the greater Portland area. Those owls that can be rehabilitated are returned the wild; non-rehabilitants are used in educational programs at this and other zoos.

III. LOCATION OF THE PROPOSED SITE

The facilities are to be constructed on sites located either side of the Zoo's Research Center/Hospital. Specifically, the Research and Propagation Facility will be constructed on a site immediately east of the Zoo's Research Center/Hospital. (See Attachment 1). The area is shaded yellow on the attached map. At its longest dimensions, the area is roughly 250 feet by 150 feet. The existing Owl Mews are currently located on this proposed site.

The proposed site for the new Owl Mews is located immediately to the west of the Quarantine Buildings (again, see Attachment 1, also shaded yellow). This area is roughly 75 feet by 60 feet.

IV. GENERAL CONCEPT OF THE FACILITIES

A. Research and Propagation Facility

Three buildings are envisioned to house each of three groups of animals: small cats (ranging in size from 5 pounds to 50 pounds), small primates (ranging in size from 2 pounds to 30 pounds), and birds (up to and including large parrots and macaws). All of these animals can readily utilize the vertical aspect of their enclosures, and so both indoor and outdoor animal areas should be constructed in such a way to maximize that usage.

Each building will have both indoor areas for the animals and attached outdoor "runs" (covered) constructed of hardware cloth or chain-link fencing. One of the buildings (the first one constructed) should have a kitchen/storage area incorporated into it. Attachment 2 represents a conceptual drawing of the three proposed buildings.

B. Owl Mew Facility

This building will have a system of 15 inter-connected mews (essentially stalls) to house wild owls for rehabilitation. Part of each mew will be covered and part will be open to the elements via screening. A separate kitchen/storage/transition room area should also be included in the

design. Attachment 2b represents a conceptual drawing of the Owl Mew Facility.

V. SCOPE OF WORK

A. Proposed Schedule

The scope of work includes programming, concept and schematic design, design development, and construction documentation for the Research and Propagation Facility (three buildings) and the Owl Mews and the construction administration of the first two buildings of the Research and Propagation Facility. The budget for the entire project, including design, construction, permits, etc. is estimated to be **\$435,000**.

Design process should determine the most cost effective manner to construct this facility in phases, (i.e., would it be more cost effective to lay foundation, sewer, and utilities for the entire project, but complete construction on only the first two buildings?

Since the construction of the R&P Facility includes destruction of the existing Owl Mews, schedule of work should include the most cost effective sequence in the development of each of these facilities.

The design of the project should commence no later than **1 June 1990** and be completed by **1 November, 1990**.

The project covers work including, but not limited to:

1. Survey of both planned sites (R&P and Mews)
2. Soil investigation/testing of both planned sites (R&P and Mews)
3. Feasibility study of the most cost effective time schedule for development and construction of both sites
4. Design of all three phases of the Research and Propagation Facility (including utilities) and the Owl Mews to be completed by **1 November 1990**.
5. Acquisition of building permits (permits are to be secured by the consultant team, but Metro Washington Park Zoo will pay the cost of the permits)
6. Construction administration of the R&P facility, Buildings 1 and 2.

B. Scope of Work

The consultant selected for this project will be expected to work with the Zoo staff to form a team which will collectively brainstorm, critique and select the content and concepts to be used in the design of the two facilities. The project manager will also identify the individuals through whom communication will flow. It will be mandatory during the initial phases of the project to:

1. Establish an effective system of communication;
2. Specify critical checkpoints at which zoo staff can approve approaches, designs, illustrations, proposed equipment, and materials; and,
3. Complete design development and cost estimates at 30%, 60%, and 90% completion of construction drawings.

The consultant must be well versed in the production methods and maintenance concerns of all the standard kinds of buildings and materials currently used in the housing of domesticated animals and/or inexpensive, agricultural buildings.

The consultant will be responsible for providing working drawings of the facilities.

C. Description of Research and Propagation Facility

1. Indoor Areas (all three proposed buildings)
 - a. Within the indoor area of each building, indoor animal enclosures will be constructed to provide indoor living areas for the animals. These shall be constructed of hardware cloth or chain-link fencing with concrete floors; each indoor animal enclosure will be no smaller than 10ft x 10ft. x 10ft.
 - b. A keeper alley-way (minimum 7 ft) in the center of the building shall be maintained between indoor animal areas.
 - c. A keeper access door should lead from the indoor area into each outdoor animal enclosure.
 - d. All indoor animal enclosures must be interconnected by sliding or guillotine doors to adjacent outdoor animal enclosures.
 - e. Indoor enclosures must be easy to clean (concrete floors, sufficient drainage[4-inch drains], sufficient water pressure, appropriate flooring finishes).

- f. Indoor areas must be heated (to 70° F) and well ventilated.
- g. Indoor areas must be well lighted with both florescent lighting and sky lights.
- h. Indoor areas must have an electrical outlet every 10 feet; outdoor outlets every 20 ft.
- i. Some animal doors (sliding or guillotine) will need to be operated remotely.
- j. All entry doors to indoor areas must have viewing windows.
- k. Must be able to clearly see all of each indoor animal area from keeper space.
- l. One of the buildings (the 1st constructed) should have attached a kitchen area (see ATTACHMENT 2a). This kitchen area should include a sink, hot and cold water, wall shelves, phone, at least 10 sq ft of counter space, a window, door exiting to the outside as well as another door entering the indoor animal area. Kitchen area will be used to store food (refrigerated) and records and to prepare food. Kitchen area should have at least 4-5 electrical outlets.
- m. All concrete or c.m.u. construction must be sealed.
- n. The size of each of the three indoor facility should be approximately 85ft x 30ft x 12ft. Because animals will have almost continual access outdoors, it may not be cost efficient to insulate the indoor areas. This cost/benefit of insulating the buildings should be evaluated.
- o. All doors (for keepers and animals) will be secured with Best® locks or padlocks.

2. Outdoor Enclosures

- a. Outdoor enclosures should be attached to and surround (on three sides) each indoor building.
- b. Outdoor enclosures should be interconnected to adjacent outdoor enclosures by guillotine or sliding doors (remotely operated).
- c. Outdoor enclosures on one side of each building should be 20ft x 15ft x 12ft; on the other side of each building, outdoor enclosures should be 10ft x 15ft x 12ft.
- d. Outdoor enclosures should be constructed of hardware cloth or chain-link fencing, including ceiling.

- e. With the exception of a 3-ft concrete "lip" extending from the building into the outdoor area, the floor surface of the outdoor areas should be natural substrate, i.e., grass. The outdoor area should be naturally well-drained, but no actual sewer drains are need in the outdoor areas.
- f. A 3-ft keeper alley, constructed of chain-link or hardware cloth fencing should surround the outdoor area (see ATTACHMENT 2a). The alley-way should be totally enclosed by fencing. The bottom outside wall of fencing should be recessed 12 inches into the substrate and then extended horizontally away from the building (underground) for 6 inches to prevent vermin from digging into the facility.
- g. A keeper access door should lead from the keeper alley into each of the outdoor areas.

D. Description of Owl Mew Facility

This building should have a series of mews (stall-like rooms) for owls with dividing partitions to make space smaller or larger depending on the species housed and individual needs.

Part of each mew should have a solid slanted roof while part should have a screened roof. Floors should be concrete for ease of cleaning and for proper disinfection. Access will be via double doors to prevent escapes. Pathways and areas near doors should be lighted for night keepers access. Adequate electrical receptacles should be placed throughout the facility. Hose connections should be placed in appropriate areas for cleaning and watering. Workroom should be large enough to contain freezer, refrigerator, double sink, counter space and storage area. A separate room for transitional animals should be incorporated into this workroom. As much of the surrounding vegetations as possible should be preserved for security purposes and as a visual/sound barrier.

3. Grounds immediately around the site, i.e., the area shaded in yellow on Attachment 1

- a. Security for this area is an important issue. The site is secluded and some of the animals to be housed here are desirable for the pet trade. As much existing vegetation as possible should be left in place during the construction phase. This vegetation will shield from view the animals and enclosures to passers-by on the existing public road immediately above

the proposed site. The vegetation will also serve as a visual barrier between the proposed buildings and afford some protection from the sun, wind and rain.

D. Cost/Budget - The total budget including architectural and engineering fees, inspection costs, contingencies, Zoo management costs, permits, utilities, site development costs, and construction costs for the design and the construction of both facilities is **\$435,000**.

Provide a preliminary construction cost estimate on the Proposal Summary Sheet (Attachment 3). Your proposal should address the methods you recommend to keep the project within budget.

The successful consultant will be required to enter a fixed price contract agreement which will not be adjusted up or down in relation to the actual construction costs. However, the consultant may offer and price additional services available at Metro's option. Provide your preliminary lump sum fee on the Proposal Summary Sheet (Attachment 3).

VI. PROJECT ADMINISTRATION

Metro's contact for this project is the Zoo Construction Coordinator, Robert Porter. The Design Team for the Zoo also includes the Zoo's Research Coordinator and the Zoo's General Curator. The Metro executive staff and Council are involved in review and final approval of the Project.

VII. PROPOSAL INSTRUCTIONS

A. Site Visitation - Interested parties are invited to view the site on **20 April 1990 at 13:00 (PST)**.

B. Submission of Proposals -- Two (2) copies shall be furnished to Metro not later than **3 May, 1990** and addressed to:

Robert Porter
Metro Washington Park Zoo
4001 S.W. Canyon Road
Portland, Oregon 97221

C. Deadline -- Proposals will not be considered if received after 17:00 PDT on 3 May 1990. Postmarks are not accepted.

D. RFP as Basis for Proposals

This RFP represents the most definitive statement Metro will make concerning information upon which proposals are to be based. Any verbal information which is not contained in this RFP will not be considered by Metro in evaluating the proposals. All questions relating to the RFP, or the project must be submitted in writing to Robert Porter. Any questions which in the opinion of Metro warrant a written reply or RFP amendment will be furnished to all parties receiving a copy of this RFP. Metro will not respond to questions received after 27 April 1990.

E. Subconsultants: Disadvantaged Business Program

A subconsultant is any person or firm proposed to work for the prime consultant on this project. Metro does not wish any subconsultant selection to be finalized prior to contract award. For any task or portion of a task to be undertaken by a subconsultant, the prime consultant shall not sign up a subconsultant on an exclusive basis.

Metro has made a strong commitment to provide maximum opportunities to Disadvantaged and Women-Owned Businesses in contracting. The successful proposer will be required to meet Metro's Disadvantaged Business Program goals or clearly demonstrate that a good faith effort has been made to meet the goals. The goals for this contract are: Disadvantage Business Enterprises (DBEs) -- 7 percent, and Women-Owned Business Enterprises (WBEs) -- 5 percent of the contract amount. DBEs and WBEs must be certified by the state of Oregon as DBEs/WBEs to be counted toward the Contract goals. The proposal documents submitted must contain a fully completed Disadvantaged Business Program Compliance form contained herein. Thereafter, within 24 hours of notice by Metro, individuals to be interviewed may be required to submit completed DBE and WBE utilizations forms which are also attached. Detailed procedures for completing the forms and for demonstrating good faith efforts are contained in Ordinance NO. 88-252 (Metro's Disadvantaged Business Program) contained in the Appendix. Proposers' special attention is directed to Section 2.04.155 (Contract Award

Criteria), and Section 2.04.160 (a)(2) (Determination of Good Faith Efforts). Proposers should note the following requirement of the latter section:

Advertisement in trade association, general circulation, minority and trade-oriented, women-focus publications, if any and through a minority-owned newspaper or minority-owned trade publication concerning the subcontracting or material supply opportunities on the project at least ten (10) days before bids or proposals are due.

The following are minority-oriented newspapers published in the Portland Metropolitan area:

The Skanner, 2337 N. William Avenue, Portland, OR 97221
(503)287-3562.

The Portland Observer, P.O. Box 3137, Portland, OR 97208
(503)283-2486.

The American Contractor, P.O. Box 11233, Portland, OR 97208
(503)285-9000.

The requirement to advertise is but one of the actions necessary to demonstrate good faith efforts under this program.

Failure of the proposer to comply with all of the requirements of the Disadvantaged Business Program will result in the bid being deemed nonresponsive.

F. Metro Insurance Requirements

The consultant shall provide (from insurance companies acceptable to Metro) the insurance coverage designated hereinafter and pay for all costs therefore.

Before commencing work under this contract the consultant shall furnish Metro with certificates of insurance evidencing coverage as specified and where indicated naming Metro as an additional insured:

- a. Carrier(s) shall have an A or better insurance rating.
- b. Commercial General Liability and Automobile Liability Insurance

Consultants shall maintain Commercial General and Auto Liability Insurance on an "occurrence" basis, covering all operations of consultant (except for the coverage described in subparagraph (c) below) including contractual liability, against claims for bodily injury or death including personal injury and property damage with limits of not less than \$1,000,000 combined single limit. Insurance coverage shall also be carried with limits of not less than \$1,000,000 combined single limit against bodily injury liability and property damage liability arising out of the use by or on behalf of the consultant, his/her agents and employees in pursuit of services provided for in this agreement, of any owned, non-owned or hired automobile equipment. Such policy or policies shall name Metro, their directors, officers, agents, and employees, as an additional insured but only as results liability incurred by the contractor in the performance of this contract. Such insurance shall provide for thirty days prior written notice to the owner in the event of cancellation.

c. Errors and Omissions Insurance

Consultant shall provide Metro with evidence of Professional Liability Insurance in an amount not less than \$1,000,000 per claim, subject to the policy's annual aggregate of \$1,000,000. Such insurance shall include limited contractual liability coverage and shall provide for thirty days prior written notice to the owner in the event of cancellation. Consultant shall maintain in force such coverage for not less than five years following completion of the project.

G. Workers' Compensation Coverage

Consultant will maintain in force Workers' Compensation coverage as required by the State of Oregon. Consultant shall provide Metro a certificate of insurance evidencing such coverage is in force. Consultant shall require his/her sub-consultants to maintain such insurance also.

VIII. PROPOSAL CONTENTS

The proposal should contain not more than 10 pages of written materials (excluding biographies and brochures, which may be included in an appendix), describing the ability of the consultant to perform the work requested. Contents of the proposal shall be as follows:

A. Transmittal Letter -- Indicate who will be project manager, and that the proposal will be valid for ninety (90) days.

B. Approach/Project Work Plan -- Describe how the work will be done within the given time frame and budget. Include a proposed work plan and schedule.

C. Staffing/Project Manager Designation -- Identify specific personnel assigned to major project tasks, their roles in relation to the work required, percent of their time on the project, and special qualifications they may bring to the project.

Metro intends to award this contract to a single firm to provide the services required. Proposals must identify a single person as project manager to work with Metro Washington Park Zoo. The consultant must assure responsibility for any subconsultant work and shall be responsible for the day-to-day direction and internal management of the consultant effort.

D. Experience -- List projects conducted over the past five years similar to the work required here. For each project, include the name of the contact person, his/her title, role on the project, and telephone number. Identify persons on the proposed study team who worked on each project, and their respective roles. Include resumes of individuals proposed for this contract.

E. A completed Disadvantaged Business Program Compliance form.

F. A Proposal Summary Sheet, which is provided in Attachment 3.

IX. ORAL INTERVIEWS

From the proposals received, Metro will select qualified firms for oral interviews. The oral interview with the selection committee shall include, but is not limited to:

- further mutual development and understanding of the scope of work and fixed fee negotiations;
- confirmation or modification of the schedule previously submitted;

- an opportunity for the firm to give its impressions, concepts, approaches, and concerns about the project; and,
- discussion of consultant-owner relationship
- identify sub-consultants for the project.

X. GENERAL PROPOSAL/CONTRACT CONDITIONS

A. Limitations and Award -- This RFP does not commit Metro to the award of a contract, nor to pay any costs incurred in the preparation and submission of proposals in anticipation of a contract. Metro reserves the right to accept or reject any or all proposals received as the result of this request, to negotiate with all qualified sources, or to cancel all or part of this RFP.

B. Contract Type -- Metro intends to award a personal services contract with the selected firm for the project. A copy of the contract, which the successful consultant will be required to execute, is attached (Attachment 4).

C. Billing Procedures -- The Architect will be compensated for each phase of the project according to the lump sum fees established in the contract. The Architect may invoice Metro monthly for the percentage of completion mutually agreed upon by Architect and the Zoo Assistant Director. Each invoice shall be supported by a general description of individuals performing service or such other evidence of Architect's right to payment as Metro may direct. The attached contract fully describes the billing procedures.

D. Validity Period and Authority -- The proposal shall be considered valid for a period of at least ninety (90) days and shall contain a statement to that effect. The proposal shall contain the name, title, address, and telephone number of an individual or individuals with authority to bind any company contacted during the period in which Metro is evaluating the proposal.

XI. EVALUATION OF PROPOSALS

A. Proposals will be evaluated by the selection committee based upon the information provided in the RFP and the oral interview. The Zoo Director will recommend a firm to the Executive Officer of Metro for award of a contract

after considering the report of the selection committee. Final contract award must be approved by the Metro Council.

Criteria used in the evaluation of proposals include:

- design fees
- experience of project manager to be assigned
- experience in staying within budget and on schedule
- level of expertise, e.g., familiarity with agricultural/animal facilities
- demonstrated experience on similar projects
- present workload and ability to add this project
- ability to interact effectively with the Zoo design team
- ingenuity of approaches to project
- successful development of fixed fee negotiations.

B. Evaluation Criteria

This section provides a description of the criteria which will be used to evaluate proposals submitted to accomplish the work defined in the RFP.

1. Qualifications of principals (30)

2. Previous Work (30)

References

Experience (including familiarity with agricultural/animal facilities)

3. Proposal (20)

Demonstrated ability to complete the scope of work; approach to the project

4. Fee (20)

3/22/90

14

- Attachment 1: Map of zoo grounds with proposed site highlighted
- Attachment 2: Conceptual drawing of proposed buildings
- Attachment 3: Proposal Summary Sheet
- Attachment 4: Personal Services Contract

Attachment 3: Proposal Summary Sheet

1. Consultant's preliminary construction estimate \$ _____

2. Consultant's time estimate to complete:

Design Concept Months _____ Days _____

Design Development Months _____ Days _____

Construction Documents & Bid Process Months _____ Days _____

Construction Months _____ Days _____

3. Consultant's Preliminary Lump Sum Fee \$ _____

Firm's Name _____

Address _____

City _____ State _____ ZIP _____

Firm's Representative _____

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1249 AUTHORIZING A REQUEST FOR PROPOSALS DOCUMENT FOR DESIGN OF A RESEARCH AND PROPAGATION FACILITY AT METRO WASHINGTON PARK ZOO

Date: April 9, 1990

Presented by: Dennis Pate

BACKGROUND AND FACTUAL ANALYSIS

One of the primary Zoo Master Plan goals is to "contribute to the conservation of animals in the wild and in the Zoo by: continuing to research and improve husbandry techniques, exhibit environments, animal management concepts, and captive propagation." There is great awareness among zoo professionals that if some species of animals are to survive, zoos must assume a leading role in their preservation through cooperative breeding programs. However, public exhibition quarters are not necessarily conducive to propagation of many species.

A number of zoos have established off-exhibit breeding centers as an additional approach to breeding endangered species (e.g. National Zoo's Front Royal, Bronx Zoo's St. Catherine Island). These centers have been extremely successful in propagating many of the species upon which they focused. Metro Washington Park Zoo will focus upon the propagation of endangered animals on a much smaller scale. Initially, we will focus on several species of small carnivores and primates, choosing these species that are critically endangered in the wild.

An off-exhibit Research and Propagation Facility would facilitate realization of the above stated goal in a cost effective manner. Since this facility would not be open to the public, the aesthetics are not a factor; functionality and flexibility will be stressed, with cinder block and chain link fencing used extensively. The location for this facility is the area immediately east of the Zoo Research Center building, in close proximity to existing utilities, within the perimeter fence and serviced by existing roads.

Further, as a strong commitment to local wildlife, the Zoo has made a long-term commitment to caring for this area's injured and orphaned owls. Injured and orphaned owls are accepted from the greater Portland area. Rehabilitated owls are returned to the wild; non-rehabilitants are used in educational programs at this and other zoos. As part of the Research and Propagation Facility

complex, Metro Washington Park Zoo's Owl Rehabilitation Program will relocate to an area west of the existing quarantine facilities. The Owl Rehabilitation Program is the Zoo's only local conservation effort and is a primary vehicle for connecting the people of Portland to the "whole of life".

Total project cost is estimated to be \$375,000 with \$125,000 budgeted for 1990-91.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of this contract.

JDM/ck
resprop.sr

Agenda Item No. 5.1
Meeting Date: April 26, 1990

ORDINANCE NO. 90-347

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	ORDINANCE NO. 90-347
METRO CODE CHAPTER 2.08, OFFICE)	
OF GENERAL COUNSEL	)	Introduced by
	)	Councilor Collier

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. The Council finds:

There is a need to clarify the Duties and Powers of the Office of General Counsel regarding legal opinions interpreting the provisions of Oregon Law relating to the division of Powers, Duties and Authority of the Metro Council and the Metro Executive Officer.

Section 2. A new Section 2.08.080 "OPINIONS REGARDING DIVISION OF POWERS" is hereby added to Chapter 2.08 of the Metro Code.

2.08.080 Opinions Regarding Division of Powers:

(a) The General Counsel shall prepare written opinions regarding interpretations of Oregon Law including but not limited to ORS Chapter 268 as provided for herein. Opinions prepared in conformance with this section shall be binding on the District except as superseded by courts of law, legislative action, or other superior tribunals or bodies.

(b) Requests for opinions regarding interpretations of Oregon Law concerning the powers, duties, and authority of the Metro Council or the Metro Executive Officer as they relate to the division of powers, duties, and authorities or jointly held powers, duties, and authorities shall be made only by the Executive Officer, the Presiding Officer, chairs of standing

Council Committees, Committees acting by resolution, or the Council acting by resolution.

(c) Prior to commencing to prepare any requested opinion subject to the provisions of this section, the General Counsel shall refer the request to both the Executive Officer and the Council. The issuance of an opinion shall require the concurrence of both the Council and the Executive Officer in the question to be answered. Council concurrence shall be by resolution and may be considered given if an opinion request is originally approved by the Council and the Executive Officer concurs in the request. Executive Officer concurrence shall be in writing.

(d) In the event the Council or the Executive Officer fail to concur in a request for an opinion either the Council or the Executive Officer may direct that the Office of General Counsel refer the question to outside legal counsel approved by the General Counsel and the requestor of the opinion subject to the provisions of Metro Code Chapter 2.04 and available budget appropriations. In the event any requested opinion is rendered by outside counsel it shall not be binding on the District but shall constitute legal advice to the requestor of the opinion only.

Tanya Collier, Presiding Officer

ATTEST:

Clerk of the Council

Agenda Item No. 5.2
Meeting Date: April 26, 1990

ORDINANCE NO. 90-345



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: April 18, 1990

To: Metro Council and Interested Parties

From: Gwen Ware-Barrett, Clerk of the Council

Regarding: ORDINANCE NO. 90-345, AN ORDINANCE ADOPTING A FINAL ORDER
AND AMENDING THE METRO URBAN GROWTH BOUNDARY FOR CONTESTED
CASE NO. 89-1: GRAVETT

The above referenced ordinance and supporting documents (staff report, ordinance, Exhibit A - Vicinity Map and Exhibit B - Report and Recommendation of Hearings Officer) have been distributed under separate cover to Councilors, staff and other interested parties. Because of the volume of the document, only the staff report, ordinance and Report and Recommendation of Hearings Officer have been included in this agenda packet. Those wishing copies of the other supporting materials should contact the Clerk of the Council at 221-1646 ext. 206.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE ADOPTING A FINAL ORDER)
AND AMENDING THE METRO URBAN)
GROWTH BOUNDARY FOR CONTESTED CASE)
NO. 89-1:GRAVETT)

ORDINANCE NO. 90-345

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY
ORDAINS:

Section 1. The Council of the Metropolitan Service District
hereby accepts and adopts as the Final Order in Contested Case No.
89-1 the Hearings Officer's Report and Recommendations in Exhibit
B of this Ordinance, which is incorporated by this reference.

Section 2. The District Urban Growth Boundary, as adopted
by Ordinance No. 79-77, is hereby amended as shown in Exhibit A of
this Ordinance, which is incorporated by this reference.

Section 3. Parties to Contested Case No. 89-1 may appeal
this Ordinance under Metro Code Section 205.05.050 and ORS Ch. 197.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1990.

Tanya Collier, Presiding Officer

ATTEST:

Clerk of the Council

ES/es
4/13/90



Vicinity Map

PROPOSED ADDITION



(25)

(41)

URBAN

UBG

HIGHWAY 100 RD

Site Map

BEFORE THE METROPOLITAN SERVICE DISTRICT

1 In the Matter of the Petition of)
 2 PAUL D. and SHIRLEY P. GRAVETT for) Contested Case No. 89-1
 3 an Amendment to the Urban Growth)
 Boundary) REPORT AND RECOMMENDATION
) OF HEARINGS OFFICER

I. Nature of the Case

6 This is a Petition by Paul D. and Shirley P. Gravett
 7 (Petitioners), owners, to add a rectangular piece of land
 8 containing approximately 5.8 acres (the Site) to the area within
 9 the Urban Growth Boundary (UGB), using the locational adjustment
 10 procedure. There has been no opposition to the Petition.

11 The Site is located in Multnomah County, along Hogan Road,
 12 immediately south of the Gresham City boundary. The present UGB
 13 abuts three sides of the Site, the north, south, and west sides.
 14 Hogan Road abuts the east side of the Site. Thus the Site is
 15 surrounded entirely by urbanizable area and a road.

16 Gresham City plans call for eventual annexation and urban
 17 development of all of the land surrounding the Site on the Site's
 18 side of Hogan Road.

19 A map showing the Site is attached hereto as Exhibit A. The
 20 legal description of the Site is:

21 Tax Lots 25 and 41, Section 22, T1S, R3E, Multnomah
 22 County, Oregon

23 The City of Gresham has recommended approval of the
 24 Petition. Multnomah County has not taken a position on the
 25 Petition.

26 -1- REPORT AND RECOMMENDATION OF HEARINGS OFFICER

Page

II. Proceedings and Record

1 On January 31, 1990, following publication and mailing of a
2 notice to property owners who were identified by Petitioner or
3 the Hearings Officer as living within 250 feet of the Site, the
4 Hearings Officer held a hearing on the Petition at Gresham City
5 Hall. The Petitioner's legal counsel testified in favor of the
6 Petition, with City of Gresham representatives providing
7 supplemental supportive testimony. There were no other
8 witnesses. Following the testimony, the Hearings Officer left
9 the record open for two weeks so that Petitioner could submit
10 additional information on school capacity. On February 1, 1990,
11 Petitioner provided supplemental information on this subject.

12 The following documents either are a part of Metro's public
13 file in this matter or were introduced at the hearing or prior to
14 closure of the record. Together with the hearing testimony, they
15 comprise the record in this matter.

- 16 Exhibit 1 - Petition for Locational Adjustment, 6/29/89
17 Exhibit 2 - Letter, Seltzer to Kleinman, 7/6/89
18 Exhibit 3 - Letter, Kleinman to Seltzer, 7/21/89
19 Exhibit 4 - Mailing List of All Land Owners
20 Exhibit 5 - Petition for Locational Adjustment [Revised],
21 6/30/89
22 Exhibit 6 - Request for Comment from Service Provider,
Rural Fire Protection District 10, 7/11/89
23 Exhibit 7 - Letter, Kloster to Seltzer, 7/24/89
24 Exhibit 8 - Request for Comment from Service Provider,
25 Multnomah County, 7/20/89
26

- Exhibit 9 - Letter, Stickel to Seltzer, 8/10/89
- Exhibit 10- Topographic Map
- Exhibit 11- Letter, Kleinman to Seltzer, 10/25/89, with
attached City of Gresham documents
- Exhibit 12- Metro Resolution No. 89-1126, 11/21/89, with
attached committee report
- Exhibit 13- Memorandum, Seltzer to Thomas, 12/11/89
- Exhibit 14- Notice of Public Hearing
- Exhibit 15- Memorandum, Seltzer to Hearings Officer,
1/3/90
- Exhibit 16- Notice Receipts
- Exhibit 17- Letter, Kloster to Kleinman, 1/26/90
- Exhibit 18- Letter, Kleinman to Thomas, 2/1/90
- Exhibit 19- Map showing Gravett Site
- Exhibit 20- 4 maps showing Gravett Site

III. The Site and the Surrounding Area: Findings

The Site is located just south of the Gresham City boundary and on the west side of Hogan Road, at the intersection of Hogan Road and the City boundary. It is 1.25 miles south of Powell Boulevard. Presently, the Gresham City boundary runs east and west from the northern edge of the Site. Farther to the west, the City boundary turns and runs south.

The UGB also runs along the northern edge of the Site, continuing straight to the east across Hogan Road, following the City boundary. At the western edge of the Site, however, the UGB turns south and runs along the western edge of the Site. At the southern edge of the Site, the UGB turns back to the east and

1 runs along the southern edge of the Site back to Hogan Road. At
2 Hogan Road, the UGB turns south again and runs approximately six
3 hundred feet along Hogan Road. The UGB then turns west for
4 several hundred feet and then runs southwesterly to the Gresham
5 City boundary. City plans call for all of the land west of the
6 UGB to be annexed into the City. As illustrated by Exhibit A,
7 this means that based on the present UGB, the Site eventually
8 will be a small, isolated non-urbanized block of land on the west
9 side of Hogan Road surrounded on three sides by urbanized land
10 and on the other side by Hogan Road.

11 The land directly east of the Site, across Hogan Road, is
12 outside the UGB and is zoned for Exclusive Farm Use. The EFU
13 area is about 40 acres. Immediately across from the Site in the
14 EFU area is a narrow partially wooded buffer followed by nursery
15 buildings and land devoted to growing nursery stock, which
16 extends to the west and south. Farther to the west is a wooded
17 area.

18 The land southeasterly of the Site, across Hogan Road, is
19 outside the UGB and is zoned Multi-Use Agricultural 20 acre
20 minimum. This area has some small buildings along Hogan Road but
21 primarily is wooded. MUA zoning permits farm, forest, and
22 limited single-family residential uses.

23 Further to the south across Hogan Road is more EFU land.

24 Immediately south of the Site are driveway "flagpoles" that
25 connect Hogan Road to large residential lots that are west and
26 southwest of the Site. These "flagpoles" and residential lots

are inside the UGB but outside the present City boundary. The City plans to annex them eventually. They are open meadow with large residences and forest to the west. South of the "flagpoles," the land is zoned MUA-20, with pasture, nursery, and container storage uses. Even farther to the south is EFU land to be developed as part of the Crystal Springs Country Club. The Crystal Springs development also will include a 150 dwelling unit development within the City boundaries. This project recently received City approval.

Johnson Creek is approximately 3300 feet north of the Site. Immediately north of the Site, inside the City boundary, land is used for berry growing. The entire area inside the City boundary north, west, and southwest of the Site appears to be gradually filling in with urban development.

The Site consists of two tax lots. Tax lot 41 consists of one acre with a single family home. Tax lot 25 is undeveloped and surrounds tax lot 41 on three sides.

Topographically the Site slopes downward from Hogan Road to the west. The grade primarily is 15 to 35 percent, with a large flat area along Hogan Road. The lowest point of the slope is Hogan Creek, which runs in a north-south direction just west of the Site. Generally, the UGB in this area follows the creek, except that the UGB departs from the creek to encompass the "flagpoles" of the large residential lots to the south. The entire Site is within the Hogan Creek drainage area.

1 As stated above, the Site presently is zoned MUA-20. If the
2 Petition is approved, likely zoning will be Low Density
3 Residential with a minimum lot size of 7,000 square feet. This
4 is the zoning that Gresham City plans call for in the area that
5 already is inside the UGB, when that land is annexed in the
6 future. With LDR-7 zoning, the flat area of the Site could be
7 developed at full density. The bulk of the Site, with a 15 to 35
8 percent grade, could be developed at half density. Altogether
9 there could be 10 to 15 single family units or 20 to 30 duplex
10 units. At these densities, the Site would be developable at what
11 the City considers to be full urban density. The zoning of the
12 land, of course, if this Petition is granted, would be determined
13 by the City of Gresham following annexation.

14 The Site is an agricultural exception area and thus is not
15 designated for longterm agricultural development.

16 IV. Legal Framework

17 A description of the legal framework that governs locational
18 adjustments to the UGB is attached hereto as Exhibit B.

19 V. Applicable Standards: Findings and Conclusions

20 1. Public Facilities and Services. MC Section

21 3.01.040(a)(1)

22 "Orderly and economic provision of public facilities and
23 services. A locational adjustment shall result in a net
24 improvement in the efficiency of public facilities and
25 services, including but not limited to, water, sewerage,
26 storm drainage, transportation, fire protection and schools
in the adjoining areas within the UGB and any area to be
added must be capable of being served in an orderly and
economical fashion."

Water Facilities and Services.

1 The Site presently has a private water well and no public
2 water service. The nearest water main is on Hogan Road 3300 feet
3 north of the Site, across Johnson Creek. As the Crystal Springs
4 Country Club development is built, a water line will be built to
5 the development. This line will run about 2300 feet west of the
6 Site. Eventually, the City wants to construct a line down Hogan
7 Road so that the Crystal Springs line can be looped. The looping
8 will provide improved water source to the area inside the UGB
9 served by the Crystal Springs line. In addition to improving
10 water service to areas served by the Crystal Springs line, a
11 Hogan Road line will facilitate service to the other areas on
12 Hogan Road that are inside the UGB. The City will require that
13 the Hogan Road line be installed prior to development of the area
14 inside the UGB south of the Site and prior to development of the
15 Site if it is brought within the UGB.

16 If a line is installed within Hogan Road, the City will
17 require a 16 inch main, as part of the overall loop, even though
18 development of the Site itself would require only an 8 inch line.
19 The frontage on Hogan Road from the Site through the "flagpoles"
20 to the south is 1300 feet, of which the Site is 742 feet. If a
21 16" main is installed, the Site would bear 55 percent of the cost
22 of an 8 inch line, which amounts to 35 percent of the cost of the
23 16 inch line. In addition, the City of Gresham believes that if
24 the Site were not within the UGB, it would alter the "loop"
25 configuration to circumvent the Site, adding 500 to 600
26

additional feet of water line, at a cost of \$42,500 to \$51,000.

1 (The City believes it cannot construct a water line through land
2 outside the UGB.) Thus inclusion of the Site within the UGB, by
3 transferring some water line construction costs to the Site and
4 by providing a better configuration for the looped line, would
5 reduce the cost of water facilities to adjacent UGB areas, thus
6 enhancing their developability.

7 Conclusion. Inclusion of the Site within the UGB would
8 improve the efficiency of public water facilities and services in
9 the adjoining areas within the UGB. In addition, the Site could
10 be served in an orderly and economical fashion.

11 Sewerage Facilities and Services.

12 The Site presently uses a septic tank. The nearest sewer
13 trunk line is 3400 feet north of the Site near Hogan Road's
14 crossing of Johnson Creek. The City has plans to extend the
15 sewer line southward past the west side of the Site soon, in
16 order to serve the Crystal Springs development. This extension
17 will follow the Hogan Creek drainage and will serve the Site if
18 the Site is brought inside the UGB.

19 The basin served by the sewer line extension will be 463
20 acres. IF the 5.8 acre Site is brought inside the UGB, the City
21 anticipates the Site will bear 1.25 percent of the project cost.
22 This will reduce the cost of sewer facilities to adjacent UGB
23 areas, thus enhancing their developability.

24 Conclusion. Inclusion of the Site within the UGB would
25 improve the efficiency of public sewerage facilities and services
26

1 in the adjoining areas within the UGB. In addition, the Site
2 could be served in an orderly and economical fashion.

3 Storm Drainage Facilities and Services

4 The Site is in the Johnson Creek drainage basin. The City
5 of Gresham would require as a condition to Site development that
6 there be either on-site or regional storm water detention
7 facilities. Because of this requirement, inclusion of the Site
8 within the UGB will not be detrimental to the public storm sewer
9 system.

10 Conclusion. Inclusion of the Site within the UGB would have
11 no net impact on the efficiency of public storm drainage
12 facilities and services in the adjoining areas within the UGB.
13 The Site itself would not require service from public storm
14 drainage facilities.

15 Transportation Facilities and Services.

16 Hogan Road is a County minor arterial. Over the long term,
17 the City of Gresham hopes to improve Hogan Road to collect
18 traffic growth that is anticipated due to urbanization in the
19 area west of Hogan Road. Regner Road, farther to the west of the
20 Site, is windy and steep, and Hogan is a preferable road for
21 handling traffic increases.

22 If the Site is brought within the UGB and is developed, the
23 City will require half-street improvements to Hogan Road abutting
24 the Site, including a dedication of land sufficient for a 35 foot
25 half street. Since the west side of Hogan Road both north and
26 south of the Site is inside the UGB, this would permit a

1 continuous improvement along Hogan Road to a distance 1300 feet
2 south of the present City boundary. The Site could be required
3 to contribute as much as 55 percent of the cost of the 1300 foot
4 improvement.

5 Conclusion. Inclusion of the Site within the UGB would
6 improve the efficiency of public transportation facilities and
7 services in the adjoining areas within the UGB. In addition, the
8 Site could be served in an orderly and economical fashion.

9 Fire Protection and Police Facilities and Services.

10 Inclusion of the Site within the UGB would have virtually no
11 effect on fire protection and police facilities and services. If
12 anything, inclusion would slightly improve the efficiency of
13 those services by making the UGB more coherent to fire and police
14 personnel, but the improvement would be nominal.

15 Conclusion. Inclusion of the Site within the UGB would have
16 no net impact on the efficiency of fire protection and police
17 facilities and services in the adjoining areas within the UGB.
18 The Site could be served in an orderly and economical fashion.

19 School Facilities and Services.

20 If brought within the UGB and developed, the Site would add
21 10 to 15 additional students to the Gresham Public Schools.
22 According to the School District, it has sufficient capacity to
23 absorb these students. Development of the Site would add
24 assessed value to the District, but there was no evidence of the
25 amount of value that would be added.
26

1 Conclusion. Inclusion of the Site within the UGB would have
2 no net impact on the efficiency of public school facilities and
3 services in the adjoining areas within the UGB. The Site could
4 be served in an orderly and economical fashion.

5 Summary of Conclusions

6 All needed public facilities and services could be provided
7 to the Site in an orderly and economical fashion.

8 Inclusion of the Site within the UGB would result in
9 improvement in the efficiency of water, sewerage, and
10 transportation facilities and services in adjoining areas within
11 the UGB; and in no net impact on the efficiency of the storm
12 drainage, fire protection, police, and school facilities and
13 services in adjoining areas within the UGB.

14 As a final conclusion regarding public facilities and
15 services in adjoining areas within the UGB, there would be an
16 overall net improvement in the efficiency of those public
17 facilities and services if the Site were brought within the UGB.

18 2. Land Use Efficiency. MC Section 3.01.040(a)(2)

19 "Maximum efficiency of land uses. Considerations shall
20 include existing development densities on the area included
21 within the amendment, and whether the amendment would
22 facilitate needed development on adjacent existing urban
23 land."

24 The Site presently has a single family dwelling plus one out
25 building. If the Petition is approved, the Site probably will be
26 zoned LDR-7, although the zoning determination will be made by
the City of Gresham and not by Metro. After taking Site
topography into consideration, LDR-7 zoning will permit

1 development with 10 to 15 single family units or 20 to 30 duplex
2 units. The City of Gresham considers this to be full urban
3 density.

4 The Site's participation in bearing the cost of water,
5 sewerage, and transportation facilities to service the area would
6 relieve some of the financial burden of development on adjacent
7 areas within the UGB, thus increasing their developability to
8 some unquantified degree.

9 Conclusion. The proposed amendment would bring into the UGB
10 land that can be developed efficiently. In addition, the
11 proposed amendment would facilitate needed development on
12 adjacent existing urban land, thus maximizing the efficient use
13 of adjacent land already within the UGB.

14 3. Consequences. MC Section 3.01.040(a)(3).

15 "Environmental, energy, economic and social consequences.
16 Any impact on regional transit corridor development must be
17 positive and any limitations imposed by the presence of
18 hazard or resource lands must be addressed."

19 The development of the Site would not have any impact on
20 regional transit corridor development.

21 Hogan Creek, to the west of the Site, is designated as a
22 natural resource. The City of Gresham would require that any
23 development on the Site protect Hogan Creek.

24 The Site has no identified historic resources.

25 Conclusion. The proposed amendment would have no impact on
26 regional transit corridor development; has addressed in a
satisfactory way the presence of resource lands; and would not

1 have any negative environmental, energy, economic, or social
2 consequences.

3 4. Agricultural Lands. MC Section 3.01.040(a)(4)

4 "When a petition includes land with Class I-IV soils
5 designated in the applicable comprehensive plan for farm or
6 forest use consistent with the requirements of LCDRC Goals
7 No. 3 or 4, the petition shall not be approved unless it is
8 factually demonstrated that:

9 "*****"

10 The Site formally has been designated as an agricultural
11 exception area irrevocably committed to non-farm use. It has not
12 been designated in the comprehensive plan for farm or forest use
13 consistent with LCDRC Goal 3 or 4. Therefore, the provisions of
14 MC Section 3.01.040(a)(4) are inapplicable.

15 5. Compatibility with Agricultural Uses. MC Section
16 3.01.040(a)(5)

17 "Compatibility of proposed urban uses with nearby
18 agricultural activities. When a proposed adjustment would
19 allow an urban use in proximity to existing agricultural
20 activities, the justification in terms of factors (1)
21 through (4) of this subsection must clearly outweigh the
22 adverse impact of any incompatibility."

23 The only nearby agricultural activities are berry growing in
24 the area already inside the UGB and the City boundary north of
25 the Site and nursery activities in the area across Hogan Road to
26 the west of the Site. The LDR-7 use that is likely for the Site
is frequently mixed in the Gresham area with commercial
agricultural activities such as nurseries and berry farms.
Indeed, such low density urban residential uses as are likely on
the Site are considered a good buffer to agricultural uses.

1 There is no evidence that urban development of the Site would
2 have any incompatibility with the existing agricultural
3 activities.

4 Conclusion. There would be no incompatibility between the
5 likely urban development on the Site and existing agricultural
6 activities in proximity to the Site.

7 6. Superiority; Contiguous Land. MC Section 3.01.040(d)(2).

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

10 "[T]he proposed UGB must be superior to the UGB as
11 presently located based on a consideration of the
12 factors in subsection (a). The minor addition must
13 include all similarly situated contiguous land which
14 could also be appropriately included within the UGB as
15 an addition based on the factors in subsection (a)."

16 Superiority.

17 As described above, if the Petition is approved, there will
18 be a net improvement in the efficiency of public facilities and
19 services in the adjoining areas within the UGB. Furthermore,
20 development of those UGB areas will become economically more
21 feasible, by some unquantified amount, due to sharing by the Site
22 in the costs of sewer, water, and transportation improvements and
23 to reduction in the total cost of water improvements. For these
24 reasons, the proposed UGB is superior to the present UGB.

25 Conclusion. The proposed UGB is superior to the UGB as
26 presently located based on a consideration of the factors in MC
Section 3.01.040(a).

Contiguous Land.

The only contiguous land that is outside the UGB is the land across Hogan Road. Immediately across from the Site, the land is zoned EFU and would not qualify for inclusion within the UGB. To the southeast, land is zoned MUA-20, as is the Site. This land, however, is outside the sewerage basin that the Hogan Creek sewerage line would serve. It also is not surrounded on three sides by the UGB and does not abut the City boundary. For these reasons, the MUA-20 land across Hogan Road from the Site is not similarly situated such that it could be appropriately included within the UGB as an addition.

Conclusion. The Petition does include all similarly situated contiguous land which could also be appropriately included within the UGB as an addition based on the factors in the MC Section 3.01.040(a).

7. Degree of Superiority. MC Section 3.01.040(d)(3).

"Additions shall not add more than 50 acres of land to the UGB and generally should not add more than 10 acres of vacant land to the UGB. ...[T]he larger the proposed addition, the greater the differences shall be between the suitability of the proposed UGB and suitability of the existing UGB, based upon consideration of the factors in subsection (a) of this section."

As stated above, the proposed UGB is superior to the UGB as presently located based on a consideration of the factors in MC Section 3.01.040(a). In particular, the proposed UGB will improve the efficiency of public facilities and services in the adjoining areas inside the UGB and will improve the developability of those areas. For a proposed addition of 10

1 acres or less, such as the present proposed addition, this is the
2 only showing that is necessary to meet the requirement of Section
3 3.01.040(d)(3). See Exhibit B attached hereto.

4 Conclusion. The proposed amendment will sufficiently
5 improve the UGB to justify the addition of 5.8 acres to the area
6 inside the UGB.

7 VI. Conclusion

8 As concluded above, the Petition meets the requirements of
9 the Metro Code for an addition of land to the UGB through the
10 locational adjustment process. The Petition should be approved.

11 Dated: March 14, 1990

Respectfully submitted,

12 *Ch. P. Thomas*
13 Christopher P. Thomas
14 Hearings Officer
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STAFF REPORT

CONSIDERATION OF AN ORDINANCE ADOPTING A FINAL ORDER AND AMENDING
THE METRO URBAN GROWTH BOUNDARY FOR CONTESTED CASE 89-1: GRAVETT

Date: April 26, 1990

Presented By: Daniel B. Cooper

FACTUAL BACKGROUND AND ANALYSIS

Contested Case 89-1 is a petition from Paul and Shirley Gravett for a locational adjustment of the Urban Growth Boundary (UGB) in Multnomah County. The property proposed for inclusion within the UGB includes a total of 5.8 acres in two tax lots located immediately south of the Gresham City boundary along the west side of Hogan Road. The present UGB abuts the north, south, and west sides of the site, with Hogan Road forming the eastern boundary. The City of Gresham took a position in support of this petition.

Metro Hearings Officer Chris Thomas held a hearing on this matter on January 31, 1990, beginning at 6 pm in the Gresham City Council chambers. Testimony was presented by the petitioner's attorney and by staff from the City of Gresham. No opposition was expressed either in writing or during the hearing. The Hearings Officer's Report and Recommendation, attached as Exhibit B, concludes that the proposal meets all applicable standards and should be approved. No exceptions were submitted by parties to the case.

Since no exceptions to the Hearings Officer's report were received, the Council can decide whether it wants or needs to hear from parties following presentation of the case by the Hearings Officer. In its deliberations, the Council may consider motions to remand the findings to the Hearings Officer or to staff for revisions. If no such motions are approved, the Council may allow Ordinance No. 90-345 to proceed to a second reading with the findings and recommendation as proposed in the Hearings Officer's report.

ES/es
4/13/90

Agenda Item No. 6.1
Meeting Date: April 26, 1990

ORDINANCE NO. 90-343

ZOO COMMITTEE REPORT

ORDINANCE NO. 90-343, AMENDING ORDINANCE NO. 89-294A REVISING
THE FY1989-90 BUDGET AND APPROPRIATIONS SCHEDULE FOR INCREASED
ZOO OPERATIONS

Date: April 5, 1990

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the April 5, 1990, Zoo Committee meeting, Councilors McFarland, Ragsdale and myself voted unanimously to recommend Council adopt Ordinance No. 90-343. Councilors DeJardin and Knowles were excused.

COMMITTEE DISCUSSION/ISSUES: Assistant Zoo Director Kay Rich presented the ordinance which transfers \$204,214 from the Zoo Operating Contingency to various operating categories. During the last 3 fiscal years, the Zoo has come to the Council for mid-year budget adjustments due to attendance increases. According to Dr. Rich, this year's adjustment results from better than anticipated attendance plus unanticipated pay adjustments, additional animal keeper costs due to some problems in the Elephant area, and increased service activities to support communication with the public.

In response to Committee questions, Dr. Rich noted FY89-90 visitor attendance is running about 10 percent ahead of the Zoo's best past attendance figures. Revenue generated from this year's increased attendance is projected to exceed targeted revenue by over \$500,000. The net increase in funds will be reflected in a higher fund balance for the Zoo when it begins FY90-91.

jpmfour
b:\ord343.cr

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING ORDINANCE NO.)
89-294A REVISING THE FY 1989-90)
BUDGET AND APPROPRIATIONS SCHEDULE)
FOR INCREASED ZOO OPERATIONS)

ORDINANCE NO. 90-343

Introduced by Rena Cusma,
Executive Officer

WHEREAS, The Council of the Metropolitan Service District has
reviewed and considered the need to modify the FY 1989-90 Budget; and

WHEREAS, The need for a modified budget plan has been justified;
and

WHEREAS, Adequate funds exist for other identified needs; now,
therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

That Ordinance No. 89-294A, Exhibit B, FY 1989-90 Budget, and
Exhibit C, Schedule of Appropriations, are hereby amended as shown in
Exhibits A and B to this Ordinance for the purposes of increased Zoo
Operations.

ADOPTED by the Council of the Metropolitan Service District this

_____ day of _____, 1990.

Tanya Collier, Presiding Officer

ATTEST:

Clerk of the Council

kr:ord89-90:zoo:ord
3/13/90

EXHIBIT A
ORDINANCE NO. 90-343

FISCAL YEAR 1989-90		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
ZOO OPERATING: Administration							
	Personal Services						
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Director	1.00	70,142		976	1.00	71,118
	Assistant Director	1.00	56,449		1,833	1.00	58,282
	Sr. Management Analyst	1.00	32,299		1,422	1.00	33,721
	Development Officer	1.00	38,476			1.00	38,476
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Administrative Secretary	2.00	44,970		1,801	2.00	46,771
	Program Assistant 2	1.00	20,819		453	1.00	21,272
511235	WAGES-TEMPORARY EMPLOYEES (part time)						
	Management Intern	0.50	8,561			0.50	8,561
511325	REPRESENTED 483-REGULAR EMPLOYEES (part time)						
	Cashroom Clerk	1.50	29,517			1.50	29,517
511335	REPRESENTED 483-TEMPORARY EMPLOYEES (part time)						
	Cashroom Clerk	0.75	14,759			0.75	14,759
511400	OVERTIME		1,177				1,177
512000	FRINGE		89,519		1,816		91,335
	Total Personal Services	9.75	406,688	0.00	8,301	9.75	414,989
	Materials & Services						
521100	Office Supplies		16,000				16,000
521110	Computer Supplies		500		1,000		1,500
521260	Printing Supplies		4,090		2,310		6,400
521290	Other Supplies		700		4,800		5,500
521310	Subscriptions & Publications		1,664				1,664
521320	Dues		7,280				7,280
524120	Legal Fees		4,000				4,000
524190	Misc. Professional Services		2,500		9,500		12,000
524300	Management Consultant Services		10,000				10,000
525640	M&R-Equipment(Contract/Agreement)		15,478				15,478
526200	Ads & Legal Notices		9,382				9,382
526310	Printing Services		11,120				11,120
526320	Typesetting & Reprographics Services		200		600		800
526420	Postage		19,280		8,720		28,000
526440	Delivery Service		500				500
526500	Travel		10,252				10,252
526700	Temporary Help Services		400		2,600		3,000
526800	Training, Tuition, Conferences		4,278				4,278
528200	Election Expense		55,000				55,000
529500	Meetings		4,500				4,500
529800	Miscellaneous		1,000				1,000
	Total Materials & Services		178,124		29,530		207,654

EXHIBIT A
ORDINANCE NO. 90-343

FISCAL YEAR 1989-90		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
ZOO OPERATING:Administration (cont'd)							
	Capital Outlay						
571500	Purchases-Office Furniture & Equipment		3,737				3,737
	Total Capital Outlay		3,737		0		3,737
TOTAL EXPENDITURES		9.75	588,549	0.00	37,831	9.75	626,380

EXHIBIT A
ORDINANCE NO. 90-343

FISCAL YEAR 1989-90		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
ZOO OPERATING: Animal Management							
	Personal Services						
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Curator	1.00	40,908		2,500	1.00	43,408
	Veterinarian	1.00	46,283		8,500	1.00	54,783
	Research Coordinator	1.00	38,087		2,000	1.00	40,087
	Assistant Curator	1.00	38,087		2,000	1.00	40,087
511125	SALARIES-REGULAR EMPLOYEES (part time)						
	Assist. Research Coordinator	0.50	12,087			0.50	12,087
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Administrative Secretary	1.00	23,519			1.00	23,519
	Veterinary/Research Assistant	1.00	31,204			1.00	31,204
	Records Specialist	1.00	21,769			1.00	21,769
511225	WAGES-REGULAR EMPLOYEES (part time)						
	Animal Hospital Attendant	0.70	11,424			0.70	11,424
511235	WAGES-TEMPORARY EMPLOYEES (Part Time)						
	Staff Assistant	0.50	5,846			0.50	5,846
511321	REPRESENTED 483-REGULAR EMPLOYEES (full time)						
	Nutrition Technician	1.00	25,442			1.00	25,442
	Senior Animal Keeper	7.00	188,225			7.00	188,225
	Animal Keeper	22.00	563,449			22.00	563,449
511325	REPRESENTED 483-REGULAR EMPLOYEES (part time)						
	Animal Keeper-PT	0.50	12,721			0.50	12,721
511335	REPRESENTED 483-TEMPORARY EMPLOYEES (part time)						
	Temporary Keeper/Support	0.72	15,729	0.28	10,000	1.00	25,729
511400	OVERTIME		44,117				44,117
512000	FRINGE		400,272		5,400		405,672
	Total Personal Services	39.92	1,519,169	0.28	30,400	40.20	1,549,569
	Materials & Services						
521100	Office Supplies		624				624
521110	Computer Supplies		1,400				1,400
521230	Vet & Medical Supplies		28,600				28,600
521270	Animal Food		114,620				114,620
521290	Other Supplies		42,200				42,200
521310	Subscriptions & Publications		2,020				2,020
521320	Dues		580				580
521590	Maintenance & Repairs Supplies-Other		6,000				6,000
524210	Data Processing Services		10,502				10,502
525640	M&R-Equipment(Contract/Agreement)		2,000				2,000
526500	Travel		12,660				12,660
526800	Training, Tuition, Conferences		2,945				2,945
526910	Uniform Supply & Cleaning		13,000				13,000
528100	License, Permits, Payments to Other Agencies		1,500				1,500
529700	Animal Purchases		75,000		(25,000)		50,000
	Total Materials & Services		313,651		(25,000)		288,651

EXHIBIT A
ORDINANCE NO. 90-343

FISCAL YEAR 1989-90		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
ZOO OPERATING: Animal Management (cont'd)							
	Capital Outlay						
571400	Purchases-Equipment & Vehicles		18,150				18,150
571500	Purchases-Office Furniture & Equipment		6,925				6,925
	Total Capital Outlay		25,075		0		25,075
TOTAL EXPENDITURES		39.92	1,857,895	0.28	5,400	40.20	1,863,295

EXHIBIT A
ORDINANCE NO. 90-343

FISCAL YEAR 1989-90		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
ZOO OPERATING: Visitor Services							
	Personal Services						
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Managers (B&G, Const, VS, Ed, PR)	1.00	44,244			1.00	44,244
	Food Service Supervisor	1.00	39,463		(2,963)	1.00	36,500
	Retail Supervisor	1.00	34,404		(4,604)	1.00	29,800
	Safety/Security Supervisor	1.00	26,566			1.00	26,566
	Food Service Coordinator	3.75	81,993	0.25	4,907	4.00	86,900
	Retail Coordinator	1.00	21,866		(11,666)	1.00	10,200
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Administrative Secretary	1.00	24,515		(2,515)	1.00	22,000
	Storekeeper	1.00	21,866		(666)	1.00	21,200
	Security 2	1.00	17,984		(8,984)	1.00	9,000
511225	WAGES-REGULAR EMPLOYEES (part time)						
	Security 1-reg	2.75	42,766		11,234	2.75	54,000
	Office Assistant	0.50	10,571			0.50	10,571
	Visitor Service Worker 3-reg	5.50	72,005		(53,735)	5.50	18,270
	Visitor Service Worker 2-reg	0.35	4,073		(2,873)	0.35	1,200
	Visitor Service Worker 1-reg	1.30	15,126		(4,626)	1.30	10,500
511235	WAGES-TEMPORARY EMPLOYEES (part time)						
	Security 1-temp	1.35	20,981	0.15	1,019	1.50	22,000
511241	WAGES-SEASONAL EMPLOYEES						
	Visitor Service Worker 3-temp	0.50	6,546		2,454	0.50	9,000
	Visitor Service Worker 2-temp	4.00	42,929			4.00	42,929
	Visitor Service Worker 1-temp	23.35	214,025	4.90	105,975	28.25	320,000
511321	REPRESENTED 483-REGULAR EMPLOYEES (full time)						
	Typist/Receptionist-reg	1.00	16,933		1,458	1.00	18,391
511325	REPRESENTED 483-REGULAR EMPLOYEES (part time)						
	Typist/Receptionist Reg. (part time)	2.25	38,100		3,146	2.25	41,246
511335	REPRESENTED 483-TEMPORARY EMPLOYEES (part time)						
	Typist/Receptionist-temp	1.50	22,395		4,104	1.50	26,499
	Stationmaster-temp	2.00	40,660			2.00	40,660
511400	OVERTIME		14,706		4,240		18,946
512000	FRINGE		236,968		12,394		249,362
	Total Personal Services	58.10	1,111,685	5.30	58,299	63.40	1,169,984
	Materials & Services						
521100	Office Supplies		600		2,200		2,800
521110	Computer Supplies		1,095		5		1,100
521250	Tableware Supplies		91,660				91,660
521290	Other Supplies		55,960		8,040		64,000
521310	Subscriptions/Publications		250				250
521320	Dues		555				555
523100	Merchandise for Resale-Food		451,438		58,562		510,000
523200	Merchandise for Resale-Retail		251,940		28,060		280,000

EXHIBIT A
ORDINANCE NO. 90-343

FISCAL YEAR 1989-90		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
ZOO OPERATING: Visitor Services (cont'd)							
524190	Misc. Professional Services		10,700				10,700
524300	Management Consultant Services		2,200				2,200
525640	M&R-Equipment(Contract/Agreement)		30,000		(2,000)		28,000
525710	Equipment Rental		600		3,200		3,800
526310	Printing Services		24,000		4,000		28,000
526500	Travel		3,900		300		4,200
526800	Training, Tuition, Conferences		3,283		(483)		2,800
526910	Uniform Supply & Cleaning		7,200		800		8,000
528100	License, Permits, Payments to Other Agencies		12,000				12,000
529500	Meetings		200				200
Total Materials & Services			947,581		102,684		1,050,265
Capital Outlay							
571400	Purchases-Equipment & Vehicles		10,000				10,000
571500	Purchases-Office Furniture & Equipment		40,995				40,995
Total Capital Outlay			50,995		0		50,995
TOTAL EXPENDITURES		58.10	2,110,261	5.30	160,983	63.40	2,271,244

EXHIBIT A
ORDINANCE NO. 90-343

FISCAL YEAR 1989-90		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
ZOO OPERATING:General Expenses							
	Interfund Transfers						
581010	Trans. Indirect Costs to Gen'l Fund		699,927				699,927
581615	Trans. Indirect Cost to Insur. Fund		174,748				174,748
582325	Trans. Resources to Zoo Cap. Fund		1,809,794				1,809,794
	Total Interfund Transfers		2,684,469		0		2,684,469
	Contingency and Unappropriated Balance						
599999	Contingency		328,252		(204,214)		124,038
999999	Unappropriated Balance		957,268				957,268
	Total Contingency and Unappropriated Balance		1,285,520		(204,214)		1,081,306
TOTAL EXPENDITURES		166.72	12,598,051	0.25	0	166.72	12,598,051

EXHIBIT B
ORDINANCE NO. 90-343
SCHEDULE OF APPROPRIATIONS FY 1989-90

	CURRENT APPROPRIATION	REVISION	REVISED APPROPRIATION
ZOO OPERATING FUND			
Administration			
Personal Services	406,688	8,301	414,989
Materials & Services:	178,124	29,530	207,654
Capital Outlay:	3,737	0	3,737
Subtotal	588,549	37,831	626,380
Animal Management			
Personal Services	1,519,169	30,400	1,549,569
Materials & Services:	313,651	(25,000)	288,651
Capital Outlay:	25,075	0	25,075
Subtotal	1,857,895	5,400	1,863,295
Facilities Management			
Personal Services	1,289,466	0	1,289,466
Materials & Services:	1,222,869	0	1,222,869
Capital Outlay:	425,828	0	425,828
Subtotal	2,938,163	0	2,938,163
Education Services			
Personal Services	543,113	0	543,113
Materials & Services:	221,403	0	221,403
Capital Outlay:	13,904	0	13,904
Subtotal	778,420	0	778,420
Marketing			
Personal Services	145,192	0	145,192
Materials & Services:	205,967	0	205,967
Capital Outlay:	3,615	0	3,615
Subtotal	354,774	0	354,774
Visitor Services			
Personal Services	1,111,685	58,299	1,169,984
Materials & Services:	947,581	102,684	1,050,265
Capital Outlay:	50,995	0	50,995
Subtotal	2,110,261	160,983	2,271,244

EXHIBIT B
ORDINANCE NO. 90-343
SCHEDULE OF APPROPRIATIONS FY 1989-90

	CURRENT APPROPRIATION	REVISION	REVISED APPROPRIATION
General Expenses			
Contingency	328,252	(204,214)	124,038
Transfers	2,684,469	0	2,684,469
Subtotal	3,012,721	(204,214)	2,808,507
Unappropriated Balance	957,268	0	957,268
Total Zoo Operating Fund Requirements	12,598,051	0	12,598,051

ALL OTHER APPROPRIATIONS REMAIN AS PREVIOUSLY ADOPTED

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 90-343 AMENDING ORDINANCE NO. 89-294A REVISING THE FY 1989-90 BUDGET AND APPROPRIATIONS SCHEDULE FOR INCREASED ZOO OPERATIONS

Date: March 12, 1990

Presented by: McKay Rich

FACTUAL BACKGROUND AND ANALYSIS

Several situations have occurred within the Zoo Operating Fund that require budget changes. Substantial increases have been experienced in Admissions, Food Service and Retail Services directly attributable to an increase in attendance of about twenty percent above projections. In addition changes in the non-represented pay plan and the minimum wage structure have resulted in unanticipated increases in personal services for retro pay and higher pay rates. Finally, the Administration and the Animal Management divisions have experienced an increased demand for the use of temporary help because of extended illnesses and a high ratio of jury duty service. The requested increases in Administration and Visitor Services will be more than offset by increases in enterprise earnings. Savings in the Animal Purchase line item will be used to fund the requested increase in the Animal Management Division. The Animals originally planned to be purchased will instead be received on loan.

The FY 1989-90 adopted budget approved a .75 FTE Food Service Coordinator position to provide catering services for special events. The frequency and popularity of these events is necessitating the increase of this position to 1.0 FTE. The additional cost of this position will be more than offset by the earnings received from the events.

This amendment requests the transfer of \$204,214 from the Zoo Operating Contingency to various operating categories for the net increase in Zoo Operations.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 90-343.

kr:ord89-90:zoo:sr
3/13/90

Agenda Item No. 7.1
Meeting Date: April 26, 1990

RESOLUTION NO. 90-1246

SOLID WASTE COMMITTEE REPORT

RESOLUTION NO 90-1246, FOR THE PURPOSE OF ADOPTING THE
ANNUAL WASTE REDUCTION PROGRAM FOR LOCAL GOVERNMENT AND THE
"METRO CHALLENGE"

Date: April 18, 1990

Presented by: Councilor Hansen

Committee Recommendations:

The Solid Waste Committee voted 3 to 0 to recommend Council adoption of Resolution No. 90-1246. Voting: Councilors Hansen, Buchanan and Wyers. Absent: Bauer and DeJardin. This action taken April 17, 1990.

Committee Discussion/Issues:

Solid Waste Staff highlighted the Annual Waste Resolution Provision for Local Government. In lieu of a certification program, Metro has a solid waste plan that provides each of the local governments an opportunity to develop its own waste reduction program provided it complies with the Regional Plan.

In order to facilitate the adoption of a waste reduction program for each of the region's 27 local governments, Metro will allocate \$681,000 in grant funds. Metro is issuing a challenge to itself and the local governments to achieve this goal of a 50 percent recycling rate by the Year 2000.

The basis of the \$681,000 in grant funds is the estimated savings from avoided landfill disposal costs the region will realize if the waste reduction goals are attained.

The "Metro Challenge" allocations are based on population. Funds will be distributed to a local government following receipt of a waste reduction program that complies with the Annual Waste Reduction Program for Local Governments.

The Solid Waste Committee asked staff when the region would see the results of the Annual Waste Reduction Program for local governments. Staff estimated that it would take 5-7 years to reduce waste by 11%.

There were no further questions or issues raised. The Committee noted that this program had been discussed before the Budget Committee.

901246.CR

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING AN
ANNUAL WASTE REDUCTION PROGRAM
FOR LOCAL GOVERNMENT

) RESOLUTION NO. 90-1246
)
)

WHEREAS, Metropolitan Service District Ordinance No. 88-266B adopted the Regional Solid Waste Management Plan as a functional plan; and

WHEREAS, Metropolitan Service District Ordinance No. 89-315 amended the Regional Solid Waste Plan's Waste Reduction Chapter to include the establishment of a Five Year Work Program for Metro and local governments which includes the specific activities that must be accomplished to achieve waste reduction goals; and

WHEREAS, the aforementioned ordinance establishes a cooperative process for implementing the Five-Year Program where Metro and local governments adopt annual work programs for the waste reduction activities they will undertake in a given year; and

WHEREAS, Year 1 of the Annual Waste Reduction Program For Local Government is appended as Exhibit A and sets down minimum standards for local governments; and

WHEREAS, implementation of local government waste reduction programs requires a source of funding; and

WHEREAS, reduction of the tonnage of solid waste disposed of as a result of successful implementation of local government waste reduction programs represents an avoided disposal cost to the region; and

WHEREAS, the avoided annual disposal cost of the tonnage that will, over time, be recycled through implementation of region-

wide local recycling programs is estimated to be approximately \$681,000; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the Annual Waste Reduction Program for Local Government to be funded at an amount established by Council budget appropriations.

2. The Council will review funding for Local Government Work Programs on an annual basis during each of the subsequent four years of the five year plan.

ADOPTED, by the Council of the Metropolitan Service District this _____ day of April, 1990.

Tanya Collier, Presiding Officer

"Metro Challenge"**Proposed Grant Allocation**

WASTESHD	1989 POPULATION	% OF POPULATION	ALLOCATION	% OF FUNDS
Washington County				
Unincorporated	126,036	12.20%	\$82,539	12.12%
Beaverton	44,265	4.29%	\$28,988	4.26%
Hillsboro	33,810	3.27%	\$22,142	3.25%
Tigard	27,050	2.62%	\$17,715	2.60%
Tualatin	13,340	1.29%	\$8,736	1.28%
Forest Grove	12,180	1.18%	\$7,976	1.17%
Cornelius	5,105	0.49%	\$3,343	0.49%
Sherwood	3,000	0.29%	\$1,965	0.29%
King City	1,955	0.19%	\$1,500	0.22%
Durham	800	0.08%	\$1,500	0.22%
TOTAL	267,541	25.90%	\$176,403	25.90%
Multnomah County				
Gresham	65,470	6.34%	\$42,996	6.31%
Troutdale	7,375	0.71%	\$4,843	0.71%
Wood Village	2,610	0.25%	\$1,714	0.25%
Fairview	1,975	0.19%	\$1,500	0.22%
TOTAL	77,430	7.50%	\$51,054	7.50%
Clackamas County				
Unincorporated	91,790	8.89%	\$58,932	8.65%
Lake Oswego	29,428	2.85%	\$18,894	2.77%
Milwaukie	18,830	1.82%	\$12,089	1.78%
Oregon City	14,975	1.45%	\$9,614	1.41%
Gladstone	9,685	0.94%	\$6,218	0.91%
Wilsonville	5,800	0.56%	\$3,724	0.55%
Happy Valley	1,530	0.15%	\$1,500	0.22%
Johnson City	480	0.05%	\$1,500	0.22%
Rivergrove	335	0.03%	\$1,500	0.22%
TOTAL	172,853	16.74%	\$113,971	16.74%
Portland				
City of Portland	432,175	41.84%	\$284,131	41.72%
Uninc. Mult. County	67,735	6.56%	\$44,532	6.54%
Maywood Park	830	0.08%	\$1,500	0.22%
TOTAL	500,740	48.48%	\$330,163	48.48%
West Linn	14,270	1.38%	\$9,409	1.38%
TRI-COUNTY TOTAL	1,032,834	100.00%	\$681,000	100.00%

MODEL ANNUAL WASTE REDUCTION

WORK PROGRAM

FOR

LOCAL GOVERNMENT

YEAR 1

OF A FIVE YEAR PLAN

1990 - 1995

METROPOLITAN SERVICE DISTRICT

printed on recycled paper
March 1990

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EXECUTIVE SUMMARY

The regional ~~"reduce, reuse, recycle, recover"~~ standards and Model Annual Waste Reduction Work Program for Local Government sets down expectations and is a set of guidelines for local government participation in regional waste reduction efforts designed to achieve goals consistent with state law and Metro's Regional Solid Waste Management Plan. Local governments are to submit their Annual Waste Reduction Programs work program to Metro before July 1, 1990 for fiscal year 1990-1991. This program is consistent with the Department of Environmental Quality Guidelines and is the result of enabling ordinances passed by the Council of the Metropolitan Service District.

Every local government shall annually submit to Metro an ~~annual~~ updated work program that demonstrates adherence to regional goals. In the first year the local program must include at a minimum the following activities:

1. Identify revenue sources to finance programs;
2. Implement weekly recycling collection in residential neighborhoods;
3. Prepare and schedule the implementation of a recycling container collection system;
4. Implement by ordinance, resolution or administrative rule, an institutional purchasing policy;
5. Cooperate in reaching other regional goals as they are developed in yard debris collection, material recovery, and other resource recovery activities; and
6. Hire or designate staff to serve as a waste reduction coordinator.

~~Failure to submit a plan as required within the timelines noted here will cause the initiation of more stringent enforcement mechanisms by Metro.~~

Local governments may work cooperatively with other neighboring local governments to share staff, equipment and other resources. Such arrangements shall be documented by intergovernmental agreements submitted along with the individual local plan. Where staff is shared it shall be necessary to designate at least one contact person in the respective local government who will be familiar with the cooperative system.

Those activities that are contemplated for implementation in the subsequent five year period shall be noted in the current year as future projects with programmed completion times.

This report presents a model from which a local government can develop an annual ~~work~~ program to reduce, reuse, recycle, and recover material once destined for the landfill. It is based upon actual operating experience of recycling programs both in the Metropolitan Service District and in other states. The information guide provides a framework for municipalities to attain locally-stated recycling goals and is designed to help publicly or privately operated programs achieve maximum effectiveness and efficiency in their recycling efforts.

The standards that will be used as the primary evaluation criteria and must be adopted within the local ~~work-plan~~ ~~program~~ are outlined in detail. The acceptability of each local annual ~~work~~ program will be determined by adherence to the standards. Failure to adopt these requirements will result in a substandard and therefore unacceptable local program. Each local government is asked to clearly outline in their program how and when each standard will be met. Plans which contemplate systems that do not adhere to specific standards must be thoroughly documented by the respective local government.

A Five Year Model Forecast ~~of Local Government achievements~~ that outlines probable major waste reduction accomplishments ~~that will occur as a result of the local government plan~~ is provided at the end of the Model ~~Work~~ Waste Reduction Program Section. This forecast is designed to demonstrate ~~expected actual~~ outcomes over a five year period as the standards are applied to each local environment. It serves to emphasize the incremental nature of the task ahead. The minimum requirements are met in Year 1 and other accomplishments follow.

An informational guide is ~~available~~ ~~presented~~ which provides a discussion of various waste reduction systems including drop-off centers, curbside recycling, yard debris composting, source reduction, purchasing policies, and commercial recycling. Several appendices provide summary data concerning waste reduction systems and institutional purchasing policy ordinances. A glossary is included to provide source reduction related definitions of terms found in the Model ~~Work~~ Program and Standards.

INTRODUCTION

Waste disposal is becoming an increasingly important public issue. Waste reduction is an essential component of solid waste management systems for each local government. This report is designed to provide Metropolitan area cities and counties with a guide to plan effective local solid waste reduction programs. It also sets down regional standards by which local government waste reduction programs will be evaluated by Metro.

The residential component of the municipal solid waste stream is commonly regulated through franchise and licensing agreements of local government and is the focus of the first year's work program. Commercial and industrial waste streams also provide significant opportunities for materials recovery. High-grade office paper and corrugated cardboard collection and recycling will be discussed in the waste consultation and commercial recycling sections.

This report is based on successful examples of illustrates ~~several operational experiences of~~ existing solid waste reduction programs that can serve as guides to local governments in the creation and/or expansion of their own local programs. Critical factors such as cost and waste stream composition vary considerably from city to city. This guide provides a framework for individual local governments to assess the economics and waste stream impact of specific local recycling and solid waste reduction programs.

Markets

~~Local market~~ Market conditions for recyclable materials are undoubtedly an the most influential factor in the scope and success of a recycling collection program. The availability of buyers for materials dictates which materials can effectively be included in a recycling program. Market price fluctuations will affect the financial and operational viability of a local program. ~~It~~ However, even under the the most favorable market conditions it is rare that any segment of the recycling system pays for itself. It must therefore be recognized that waste reduction programs require a financing system that extends beyond garbage collection fees charged by haulers.

The following considerations are essential to facilitating the and ~~delivery of~~ delivering secondary materials to market:

- ♦ The availability of secondary material markets.
- ♦ The current and historical value of those materials.

- ♦ Processing requirements such as color sorting, crushing, baling, grinding, acceptable contamination levels, etc. and transportation requirements.
- ♦ Quantity requirements which determine whether materials must be stockpiled until an adequate quantity is amassed or be shipped on an "as-collected" basis.
- ♦ Availability of long-term contracts that may include price floors and ceilings.
- ♦ Allowances for transportation and advertising costs.

Local governments can play an important role in helping arrange cooperative marketing strategies among the several private haulers in each regional watershed.

Separate collection of a portion of the waste stream is not, by itself, recycling. Those collected materials must be purchased, or accepted by industries that will process them for another end use. Although market development programs usually involve state and federal-level issues, local governments can play a critical role in "closing the recycling loop" by purchasing recycled-content materials and encouraging the use of these materials by local residents and businesses.

**REGIONAL
REDUCE, REUSE, RECYCLE, RECOVER
STANDARDS
YEAR 1
OF A FIVE YEAR PROGRAM**

1990 - 1995

REGIONAL REDUCE, REUSE, RECYCLE, RECOVER STANDARDS - 1990-1995

I. Administration and Coordination

- A.D Local governments shall have a direct voice in the formulation of standards through their respective wasteshed representatives.
- B.E Subsequent changes in these standards shall be the result of an initial consensus by the five wasteshed representatives in Washington County, Clackamas County, Multnomah County, Portland and West Linn.
- C.F Each local government shall employ or share a recycling coordinator who shall act as liaison between individual local government and the wasteshed representative as well as providing local representation to regional groups that are established to address new trends in waste management issues.
- ~~B. Local governments shall comply with the standards by utilizing several options including grants, loans, technical assistance and consultation service with assistance from Metro.~~
- D.E Each local government shall monitor its their waste reduction activities and report to its their wasteshed representative on each program in the local government by collecting hauler reports, by performing site visits and by compiling and providing copies of all local ordinances, resolutions, budgets and franchise or license agreements that demonstrate compliance with the standards.
- E.A Local governments shall exercise their authority under the franchise, license or permit system to regulate the type and quality of recycling collection service.

II. Curbside Programs

- A. Each local government shall provide weekly curbside collection of principle recyclable materials (excluding yard debris) through franchise or license agreements or other means. ~~at least weekly curbside collection of the principal recyclables in their wasteshed.~~
- B. Each local government shall provide collection of recyclables on the same day every week through franchise or license agreements or other means ~~collection of~~

~~recyclables on the same day every week on~~ in a consistent schedule.

- C. Each local government shall provide a container to each residential unit (single-family, duplex, triplex, fourplex and any unit that has direct curbside street level access) to be used for the weekly storage of recyclable materials that is at least equivalent to a 14 gallon single bin container through the franchise or license agreements or other means.
- D. All weekly programs shall be supported with local media advertising to promote recycling within the local government or hauler zone on at least a semi-annual basis.
- E. Local governments shall assist individual haulers develop an effective campaigns to promote their curbside programs that includes the following elements.
 - 1. Visible and attractive logos or signs attached or painted on all collection vehicles that promote the weekly curbside collection program and lists a telephone number to call for more information.
 - 2. All containers shall have the hauler name and telephone number printed on one side.
 - 3. Each curbside container shall display preparation methods and collection schedule for proper recycling.
 - 4. Each hauler shall carry check lists to be left with the containers in the event the recyclable material is not properly set out.
 - 5. The distribution of informational material on at least a semi-annual basis within the urban service area of each hauler zone.
 - 6. Participation in other promotional efforts including school visits, parades, community events and service organization activities.
- F. All equipment used by individual haulers for the collection of curbside recyclables shall be maintained in good operating condition.
- G. The cost of the containers, collection equipment, promotion, distribution and labor shall be a recognized cost for the purpose of rate reviews. The recycling

service cost shall be absorbed by individual users and added to the approved collection fee.

- H. Each curbside collection service provider shall maintain a complaint resolution system that utilizes 24-hour telephone answering. Complaints shall be resolved by the end of the next business day following the complaint.
- I. Each local government shall use standard reporting forms provided by Metro that will replace current DEQ reporting forms.
- J. Each local government shall participate in all survey and system measurement tasks on a regular basis.
- K. Each local government shall develop a rate structure for refuse collection that is based on volume and weight.
- L. Local governments shall comply with standards related to the type and quality of collection service as outlined in this document and shall amend franchise/license ordinances or agreements to incorporate the collection standards embodied in the Regional Reduce, Reuse, Recycle, Recover Standards.
- M. Each local government shall hold regular meetings with haulers in their jurisdiction to review program results and goals.

III. Commercial

- A. On an annual basis each local government shall complete at least ten commercial waste audits ~~for~~ or shall perform waste audits for at least one percent of the businesses each year in the commercial sector. The information gathered in this way shall be used designed to enhance high grade and building/construction material source separation and recycling.
- ~~B. All building/construction material disposal and all commercial routes shall be reviewed annually to encourage source separation where practical.~~
- EB. In cooperation with local service providers each local government shall encourage a route system that shall facilitate the aggregation of clean source separated loads. All building/construction material disposal and all commercial routes shall be reviewed annually.

- DC. Each local government, with Metro assistance, shall make available lists of local and regional brokers of recyclable materials to their service providers and citizens.
- E. Where practical, building/construction material used and disposed of by the local government in public works applications shall be reduced, reused or recycled. It will be the responsibility of each local government to include in the annual work program submitted to Metro data on the effectiveness and extent of reduce/reuse/recycling activities in this area.
- F. Local government shall participate in regional plans to investigate alternative technologies that will be developed in succeeding years in the area of waste recovery and where applicable provide for the coordination and implementation of any such recovery system as deemed suitable by the region within the local system.
- G. Evaluate zoning ordinances and existing design review procedures and site plan review procedures and amend as necessary in order to facilitate the incorporation of recycling facilities at commercial facilities.

IV. Markets and Procurement

- A. Each local government shall develop programs to effect source reduction and in-house institutional recycling programs through an analysis of purchasing policies, office paper programs and other reduction techniques.
- B. Each local government shall implement a purchasing policy that provides a preference for recycled products or directly specifies recycled products.

V. Yard Debris

- A. As the regional yard debris plan is developed, each local government shall cooperate in the implementation of systems that match the regional plans and goals.
- B. Yard debris compost shall be used in parks, and at other public facilities and public works applications where soil amendments are used.
- C. As practical, local governments shall encourage the recycling and use of recycled products by contractors that are under the control or influence of the local

government through the use of proactive education and promotion programs.

- D. Each local government shall establish a program to assist residents in building, maintaining and using a home yard debris compost system.
- E. Local governments shall provide for the development and support individual household, properly managed, compost operations by determining that no exclusionary language exists in ordinances and resolutions of the local government; should exclusionary language exist, it shall be removed.

VI. Multi-family Residential

- A. Local governments shall develop a plan to install multi-material containers collection systems in multi-family locations in cooperation with the service provider and the property owner.
- B. Evaluate zoning ordinances and existing design review procedures and site plan review procedures and amend as necessary in order to facilitate the incorporation of recycling facilities at multifamily units.

MODEL WASTE REDUCTION WORK PROGRAM

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MODEL WASTE REDUCTION WORK PROGRAM

A detailed model waste reduction work program has been formulated to guide the local governments in preparing their own waste reduction program. This model work program sets forth major work tasks to be performed and the purpose, methodology and products of each task. ~~It is anticipated~~ Each city shall submit their program for review by the Waste Reduction Division at the Metropolitan Service District by July 1, 1990. Content will be evaluated to determine compatibility with the stated goals and objectives of the Regional Solid Waste Management Plan, and specifically the plan's Waste Reduction Chapter before any program is actually initiated. Each local government is encouraged to review all aspects of Metro's Regional Solid Waste Management Plan to better understand the rationale for the waste reduction tasks.

It is anticipated that each local government shall review the "Model Annual Waste Reduction Work Program for Local Government" with the appropriate local officials, service providers, and citizens. ~~By February 1990, Metro will contact each local government to determine if there are any questions or inconsistencies that need answers or clarification. After contacting each local government, Metro will hold open meetings in each watershed to again address questions regarding the development of the local government program. Throughout this early development phase Metro will designate a project manager who will be available to answer day-to-day questions about the model program and the standards. Finally, After the individual programs are submitted by July 1, 1990, Metro will maintain continuous contact with the local governments for review, revision and ultimate implementation of the individual programs.~~

It is acknowledged that there is great variability among the 27 local governments responsible for the implementation of the programs outlined in this Model Waste Reduction Work Program. Many local governments and haulers already have some elements of the program in place and have initiated planning to move into other more complex areas of the program. Those successes and anticipated programs should be reflected in the local government's plans as submitted by July 1, 1990.

Smaller ~~Other~~ communities may not be as intimately involved in waste reduction as larger ones. For them it may be prudent to submit a plan that acknowledges a greater need to emphasize the fact finding, investigatory aspects of the model. However, every local government shall be expected to submit a plans that demonstrates adherence to regional goals with activities including the following:

- 1) identify revenue sources to finance the program;

- 2) implement weekly recycling collection in residential neighborhoods;
- 3) prepare and schedule the implementation of a recycling container collection system to every single family residential unit in the community;
- 4) implement by ordinance, resolution or administrative rule an institutional purchasing policy;
- 5) cooperate with other regional goals as they are developed in yard debris collection, material recovery, other resource recovery and intergovernmental participation; and
- 6) hire or designate staff to serve as a waste reduction coordinator. These minimums, when coupled with an overall awareness of the critical state of solid waste reduction systems in the region, will afford each local government with an excellent start toward a system that is regional in scope but controlled at the local level.

In future years these minimum standards will be maintained and, with each successive annual plan, will be augmented with more sophisticated programs. By the end of the first five years all local governments shall be in compliance with all Regional Solid Waste Management Plan standards.

~~Again, use the model as a guide to stimulate individual thoughts about specific local concerns. Metro staff will be available to assist each local government as necessary throughout the six month preparation period (January-June, 1990).~~

PLAN ASSESS CURRENT SYSTEM

TASK 1 Inventory Existing Waste Reduction Programs, Operations and Facilities

Purpose

To establish an information base to:

1. assess current and future services and operational needs of local waste reduction systems and services;
2. identify current facility needs and problems;
3. determine operating relationships among various haulers, public interest groups, the media, citizens and local officials involved in solid waste; and
4. compile a mailing list of service providers and industry contacts across the complete spectrum of waste reduction.

Methodology

Various fact collection approaches shall be taken to thoroughly document the operating characteristics of solid waste management services in the local governments. These include:

- ♦ Interviews with appropriate City/County staff and officials.
- ♦ Analysis of existing collection data and rates.
- ♦ Review of documents such as budgets, local ordinances, state law, franchise agreements, license agreements, regional work plans, industry data, and Metropolitan Service District standards and requirements.
- ♦ Review of pending and proposed state legislation.
- ♦ Site visits to all existing service providers to review equipment, service delivery methods and operational plans.
- ♦ Analysis of equipment inventories and existing facilities.
- ♦ Development of historical data from media sources and appropriate public documents about solid waste service providers to outline apparent trends in the activity.
- ♦ ~~Completion of a public facility waste audit.~~ waste audits at all major public facilities.

Product

The product of this initial work task will consist of written narrative and statistical profiles which describe:

1. Program objectives and service levels of local waste reduction service providers.
2. System capacity and trends in service provision.
3. Organizational structures and working relationships among solid waste management service providers.
4. Staffing, equipment and facility inventories and trends for all related systems.
5. Current maps outlining location, size and layout of existing waste reduction systems.

6. Waste Reports detailing waste generation from audits by type and quantity for all local public facilities -- City Hall, Police, Fire, Library, park, and community centers.
7. Plans related to near and long-term strategies to change waste reduction systems by any of the relevant groups to comply with all waste reduction standards and requirements of the region.

ORGANIZE
IDENTIFY ISSUES

TASK 2

Identify and Review Major Local Planning
Issues That Which Can Affect Long-Term Facility Needs

Purpose

To identify and obtain agreement on key issues or factors that which will affect the type, size, routes, zones, location, cost and financing of new or expanded solid waste management systems.

Methodology

In order to assure that ~~To make certain~~ important solid waste planning issues are clearly identified and addressed ~~considered~~ which ~~affect the long-term requirements for solid waste management systems~~ the following steps will be taken:

- ♦ Analyze statistical data and trends accumulated in Task 1.
- ♦ Review programs in neighboring local governments for compatibility with cooperative systems.
- ♦ Evaluate trends and changes in waste reduction service delivery technology. services and systems.
- ♦ Identify alternative funding sources for programs.
- ♦ Document existing funding availability.
- ♦ Delineate any constraints on funding which may exist.
- ♦ Review land uses and zoning ~~in the local waste shed~~ that which may be affected by changes in waste reduction service systems.

Product

The product of this work task will be a written list of the planning issues that which must be resolved and factored into the

local waste reduction program. This issue list will address such factors as:

1. Potential changes in how waste reduction service systems might be delivered, and how the activities will be integrated with regional objectives.
2. Major political, policy, land use, zoning, site, financial and other constraints that which must be considered in developing a waste reduction program.
3. Public needs that which are not now adequately provided for by existing facilities and systems.
4. Waste reduction activities that can benefit from a regional cooperative approach.
5. Work plans to develop guidelines to encourage through the building permit and inspection process provisions for the storage and collection of recyclables in existing and new multi-family and commercial developments.

This issue list will be reviewed with local government staff, elected officials, service providers and citizens to ensure its validity and completeness.

FORECAST NEEDS

TASK 3

Forecast System and Equipment Needs for the Waste Reduction Systems

Purpose

To project system and equipment levels that which can be expected for each of the next five years and for a twenty year forecast for all waste reduction activities and facilities.

Methodology

System forecasts for waste reduction services will be based primarily on projected waste generation levels and recycling activities in the target period. Types and sizes of systems will be based on anticipated service requirements within each local government using regionally agreed to standards and requirements as a baseline guide. The specific method to be used to forecast needs for each waste reduction function include:

- ♦ Determine geographical area and route to be serviced by the service provider.

- ♦ Determine types and number of companies needed.
- ♦ Determine route schedules for recycling, garbage, and yard debris collection.
- ♦ Review special circumstances, if any, of the local government that may affect the system.
- ♦ Determine number of staff needed to monitor system based on anticipated workload and geographic area to be serviced.
- ♦ Determine minimum service levels for all waste reduction activities based on regional guidelines for individual service providers.
- ♦ Make provisions in all operational components for possible adjustments to reflect possible changes in standards and requirements in solid waste management systems.
- ♦ Determine how citizen complaints and adjustments will be handled.
- ~~♦ Determine response time for complaint resolution.~~

Product

The product of this third work task will be a series of tables and a narrative for waste reduction service providers which display:

1. Types and number of systems forecasted for the next five years and for the year 2010.
2. Types and numbers of vehicles, equipment and specialized support material projected for the period through the year 2010.
3. Types, number and size (by capacity) of waste reduction system companies for the period through the year 2010.
4. Service level guidelines and dispute resolution methods.

In addition the local government shall+

- ~~1. develop a report on the costs/benefits of a waste reduction system which embodies the standards and requirements promulgated by the regional government; and~~
2. prepare a written methodology for determining and validating waste reduction system needs in the future.

It should be noted that where options exist to consolidate local programs due to possible changes in service delivery needs, approaches, and operating practices, they should be proactively pursued by the effected local governments.

BUDGET

TASK 4 Project System Costs and Develop a Budget Plan

Purpose

To project waste reduction activity costs over the next 20 years on an annual basis for both private and public functions and facilities and reach agreement on budget expenditures and rate structures.

Methodology

Current system costs for waste reduction services will be based on data collected in Task 1 and projected system costs will be based on Task 3 forecasted service level requirements. Where both public and private systems exist, distinctions will be clearly outlined. Where a public role is forecast, the local government will budget accordingly. Where a private role is forecast, the rate structure needed to support the activity will be outlined. To make certain important budgeting and rate setting issues are clearly identified and considered the following steps will be taken:

- ♦ Analyze cost and rate data accumulated in Task 1.
- ♦ Establish waste reduction program budget review timelines with local elected officials.
- ♦ Develop FY 1990-91 budget program changes in accordance with regional standards and requirements.
- ♦ Review budget program changes with appropriate interest groups in the local government.
- ♦ Obtain approval of budget program changes from department heads, City Manager, and City Council.
- ♦ Coordinate the exchange of information between local governments and the local service providers.
- ♦ Forecast future budget and rate structure needs for FY 1991-1995.

Product

The product of this fourth work task will be an authorized waste reduction budget and rate structure which includes the following:

1. Provision of services to the local resident as outlined in the regional standards and requirements.
2. Staff to develop and implement the waste reduction program.
3. Means to pass through documented system costs to the solid waste generator.
4. Identification of a stable funding source.
5. A long-term budget forecast and rate structure.

IMPLEMENT

TASK 5 Implementation of the Local Waste Reduction Program

Purpose

To carry out the local waste reduction program in FY 1990-91 as outlined in Task 1-4 and 6.

Methodology

Several implementation tasks, activities and strategies need to be emphasized to make the local solid waste management plan operational. These include:

- ♦ Formulate timelines for specific tasks within the work plan ~~that delineate the expected products that will meet the standards set forth in this guide.~~ (See sample timeline attached in Appendix E.)
- ♦ Adopt by resolution a local the solid waste management plan that which shall acknowledge the established waste management hierarchy of reduce, reuse, recycle and recover.
- ♦ Passage of budget authority.
- ♦ Adopt appropriate enabling ordinances in the areas of solid waste management, purchasing, personnel, and zoning, building codes, and land use.
- ♦ Passage of specific ordinances to enforce anti-scavenging and flow control mandates.

- ♦ Develop periodic service provider meetings with specific agendas for solid waste management system activities.
- ♦ Develop contacts with solid waste industry leaders at both the front end manufacturing level and at the back end recycling/disposal level.
- ♦ Distribute individual recycling containers at residential units and in neighborhood zones.
- ♦ Support for periodic and frequent education and advertising to promote recycling. ~~of the solid waste management system funded in an amount not less than \$1.00 per person per year in the service area.~~
- ♦ Hire or designate a solid waste management coordinator.
- ~~♦ Complete waste audit for local public facilities.~~
- ♦ Establish waste management hierarchy policy in all public facilities.
- ♦ Include reduction, reuse, recycling, and recovery in any local government mission statement related to solid waste management.
- ♦ Establish internal reporting procedures for City Manager's/Mayor's and/or City Council review on a quarterly schedule.
- ♦ Membership in solid waste associations active at the local, regional, state, and national level.
- ♦ Support for consideration of solid waste issues within current association memberships.

Product

The product of this fifth work task will be a solid waste management system that includes the following elements:

1. Recognition of the regional plan Regional Solid Waste Management Plan.
- ~~2. Local acceptance of the state, regional and national hierarchy of waste management standards.~~
- ~~3. Minimum service levels and standards compatible with the region.~~

42. Adherence to regional standards at the local level in solid waste management systems.

REVIEW

TASK 6

Ongoing Review and Control of Local Waste Reduction Program

Purpose

To establish a system to review, control, modify and supplement ~~solid waste management plan objectives~~ the Local Solid Waste Management Plan to assure compliance with local and regional goals.

Methodology

To ascertain that all facets of the ~~solid waste management plan~~ Local Solid Waste Management Plan are supporting or evolving toward the stated regional goals of waste reduction, reuse, recycling, and recovery the following monitoring devices will be established:

- ~~◆ All regional report requirements will be distributed internally to local government staff prior to final submission to Metro.~~
- ◆ A schedule of on-site system tours and inspections will be maintained.
- ~~◆ All local waste audits will be reviewed for effectiveness and functionality.~~
- ~~◆ Staff review of the solid waste budget and solid waste timelines to determine adherence to stated objectives.~~
- ◆ Samples of all promotional items shall be provided to Metro.
- ◆ All documentation, budget reports and resolutions concerning solid waste shall be provided to Metro.
- ◆ All required reports will be completed on time and subject to public review and distribution.
- ◆ The local government shall encourage and participate in Metro initiated site visits and audits and respond to all requests from state and regional agencies in a prompt, professional manner.

Product

The product of this sixth ~~work~~ task will be a dynamic solid waste management system. As such it will not be prone to system failure due to rapidly changing circumstances. It will be responsive to public needs at an appropriate cost borne by the system user. Most importantly the system will be compatible with regional plans and objectives and will function as a cooperative element of that regional system.

TIMELINE FOR LOCAL SOLID WASTE MANAGEMENT WORK PLAN FY 1990-91

TASK	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
1. Inventory Existing Solid Waste Programs Operation and Facilities	|	|										
2. Identify and Review Major Local Planning Issues That Can Affect Long-Term Facility Needs		|	|									
3. Forecast System and Equipment Needs for Solid Waste Management Systems		|	|									
4. Project System Costs and Develop a Budget Plan			|	|	|	|	|	|	|	|	|	
5. Implement the Plan Elements	|	|		|	|	|	|	|	|	|	|	|
6. Review the Plan and Prepare Report				|			|			|		|

A FIVE YEAR MODEL FORECAST
of Local Government Achievements

The five year model forecast presented below is an example of how a local government might choose to sequence its program over the five year planning period.

<u>YEAR</u>	<u>MAJOR WASTE REDUCTION ACCOMPLISHMENTS AS REFLECTED IN EACH YEAR'S ANNUAL WORK PLAN</u>
1 FY 90-91	<ul style="list-style-type: none">- A waste reduction coordinator responsible for the individual local government plan starts work.- All city buildings start office paper recycling programs.- The local government implements purchasing policies for recycled content and recyclable products.- A consistent and reliable funding mechanism is adopted.- All rates are regulated through either franchise or license agreement.- Weekly recycling collection is started.- Variable rate/mini can rates are incorporated in franchise license agreements.- Plans are completed for the provision of curbside recycling collection containers to each single family residence.- A system is developed to participate and cooperate with other regional waste management goals as they are formulated and to make timely reports to Metro.- Second year work plan is written and submitted on time.
2 FY 91-92	<ul style="list-style-type: none">- Waste audits for at least one percent of the businesses in the community are completed.- Curbside containers are distributed.- Regional yard debris plans are incorporated into the local operating system.- Intra-regional agreements are authorized to share program administration and facilities.- Multi-family collection containers are distributed.- Third year Work Plan is written and submitted on time.

~~The local government is in compliance with all curbside standards.~~

3

FY

92-93

- Waste audit program becomes a regular service provided by the local government in a public-private partnership agreement.

- All generators are source separating clean loads for commercial collection.

- Plastic collection at curbside is started.

- Local garden association achieves 50 percent yard debris reduction with individual compost bin program assisted by Metro and local government.

- Public works department completes phased-in purchasing, reclamation and recycling program for all city properties, the fleet and streets applications.

- Fourth year Work Plan is written and submitted on time.

- All buildings/construction material for disposal in the local area is directed to recycling facilities for reuse or recycling.

4

FY

93-94

- Toxic source reduction becomes a part of the waste audit system.

~~- All franchise agreements are amended to reflect regional requirements in solid waste management.~~

- Next phase of the yard debris regional plan is adopted.

- Fifth year Work Plan is written and submitted on time.

- A five year report is written and distributed.

5

FY

94-95

- Next five year forecast is completed.

- Intra-regional agreements are renewed following and intergovernmental strategy session.

~~- All new construction has recycling centers built in; all old structures have been successfully retrofitted.~~

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1246 FOR THE PURPOSE OF ADOPTING THE ANNUAL WASTE REDUCTION PROGRAM FOR LOCAL GOVERNMENT AND THE "METRO CHALLENGE"

DATE: April 2, 1990

Presented by: Debbie Gorham
Steven Kraten

BACKGROUND

The Metropolitan Service District is bound by a Department of Environmental Quality Compliance Order to attain minimum waste reduction standards either by implementing a certification program or through other programs that meet or exceed those standards. In lieu of certification, Metro has formulated a Regional Solid Waste Management Plan that provides each of the region's 27 jurisdictions with the opportunity to, in turn, develop its own Local Government Waste Reduction Program provided that it complies with the Regional Plan.

INTRODUCTION

The Annual Waste Reduction Program For Local Government is a comprehensive program plan that has undergone intensive staff review. The document sets forth a five-year plan for local governments to follow in implementing their own waste reduction programs. Included is:

1. A set of standards consistent with the regional waste reduction hierarchy of Reduce, Reuse, Recycle, and Recover.
2. A Model Work Program that explicitly describes how to accomplish the tasks involved in implementing a waste reduction program, and
3. A five year model forecast that lists anticipated waste reduction accomplishments for each year of the program.

In formulating an Annual Waste Reduction Program for local governments to use as a guide and by providing funding to get these programs off the ground, Metro is issuing a challenge to itself and to all local governments inside the Metropolitan Service District boundaries to achieve the goal of a 50 percent recycling rate by the year 2000 and 56 percent by the year 2010. Meeting this goal and maintaining the region's position as a leader in solid waste management will require the cooperation of all the local governments.

In order to facilitate the adoption of a waste reduction program for each of the region's 27 local governments, Metro will allocate \$681,000 in grant funds for the "Metro Challenge". The basis for the \$681,000 figure is a Waste Reduction staff estimate of savings from avoided landfill disposal costs the region will

realize if waste reduction goals are attained. Since the Department has a goal of "revenue neutral" rates, the disposal cost that Metro avoids through waste reduction will not produce a surplus of revenue. Therefore, the "Metro Challenge" will be funded through a budget line item and as a part of the rate charged on tons of waste delivered to Metro disposal facilities. The Waste Reduction Division's proposed fiscal year 1990-91 budget also contains an additional \$502,000 in matching grant funds intended to offset local government program costs for residential curbside and multi-family containers.

FACTUAL BACKGROUND AND ANALYSIS

In formulating a plan to allocate "Metro Challenge" money among local governments the criteria included equity, flexibility, and administrative efficiency. Key features of the "Metro Challenge" are an allocation based on population and the option that local governments may either administer their own programs or to work cooperatively with their wastesheds or other local governments in implementing joint programs.

Metro will distribute funds to each county or city following receipt of a first year's Annual Waste Reduction Program that complies with the Annual Waste Reduction Program For Local Governments. In order to be eligible for funding, requests must be received by Metro no later than September 1, 1990.

Two Options

The individual cities within each of the three county wastesheds will have two options to fund and manage their waste reduction programs. Option one is for a city to formulate its waste reduction program in conjunction with other cities or with its wasteshed which would then take on major responsibility to plan, implement, and administer that jurisdiction's program either in part or in whole. There are several advantages to this approach. The uniformity of programs across a wider geographic area provides cost savings to haulers whose franchises may encompass parts of several jurisdictions. It also facilitates the flow of information, makes the program easier for residents to understand, and will likely elicit higher participation rates. Another advantage is the technical economy of scale that may be realized if jurisdictions pool resources to gain access to more cost effective technologies and ways of organizing their recycling systems. Pecuniary economies may be realized through quantity discounts on procurement of supplies with recycled content. Cooperation of local governments through their wastesheds can also be expected to result in greater administrative efficiency.

Alternatively, jurisdictions may opt to receive a "Metro Challenge" grant directly by submitting their program to Metro and assuming the responsibility to plan, implement, and administer the waste reduction program on their own. Local

governments that choose this option will report their progress directly to Metro.

As explained above, funds will be allocated to each of the five wastesheds based on population. Within the three county wastesheds any city that opts to administer its own individual program will receive a share of its wasteshed's allocation according to a formula that is based on population but provides for a minimum allocation of \$1,500. For very small communities such as Rivergrove (population 335), Johnson City (population 480), and a few others, most of the model program provisions are not applicable and programs will not extend much beyond residential curbside recycling.

Administration

A logical first step in the process is for representatives of the local governments to meet with their wasteshed representatives to explore the options and to agree upon a course of action. Metro will make funds available to the wastesheds through the county or city agencies that administer the wastesheds (employ the wasteshed representatives) upon receipt of a program acceptable to each city. Metro will work cooperatively with both wasteshed representatives and local governments to assure that each program conforms to the guidelines set forth in the Annual Waste Reduction Program. Metro will report annually to the DEQ on the progress of each local government's waste reduction plan.

Attachment A illustrates the allocation of "Metro Challenge" funds.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of the Annual Waste Reduction Program for Local Government and the "Metro Challenge" by adoption of Resolution No. 90-1246.

Agenda Item No. 7.2
Meeting Date: April 26, 1990

RESOLUTION NO. 90-1248

COUNCIL SOLID WASTE REPORT

RESOLUTION NO. 90-1248, FOR THE PURPOSE OF ADOPTING A POLICY TO REQUIRE WEIGHING OF ALL VEHICLES AT METRO TRANSFER FACILITIES

Date: April 18, 1990

Presented by Councilor Hansen

Committee Recommendations:

The Council Solid Waste Committee voted 3 to 0 to recommend Council adoption of Resolution No. 90-1248. Voting: Councilors Hansen, Buchanan and Wyers. Absent: Councilors Bauer and DeJardin. This action was taken April 17, 1990.

Committee Discussion/Issues:

The Solid Waste staff recommends a policy requiring the weighing of all vehicles at Metro transfer facilities, and recommends that the policy be instituted simultaneously at all Metro operated transfer station scale houses in February 1991. This would avoid the cost of retrofitting St. Johns Landfill to weigh the public.

Under the present rate structure, self-haul vehicles are charged a flat fee and there is a wide variation in the amount of materials being disposed of by self-haul vehicles. The existing system is inequitable to these users who dispose of only the one-third ton on which the system is based.

The Solid Waste Committee asked the Solid Waste Staff the estimated cost to implement the proposed weighing systems at Metro East and Metro South. Staff stated that it would cost an estimated \$500,000.

There were no further questions or issues. The Solid Waste Committee noted that this policy had been discussed earlier with the Committee.

901248.CR

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING A POLICY) RESOLUTION NO. 90-1248
TO REQUIRE WEIGHING OF ALL VEHICLES)
AT METRO TRANSFER FACILITIES) Introduced by Rena Cusma,
Executive Officer

WHEREAS, The Metropolitan Service District has adopted a Regional Solid Waste Management Plan wherein Chapter 11, Rate Structure, Policy 11.0, states that Metro is to develop a solid waste system with stable, equitable and predictable costs and rates; and

WHEREAS, Under Metro Code Chapter 5.02 "Disposal Charges and User Fees" self-haul vehicles are charged a flat fee regardless of the amount of waste delivered; and

WHEREAS, The amount of materials disposed by self-haul vehicles has been determined to vary substantially, with a sizable proportion of users exceeding the tonnage assumption on which rates were designed; and

WHEREAS, the flat fee system for self-haul generates inequities in the amount of disposal service provided by Metro and has resulted in considerable loss in revenues to Metro; and

WHEREAS, Metro continues to seek methods of implementing the policy adopted in the Regional Solid Waste Management Plan which directs Metro to develop stable and equitable rates; and

WHEREAS, Additions of scales and modifications for traffic flows will be required at Metro owned facilities before a policy of weighing self-haul vehicles can be implemented; and

WHEREAS, Metro is taking steps to close the St. Johns Landfill by February, 1991 as required by the lease agreement with the City of Portland; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

Metro staff believes the policy should be instituted simultaneously at all Metro operated transfer station scale houses in February 1991, after the St. Johns Landfill closes and Metro East Station opens. This would avoid the cost of retrofitting St. Johns Landfill to weigh the public.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 90-1248.

SK:jc
weigh.rpt

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1248 FOR THE PURPOSE OF ADOPTING A POLICY TO REQUIRE WEIGHING OF ALL VEHICLES AT METRO TRANSFER FACILITIES

Date: April 6, 1990

Presented by: Bob Martin

PROPOSED ACTION

To endorse a policy requiring weighing of self-haul vehicles at Metro transfer facilities after St. Johns Landfill closes in February 1991.

BACKGROUND AND ANALYSIS

Under the present rate structure self-haul vehicles are charged a flat fee. However, Metro staff have observed that there is a wide variation in the amount of materials being disposed of by these self-haul vehicles. While the rate for self-haul vehicles was set on the assumption that vehicles would on average carry one third a ton of materials, figures for 1989 show that the average is about one half a ton.

In July 1990, a provision which allows pickup trucks to fill both their beds and a single axle trailer will be ended. While this will exclude those taking the greatest advantage of the system, merely loading a pickup to its rated three quarter ton load conflicts with the assumption of the rate system. In addition, Metro staff observe many vehicles in which the pickup's bed sides have been vertically extended to increase the carrying capacity or are obviously overloaded on their axles.

This situation is clearly inequitable to those users who dispose of only the one third ton on which the system is based. There is also a considerable loss in revenue to Metro as compared to a system in which the residential self-haul disposal fee was based on actual tonnage.

Under the Regional Solid Waste Management Plan, Metro is to develop a solid waste system with stable, equitable and predictable costs and rates. (Chapter 11 - Rate Structure, Policy 11.0). Implementing a policy to weigh these residential self-haul vehicles would be a positive move in that direction.

Metro staff does not believe that an alternative policy of raising the self-haul costs to reflect real average tonnage would be advisable. Under such a policy, the present \$15.00 fee would increase to about \$27 per vehicle. This would be even more inequitable to the small load self-hauler and could generate a substantial amount of illegal dumping. Keeping the self-haul rate fixed at \$15.00, however, necessitated increasing the commercial rate \$1.40 per ton to make up for lost revenue.

Metro staff believes the policy should be instituted simultaneously at all Metro operated transfer station scale houses in February 1991, after the St. Johns Landfill closes and Metro East Station opens. This would avoid the cost of retrofitting St. Johns Landfill to weigh the public.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 90-1248.

SK:jc
weigh.rpt

Agenda Item No. 7.3
Meeting Date: April 26, 1990

RESOLUTION NO. 90-1251

COUNCIL SOLID WASTE REPORT

RESOLUTION NO. 90-1251, FOR THE PURPOSE OF SUPPORTING AND APPROVING A GRANT AWARD FOR KINK RADIO/SOLV (STOP OREGON LITTER AND VANDALISM) CLEAN-UP DAY

Date: April 18, 1990

Presented by: Councilor Hansen

Committee Recommendations

The CSWC voted 3 to 0 to recommend Council adoption of Resolution No. 90-1251. Voting: Councilors Hansen, Buchanan and Wyers. Absent: Councilors Bauer and DeJardin. This action was taken April 17, 1990.

Committee Discussion/Issues

Pat Merkle of SOLV and Anne-Marie Messano of KINK Radio addressed the Solid Waste Committee regarding the request of Metro to donate \$20,000 to support the waste reduction efforts and clean-ups by neighborhoods in the Metropolitan area on May 19, 1990.

The clean-up will be focused in 25 neighborhoods and 10-15 illegal dump sites. Through marketing, the whole community will be encouraged to get involved. KINK and SOLV expect to mobilize between 5,000 and 10,000 volunteers for the one day cleanup.

The Metro Council is requested to approve a budget amendment for the 1989-90 Fiscal Year. The funding for the above program would be a part of a department budget amendment currently being compiled and scheduled to be presented for consideration next month.

The Solid Waste Committee indicated that the proposed FY 90-91 budget provides for Neighborhood Cleanups. The Committee also supports cleanup campaigns during this fiscal year.

It was noted that each neighborhood conducting a cleanup has agreed to recycle all items that can be recycled.

Councilor Wyers suggested the coordinators find a way to get local officials involved in the cleanup campaign.

There were no further questions, comments or issues raised.

901251.CR

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PUPOSE OF SUPPORTING
AND APPROVING A GRANT TO
KINK/SOLV FOR THE MAY 19, 1990

RESOLUTION NO. 90-1251

Introduced by Councilor Gary
Hansen

WHEREAS, The Metropolitan Service District is committed to reducing the amount of garbage going to regional landfills; and

WHEREAS, This year is the twentieth anniversary of Earth Day and as Earth Year projects are being conducted throughout the region and nationally to promote waste reduction and provide the public with opportunities for clean-up and recycling; and

WHEREAS, The Stop Oregon Litter and Vandalism, in conjunction with KINK Radio, is sponsoring a major clean up of illegal dump sites and offering neighborhood clean ups; and

WHEREAS, The two groups have asked the Metropolitan Service District to support their efforts with \$20,000 in funding; and

WHEREAS, The Council of the Metropolitan Service District supports the effort by providing funds to Stop Oregon Litter and Vandalism to stage a community event on May 19, 1990 to clean up illegal dump sites and help reduce the amount of waste going to regional landfills by recycling at neighborhood clean ups; and

WHEREAS, the Council of the Metropolitan Service District has reveiwed the proposed scope of work for this program incorporated herein as Attachment A; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District approves the form and substance of the scope of work for this project and authorizes the Executive Officer or her designee to execute a contract with Stop Oregon Litter and Vandalism not to exceed

\$20,000 for the period of May 1, 1990 to June 30, 1990, to perform the work as described in the Scope of Work in Attachment A attached hereto.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1990.

Tanya Collier, Presiding Officer

Contract No. _____

PERSONAL SERVICES AGREEMENT

THIS AGREEMENT dated this 27th day of April 1990, is between the METROPOLITAN SERVICE DISTRICT, a municipal corporation, hereinafter referred to as "METRO," whose address is 2000 S.W. First Avenue, Portland, OR 97201-5398, and Stop Oregon Litter and Vandalism, hereinafter referred to as "CONTRACTOR," whose address is P.O. Box 40047, Portland, Oregon 97240 for the period of May 1, 1990, through June 30, 1990, and for any extensions thereafter pursuant to written agreement of both parties.

W I T N E S S E T H :

WHEREAS, This Agreement is exclusively for Personal Services;

NOW, THEREFORE, IT IS MUTUALLY AGREED AS FOLLOWS:

CONTRACTOR AGREES:

1. To perform the services and deliver to METRO the materials described in the Scope of Work attached hereto;
2. To provide all services and materials in a competent and professional manner in accordance with the Scope of Work;
3. All applicable provisions of ORS chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, are hereby incorporated as if such provision were a part of this Agreement, including but not limited to ORS 279.310 to 279.320.

Specifically, it is a condition of this contract that Contractor and all employers working under this this Agreement are subject employers that will comply with ORS 656.017 as required by 1989 Oregon Laws Chapter 684.

4. To maintain records relating to the Scope of work on a generally recognized accounting basis and to make said records available to METRO at mutually convenient times;

5. To indemnify and hold METRO, its agents and employees harmless from any and all claims, demands, damages, actions, losses and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Agreement, with any patent infringement arising out of the use of CONTRACTOR'S designs or other materials by METRO and for any claims or disputes involving subcontractors;

6. To comply with any other "Contract Provisions" attached hereto as so labeled; and

7. CONTRACTOR shall be an independent contractor for all purposes, shall be entitled to no compensation other than the compensation provided for in the Agreement. CONTRACTOR hereby certifies that it is the direct responsibility employer as provided in ORS 656.407 or a contributing employer as provided in ORS 656.411. In the event CONTRACTOR is to perform the services described in this Agreement without the assistance of others, CONTRACTOR hereby agrees to file a joint declaration with METRO to the effect that CONTRACTOR services are those of an independent contractor as provided under Chapter 864 Oregon Laws, 1979.

METRO AGREES:

1. To pay CONTRACTOR for services performed and materials delivered in the maximum sum of TWENTY THOUSAND AND NO/100THS (\$20,000) DOLLARS and in the manner and at the time designated in the Scope of Work; and
2. To provide full information regarding its requirements for the Scope of Work.

BOTH PARTIES AGREE:

1. That METRO may terminate this Agreement upon giving CONTRACTOR five (5) days written notice without waiving any claims or remedies it may have against CONTRACTOR;
2. That, in the event of termination, METRO shall pay CONTRACTOR for services performed and materials delivered prior to the date of termination; but shall not be liable for indirect or consequential damages;
3. That, in the event of any litigation concerning this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to an appellate court;
4. That this Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any condition, be assigned or transferred by either party; and
5. That this Agreement may be amended only by the written agreement of both parties.

STOP OREGON LITTER
AND VANDALISM

METROPOLITAN SERVICE DISTRICT

By: _____

By: _____

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____

Date: _____

AMH:JM:ay
SOLV0501.CNT
10/19/89

Attachment A

Scope of Work

The contractor will provide promotional services to advertise the May 19th clean-up day. The advertising and promotional materials will prominently use METRO's logo type as a sponsor for the event.

The contractor will provide promotional services to recruit volunteers to assist with the clean-up event.

The contractor, prior to final approval to print and distribute promotional materials, will consult with the Metro Public Affairs Director and the Solid Waste Director on the types of materials, promotions and advertising to be used in promoting the event.

The contractor will assure that recycling of yard debris and other recyclable materials will occur at every neighborhood clean-up by providing separate drop boxes and staff to direct the public in their use.

The contractor will assure that each neighborhood clean-up and illegal dump site listed for the KINK/SOLV clean up will be carried out as planned and within the hours of operation as stated in the KINK proposal, and that all necessary licenses and permits will be obtained from the affected jurisdictions and authorizing agencies.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1251 FOR THE PURPOSE OF SUPPORTING AND APPROVING A GRANT TO KINK/SOLV FOR THE MAY 19, 1990 PORTLAND AREA CLEAN UP DAY.

Date: April 11, 1990

Presented by: Councilor Gary Hansen

Proposed Action:

Adoption of this resolution by the Solid Waste Committee and Metro Council would acknowledge and promote waste reduction efforts and clean-ups by neighborhoods in metropolitan area on May 19, 1990.

Factual Background

On May 19, 1990 KINK Radio, SOLV (Stop Oregon Litter and Vandalism), Northwest Natural Gas Company and Safeway grocery stores are joining forces to coordinate a Portland-area clean up of neighborhood and illegal dump sites.

Illegal dump sites are areas such as Forest Park and Oaks Bottom, where people dump garbage, tires and debris even though it is prohibited. Neighborhood efforts will involve yard, street and park clean ups and beautification. The event will concentrate on preventative measures to discourage future dumping. Each neighborhood conducting a clean up has agreed to recycle all items that can be recycled.

Each sponsor is asked to donate \$20,000 to support these efforts. A portion of the funding goes to the actual clean-up which includes the use of drop boxes, collection, transportation, recycling and disposal costs. The other portion of the funding goes to promotion of the event.

The clean-up, scheduled from 9 a.m. to 2 p.m., will be focused in 25 neighborhoods and 10 to 15 illegal dump sites. Through marketing, the whole community will be encouraged to get involved. KINK and SOLV expect to mobilize between 5,000 to 10,000 volunteers for the one day clean up.

The Metro Council is requested to approve a budget amendment for the 1989-90 fiscal year solid waste budget. The funding for this program will come as part of a department budget amendment currently being compiled and scheduled to be presented for consideration next month.



GRANT/CONTRACT SUMMARY

METROPOLITAN SERVICE DISTRICT

GRANT/CONTRACT NO. _____
 FUND: Operations DEPARTMENT: S.W.
 SOURCE CODE (IF REVENUE) _____

BUDGET CODE NO. 530 315000 529500 75000
 (IF MORE THAN ONE) _____

INSTRUCTIONS

- OBTAIN GRANT/CONTRACT NUMBER FROM CONTRACTS MANAGER. CONTRACT NUMBER SHOULD APPEAR ON THE SUMMARY FORM AND ALL COPIES OF THE CONTRACT.
- COMPLETE SUMMARY FORM.
- IF CONTRACT IS —
 - SOLE SOURCE, ATTACH MEMO DETAILING JUSTIFICATION.
 - UNDER \$2,500, ATTACH MEMO DETAILING NEED FOR CONTRACT AND CONTRACTOR'S CAPABILITIES, BIDS, ETC.
 - OVER \$2,500, ATTACH QUOTES, EVAL FORM, NOTIFICATION OF REJECTION, ETC.
 - OVER \$50,000, ATTACH AGENDA MANAGEMENT SUMMARY FROM COUNCIL PACKET, BIDS, RFP, ETC.
- PROVIDE PACKET TO CONTRACTS MANAGER FOR PROCESSING

1. PURPOSE OF GRANT/CONTRACT Fund the KINK/SOLV clean up day on May 19th, 1990

2. TYPE OF EXPENSE ☒ PERSONAL SERVICES ☐ LABOR AND MATERIALS ☐ PROCUREMENT
☐ PASS THROUGH AGREEMENT ☐ INTER-GOVERNMENTAL AGREEMENT ☐ CONSTRUCTION
☐ OTHER

OR

TYPE OF REVENUE ☐ GRANT ☐ CONTRACT ☐ OTHER

3. TYPE OF ACTION ☐ CHANGE IN COST ☐ CHANGE IN WORK SCOPE
☐ CHANGE IN TIMING ☐ NEW CONTRACT

Stop Oregon Litter and Vandalism and METRO

4 PARTIES

5. EFFECTIVE DATE May 1, 1990 TERMINATION DATE June 30, 1990
 (THIS IS A CHANGE FROM _____)

6. EXTENT OF TOTAL COMMITMENT: ORIGINAL/NEW \$ 20,000.00
 PREV. AMEND _____
 THIS AMEND _____
 TOTAL \$ 20,000.00

7. BUDGET INFORMATION

A. AMOUNT OF GRANT/CONTRACT TO BE SPENT IN FISCAL YEAR 1989-90 \$ 20,000.00
 B. BUDGET LINE ITEM NAME Personal Serv. AMOUNT APPROPRIATED FOR CONTRACT \$ 20,000.00
 C. ESTIMATED TOTAL LINE ITEM APPROPRIATION REMAINING AS OF April 26, 1990 \$ _____

8. SUMMARY OF BIDS OR QUOTES (PLEASE INDICATE IF A MINORITY BUSINESS ENTERPRISE)

N/A See Comments, Reverse

SUBMITTED BY _____ \$ _____ AMOUNT ☐ MBE
 SUBMITTED BY _____ \$ _____ AMOUNT ☐ MBE
 SUBMITTED BY _____ \$ _____ AMOUNT ☐ MBE

9. NUMBER AND LOCATION OF ORIGINALS _____

10. A. APPROVED BY STATE/FEDERAL AGENCIES? ☐ YES ☐ NO ☐ NOT APPLICABLE

B. IS THIS A DOT/UMTA/FHWA ASSISTED CONTRACT ☐ YES ☐ NO

11. IS CONTRACT OR SUBCONTRACT WITH A MINORITY BUSINESS? ☐ YES ☐ NO

IF YES, WHICH JURISDICTION HAS AWARDED CERTIFICATION _____

12. WILL INSURANCE CERTIFICATE BE REQUIRED? ☐ YES ☐ NO

13. WERE BID AND PERFORMANCE BONDS SUBMITTED? ☐ YES ☐ NOT APPLICABLE

TYPE OF BOND _____ AMOUNT \$ _____

TYPE OF BOND _____ AMOUNT \$ _____

14. LIST OF KNOWN SUBCONTRACTORS (IF APPLICABLE)

NAME _____ SERVICE _____ ☐ MBE

NAME _____ SERVICE _____ ☐ MBE

NAME _____ SERVICE _____ ☐ MBE

NAME _____ SERVICE _____ ☐ MBE

15. IF THE CONTRACT IS OVER \$10,000

A. IS THE CONTRACTOR DOMICILED IN OR REGISTERED TO DO BUSINESS IN THE STATE OF OREGON?

☐ YES ☐ NO

B. IF NO, HAS AN APPLICATION FOR FINAL PAYMENT RELEASE BEEN FORWARDED TO THE CONTRACTOR?

☐ YES DATE _____ INITIAL _____

16. COMMENTS:

This contract is by resolution of the Metro Council and will be approved for payment via an amendment to the Solid Waste 1989-90 FY Budget

GRANT/CONTRACT APPROVAL

INTERNAL REVIEW

CONTRACT REVIEW BOARD

COUNCIL REVIEW

(IF REQUIRED) DATE _____

(IF REQUIRED)

[Signature]
DEPARTMENT HEAD

1. _____
COUNCILOR DATE

FISCAL REVIEW

2. _____
COUNCILOR

BUDGET REVIEW

3. _____
COUNCILOR

LEGAL COUNSEL REVIEW AS NEEDED:

A. DEVIATION TO CONTRACT FORM _____

B. CONTRACTS OVER \$10,000 _____

C. CONTRACTS BETWEEN GOVERNMENT AGENCIES _____

Agenda Item No. 7.4
Meeting Date: April 26, 1990

RESOLUTION NO. 90-1231

CONVENTION AND VISITOR FACILITIES COMMITTEE REPORT

RESOLUTION NO. 90-1231, FOR THE PURPOSE OF AMENDING CONTRACT WITH ZIMMER GUNSEL FRASCA PARTNERSHIP FOR ADDITIONAL SERVICES FOR OREGON CONVENTION CENTER PROJECT.

Date: April 19, 1990

Presented by: Councilor David Knowles

Committee Recommendation:

The Convention and Visitor Facilities Committee voted 3 to 0 to recommend adoption of Resolution No. 90-1231 by the Contract Review Board of the Metropolitan Service District. Voting: Councilors Knowles, Hansen and McFarland. Absent: Councilors Buchanan and VanBergen. This action was taken April 10, 1990.

Committee Discussion/Issues

Neil Saling presented the staff report. The proposed amendment to the contract with Zimmer Gunsel Frasca (ZGF) totals \$296,081. The major portion of the amendment is \$182,000 for construction administration. Also included in the amendment is \$55,322 for Skyview Terraces (design and documents); \$23,120 for Glazing and Tower testing; \$17,177 for Furniture, fixtures and equipment; and \$20,127 for other costs.

The committee asked staff why we should pay \$182,000 more for contract administration. Staff indicated that during contract negotiations, ZGF estimated that for construction administration a total of four people might be required over the course of two years. At the conclusion of the negotiations, because the scope and nature of the project were not yet defined, the funds allowed for construction administration were reduced to reflect 2.5 people (1.25 for each of two years). During the first year of construction administration, three people have been necessary and an additional two people are estimated to be required through the end of construction. The total number of staff required will be five. Thus, the additional cost of \$182,000.

The committee asked staff how we would cover the additional costs. Staff stated that we should be able to cover the changes with savings in other areas such as insurance and the Turner Contract.

There were no further questions or issues and the Committee voted unanimously to recommend adoption of Resolution No. 90-1231.

901231.CR

BEFORE THE CONTRACT REVIEW BOARD OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING AN	)	RESOLUTION NO. 90 - 1231
EXEMPTION FROM REQUIREMENTS OF METRO)	
CODE SECTION 2.04.054(a)(3) FOR)	
AMENDMENT NO. 18 TO THE CONTRACT WITH)	
ZIMMER GUNSUL FRASCA PARTNERSHIP TO	)	Introduced by Executive
PERFORM ADDITIONAL DESIGN SERVICES FOR	)	Officer Rena Cusma
THE OREGON CONVENTION CENTER)	

WHEREAS, Zimmer Gunsul Frasca was selected in 1987 to lead the design team for the convention center project; and

WHEREAS, fees for the design services were negotiated at the time of contract; and

WHEREAS, the project has required greater services for construction administration than could have been anticipated at the time of contract award; and

WHEREAS, other additional services by the architect have been required to complete the Oregon Convention Center; now, therefore,

BE IT RESOLVED,

That the Council hereby exempts the attached Contract Amendment No. 18 to the contract with Zimmer Gunsul Frasca Partnership from the competitive procurement section of 2.04.054 (a)(3) of the Metro code for required additional design services for the Oregon Convention Center.

ADOPTED by the Council of the Metropolitan Service District this
_____ day of April, 1990.

Tanya Collier, Presiding Officer

AMENDMENT NO. 18

This amends the Agreement between the Metropolitan Service District ("Owner") and Zimmer Gunsul Frasca Partnership ("Architect") executed February 27, 1987 ("original agreement") as amended.

WHEREAS, the parties agreed to the conditions set forth in the original agreement and desire to amend the Agreement as amended;

The following changes are made to the original agreement as previously amended:

EXHIBIT C, COMPENSATION TO ARCHITECT

B. Total Cost

The total cost of the services provided under this agreement during all phases shall not exceed [4,475,823] \$4,771,904.

C. Architect's Basic Services Compensation

27. For additional construction administration services \$182,000

for review of ODOT legal descriptions for right-of-way \$1,848;

for redesign of NE Glisan storm sewer intercept \$5,374

for tabletop ware selection \$ 500

for revisions in furniture specifications \$3,777

for interiors presentation boards \$ 700

for schematic design of the skyview terraces \$5,500

for furniture bidding and installation assistance \$5,885

for tower glazing review \$23,720

for design assistance with art projects \$ 4,880

for food service modifications \$ 260

for assistance with operational procedures \$ 650

for design of outdoor propane storage area \$ 390

for revisions to communications room	\$ 4,715
for modifications to show manager's offices	\$ 260
for modifications to controls for entrance doors	\$ 1,200
for addition of dutch door at security office	\$ 260
for modification of sign control for plaza signs	\$ 1,340
for construction documents for skyview terraces (subject to receipt of separate notice to proceed from Metro)	\$49,822
for design of wind bell poles	\$ 1,500
for renderings of skyview terraces	\$ 1,500
Total amendment 18	\$296,081

WHEREAS, all other conditions and covenants remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this amendment to be executed by their duly authorized officers.

ARCHITECT:
ZIMMER GUNSUL FRASCA PARTNERSHIP

OWNER:
METROPOLITAN SERVICE DISTRICT

BY: _____
(TITLE) _____

BY: _____
(TITLE) _____

DATE: _____

DATE: _____

STAFF REPORT

CONSIDERATION RESOLUTION # 90-1231 FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION FROM REQUIREMENTS OF METRO CODE SECTION 2.04.054 (a) (3) FOR AMENDMENT NO. 18 TO THE CONTRACT WITH ZIMMER GUNSUL FRASCA PARTNERSHIP TO PERFORM ADDITIONAL DESIGN SERVICES FOR THE OREGON CONVENTION CENTER

Date: April 3, 1990

Presented by: Saling
Bradley

BACKGROUND AND FACTUAL ANALYSIS:

A Request for Qualifications for the design team for the convention center project was released in the fall of 1986. Eleven teams responded. Responses included estimates of the costs for comprehensive design services, and ranged from \$2.8 million to \$4.3 million. The selected team's response, led by Zimmer Gunsul Frasca Partnership (ZGF), included an estimate of \$3,763,500.

During contract negotiations, the project staff and ZGF deliberated on what should be included under basic design services, and what special or additional services would be required for this project. ZGF prepared further cost estimates, ranging as high as \$4.3 million. Contract negotiations concluded with a lump sum contract, divided into seven parts with allotments as follows:

Programming	\$214,000
Concepts	648,000
Design Development	815,000
Construction Documents	1,278,000
Bidding	84,000
Construction Administration	714,000
Post Construction	<u>10,000</u>
	\$3,763,000

To date, the contract has been amended 17 times, adding \$712,823. The amount of the contract now totals \$4,475,823. Amendments for design work total \$200,205; the remaining \$512,618 was authorized for the following services:

printing	\$200,000
streets and offsite work	110,800
inspections and testing	129,818
Holladay St/Tri-Met	72,000

A complete list of amendments is attached as Exhibit 1.

This amendment incorporates:

Construction administration (increase from 2.5 FTE to 5 FTE)	\$182,000
Skyview terraces	55,322
design concept	5,500
documents	49,822
Glazing and tower testing	23,120
Furniture, fixtures, equipment	17,177
Other	20,127
Total amount of amendment	\$296,081

The Advisory Committee on Design and Construction considered this amendment at its meetings on March 2 and March 30 and recommended approval. ACDC also recommended delaying a notice to proceed on construction documents for the skyview terraces until either outside funding was secured or sufficient progress had been made on claims negotiation.

These items are defined in detail in Exhibit 2, letter of February 12, 1990, from Zimmer Gunsul Frasca, and are explained below:

Construction Administration: During contract negotiations, ZGF estimated that in construction administration a total of four people might be required over the course of two years. At the conclusion of the negotiations, because the scope and nature of the project were not yet defined, the funds allowed for construction administration were reduced to reflect 2.5 people (1.25 for each of two years).

During the first year of construction administration (October, 1988 - September, 1989), three people have been necessary, and an additional two people are estimated to be required through the end of construction. The total number of staff required will be five. The additional cost is \$182,000.

Skyview Terraces: Items #7 and #19 on the February 12 letter from ZGF reflect the costs for preparation of design concept and construction drawings. ACDC recommended that the design concept work proceed, but that the authorization to proceed on construction drawings await better information on claims resolution. The design concept drawings have been completed.

Glazing and Tower Testing: Item #9 on the February 12 letter from ZGF incorporates work performed by glazing subconsultant, Heitmann and Associates, regarding the constructibility and testing on the glazing system on the towers. This work was requested, in part, to verify that the system could be built as designed and to avoid further claims from the general contractor.

Furniture, Fixtures and Equipment: (Items 4, 5, 6, and 8 on ZGF letter). The FY 89-90 budget included contract authorization for FF&E advisors. The already-involved ZGF staff proved to be the most efficient contractors for these purposes (item 5).

Other: Other (Items 2,3, 10, 11, 12, 13, 14, 15, 16, 17, 18). These services are related to requests for changes in the building to respond to building management, changed conditions, or emerging details of the project design which could not be anticipated at the time of the original contract. For example, details of the telecommunications room could not be determined until the telecommunications equipment and computer vendors were selected in late 1989 and early 1990.

Additional items (included in Other): The contract amendment reflects two additional items requested by Metro since the preparation of the letter of February 12. The first is \$1,500 for preparation of renderings of the skyview terraces. Members of the Metro ERC are using these drawings in presentations to private businesses for funding for completing the terraces. The second is \$1,500 for design of poles for the wind bells created by artist Robert Coburn for the plaza.

The contract for design services is carried in the overall project budget under project management. The contract with Turner Construction Company for construction management is also carried under project management, and is for time-and-materials. Some savings in the construction management contract are expected, and will be applied to the increase in design fees.

If the construction is completed on schedule as currently expected and Turner is able to reduce staff as planned, the contract expenditures for Turner will be approximately \$2,432,000, a savings of \$230,000 from the budgeted amount of \$2,662,430. The project has also realized savings of approximately \$60,000 in the purchase of insurance. Insurance savings, together with the savings in the Turner contract are therefore available to be applied to fund the amendment for ZGF. At this point, all known savings within project budget categories will have been exhausted, and any other unforeseen costs will be draws against the project contingency.

EXECUTIVE OFFICER RECOMMENDATION:

The Executive Officer recommends approval of the amendment to the contract with Zimmer Gunsul Frasca Partnership for additional services for the convention center project.

Exhibit #1

DATE	DOCUMENT	PURPOSE	AMOUNT	TOTAL AMNDS.	TOTAL CONTRACT
3/1/87	Original	Design	3,763,000		3,763,000
5/15/87	Amend #1	1% Art Adds participation in Public Art Program	18,500	18,500	3,781,500
6/30/87	Amend #2	Mckay Conant Brooks Changes consultant for acoustics; no cost		18,500	3,781,500
8/18/87	Amend #3	Printing Adds printing for construction documents	200,000	218,500	3,981,500
11/19/87	Amend #4	Streets Adds street design work; to be done by David Evans	85,800	304,300	4,067,300
12/4/87	Amend #5	Mayer/Reed Changes consultant for signage and graphics; no cost		304,300	4,067,300
1/15/88	Amend #6	Wind Tunnel Adds initial wind tunnel testing	12,000	316,300	4,079,300
1/21/88	Amend #7	Traffic Adds traffic analysis work by Carl Buttke	6,265	322,565	4,085,565
2/11/88	Amend #8	Bldg reduce Adds redrawing to reduce building to within budget This amendment incorporated into #15	14,974		
2/11/88	Amend #9	Wind Tunnel2 Adds second wind tunnel testing work	15,000	337,565	4,100,565
7/15/88	Amend #10	Bid doc-streets Adds preparing bid documents for street detour, relocate pole	8,547	346,112	4,109,112
7/15/88	Amend #11	Parking Adds truck maneuvering, parking manual and parking lot design	9,194	355,306	4,118,306
8/11/88	Amend #12	Inspections Adds special inspection responsibility for kpff	53,900	409,206	4,172,206
10/13/88	Amend #13	Potpourri Adds extra streets and lighting work, design enhancements, and design for art program	59,168	468,374	4,231,374
11/22/88	Amend #14	Sky Terraces Adds design, etc. for sky terraces	33,890	502,264	4,265,264

3/31/89 Amend #15 85,359 587,623 4,350,623
Adds reducing building size, electrical redesign for street
lighting, additional special inspections, fabrication of mocl
of insurance inspections, and testing of tower dampering

8/24/89 Amend #16 97,000 684,623 4,447,623
Adds Holladay Street and light rail design

8/24/89 Amend #17 28,200 712,830 4,475,823
Adds redesign of storm sewer, rough-out utilities, re-
examination of design of tower glazing and window
washing, add carpet, selection of glass and flatware,
revision of piping in exhibit halls, revisions to signage,
plaza bricks, pre-bid conference for food and beverage

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

1505 Western Avenue Suite 600 Seattle, WA 98101

206/623-9414 Fax: 206/623-7868

FEB 13 1990

February 12, 1990

Mr. Neil Saling
METRO
2000 S. W. First Avenue
Portland, Oregon 97201

Reference: Job No. 6060-07, Oregon Convention Center - Construction

Subject: Additional Services

Dear Neil:

Per the request of Sandy Bradley, I am summarizing all outstanding fee requests for additional services. As part of this summary, Sandy has also asked me to include any items we anticipate in the future. Ernie, Sandy and I have reviewed our mutual lists of additional services and this summary should cover all items known as of this date. If there are future requests, we, of course, reserve the right to submit further requests for services.

1. Additional construction administration services. See enclosed October 19, 1989 letter. \$ 182,000
2. Review of ODOT legal descriptions for rights-of-way.
This work was verbally authorized and our letter of July 20 1989, Item 1.b. gave a status to date. This work is complete.
 $\$1,680 \times 1.1 =$ \$1,848
3. Redesign of N. E. Glisan Street storm sewer and intercept.
This was Item 1.d. in our July 20, 1989 letter. METRO questioned this and Neil McFarland was going to discuss directly with DEA. Has he done so and, if so, where does METRO stand on this issue.
DEA $\$3,940 \times 1.1 =$ $\$4,334$
ZGF 1,040 \$5,374
4. Table top ware selection.
Out letter of May 5, 1989 requested a fee of \$4,000. Your letter of May 30, 1989 authorized a fee of \$2,500. Amendment No. 17 contained a fee of \$2,000. The \$2,000 was an error in my letter of July 20, 1989. \$500

Members American Institute of Architects

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Portland

Seattle

Newport Beach

LETTER TO MR. NEIL SALING
FEBRUARY 12, 1990
PAGE TWO

5. Specifications for furnishings were rewritten twice at METRO's direction. This work is complete.

ZGF	63 hours =	\$3,777
-----	------------	---------
6. Presentation boards were prepared for METRO.
 Special presentations were made to Rena Cusman. This work is complete.

ZGF	13 hours =	\$700
-----	------------	-------
7. Schematic Design for sky terrace lounges. Previously authorized by METRO. Work is underway. \$5,500
8. METRO has requested a more intensive involvement of ZGF in the furniture bidding and installation process.

ZGF	102 hours =	\$5,885
-----	-------------	---------
9. Tower glazing review.
 Per METRO authorization, Heitman & Associates retained to assist in shop drawing review and observation of installation and testing.
 Initial Authorization:

Heitman	\$12,500 x 1.1 =	\$13,750
ZGF		4,800

 Additional Time For Testing Due to Required Retesting:

Heitman	\$4,700 x 1.1 =	\$5,170
---------	-----------------	---------

		\$23,720
--	--	----------
10. Artwork.

Dragon Boat - Design supports for hanging dragon (work is complete).		
kpff	\$800 x 1.1	\$880
ZGF	12 hours	<u>780</u>
		\$1,660
Wind Chimes - Design foundation (work is complete).		
kpff	\$500 x 1.1	\$550
ZGF	10 hours	<u>650</u>
		\$1,200
Sconces - Assist in coordination of installation.		
ZGF	3 hours	\$200
Bell Structure - Assist in coordination of building trades donations.		
ZGF	20 hours	\$1,300
Pendulum - Assist in coordination and review of installation.		
ZGF	8 hours	\$520
11. Food service modification for contracted vendor (work is complete).

ZGF	4 hours	\$260
-----	---------	-------

LETTER TO MR. NEIL SALING
 FEBRUARY 12, 1990
 PAGE THREE

- | | | | | |
|-----|---|-------------------------|------------------------------|----------|
| 12. | Assist Building Operator with meetings with City to establish operational procedures. | | | |
| | ZGF | 10 hours | | \$650 |
| 13. | Design an outdoor propane storage area (work is complete). | | | |
| | ZGF | 6 hours | | \$390 |
| 14. | Revise Communications Room per request of vendor. | | | |
| | DMJM | $\$3,400 \times 1.1 =$ | $\$3,740$ | |
| | ZGF | 15 hours | <u>975</u> | \$4,715 |
| 15. | Modify Show Manager's offices to accommodate computer stations. | | | |
| | ZGF | 4 hours | | \$260 |
| 16. | Modify controls for entrance doors per request of building management. | | | |
| | DMJM | $\$500 \times 1.1 =$ | $\$550$ | |
| | ZGF | 10 hours | <u>650</u> | \$1,200 |
| 17. | Add dutch door at security office. | | | |
| | ZGF | 4 hours | | \$260 |
| 18. | Modify sign control for two AA signs. | | | |
| | Mayer/ | | | |
| | Reed | $\$500 \times 1.1 =$ | $\$550$ | |
| | DMJM | $\$600 \times 1.1 =$ | 660 | |
| | ZGF | 2 hours | <u>130</u> | \$1,340 |
| 19. | Complete construction documents for sky terrace. | | | |
| | Construction Documents | | | |
| | DMJM/ | | | |
| | PAE | $\$17,620 \times 1.1 =$ | $\$19,382$ | |
| | kpff | $\$1,200 \times 1.1 =$ | 1,320 | |
| | Fred | | | |
| | Schmidt | $\$7,600 \times 1.1 =$ | 8,360 | |
| | ZGF | 252 hours | <u>15,120</u> | |
| | | | $\$44,182$ | |
| | Construction Administration | | | |
| | ZGF | | <u>$\\$5,640$</u> | \$49,822 |

LETTER TO MR. NEIL SALING
FEBRUARY 12, 1990
PAGE FOUR

We request a Contract Modification for the above items. Many of the items have been completed per METRO's direction and authorization, but we are unable to bill for this work.

Sincerely,

ZIMMER GUNSUL FRASCA PARTNERSHIP

A handwritten signature in dark ink, appearing to read "Daniel J. Huberty", with a long horizontal flourish extending to the right.

Daniel J. Huberty, AIA
Partner

DJH/slt

cc: Ernest Grigsby
Accounting



GRANT/CONTRACT SUMMARY

METROPOLITAN SERVICE DISTRICT

GRANT/CONTRACT NO. 87-2-261 CC

BUDGET CODE NO. 559 231109 574120 50302

FUND: 559 DEPARTMENT: CCP

(IF MORE THAN ONE) 559 231109 574190 50100

SOURCE CODE (IF REVENUE) _____

INSTRUCTIONS

- OBTAIN GRANT/CONTRACT NUMBER FROM CONTRACTS MANAGER. CONTRACT NUMBER SHOULD APPEAR ON THE SUMMARY FORM AND ALL COPIES OF THE CONTRACT.
- COMPLETE SUMMARY FORM.
- IF CONTRACT IS —
 - SOLE SOURCE, ATTACH MEMO DETAILING JUSTIFICATION.
 - UNDER \$2,500, ATTACH MEMO DETAILING NEED FOR CONTRACT AND CONTRACTOR'S CAPABILITIES, BIDS, ETC.
 - OVER \$2,500, ATTACH QUOTES, EVAL. FORM, NOTIFICATION OF REJECTION, ETC.
 - OVER \$50,000, ATTACH AGENDA MANAGEMENT SUMMARY FROM COUNCIL PACKET, BIDS, RFP, ETC.
- PROVIDE PACKET TO CONTRACTS MANAGER FOR PROCESSING

1. PURPOSE OF GRANT/CONTRACT DESIGN OF OREGON CONVENTION CENTER

2. TYPE OF EXPENSE ☒ PERSONAL SERVICES ☐ LABOR AND MATERIALS ☐ PROCUREMENT
☐ PASS THROUGH AGREEMENT ☐ INTER-GOVERNMENTAL AGREEMENT ☐ CONSTRUCTION
☐ OTHER

OR

TYPE OF REVENUE ☐ GRANT ☐ CONTRACT ☐ OTHER

3. TYPE OF ACTION ☒ CHANGE IN COST ☒ CHANGE IN WORK SCOPE
☐ CHANGE IN TIMING ☐ NEW CONTRACT

4. PARTIES METRO AND ZGF (ZIMMER GUNSUL FRASCA PARTNERSHIP)

5. EFFECTIVE DATE NO CHANGE TERMINATION DATE NO CHANGE
 (THIS IS A CHANGE FROM _____)

6. EXTENT OF TOTAL COMMITMENT: ORIGINAL/NEW \$ 3,763,000.00
 PREV. AMEND 712,823.00
 THIS AMEND 296,081.00

TOTAL \$ 4,771,904.00

7. BUDGET INFORMATION

A. AMOUNT OF GRANT/CONTRACT TO BE SPENT IN FISCAL YEAR 1989 1990 \$ 100,000.00

B. BUDGET LINE ITEM NAME ARCHITECTURAL SERVICES AMOUNT APPROPRIATED FOR CONTRACT \$ 400,000.00

C. ESTIMATED TOTAL LINE ITEM APPROPRIATION REMAINING AS OF FEB 1990 \$ 111,000.00

8. SUMMARY OF BIDS OR QUOTES (PLEASE INDICATE IF A MINORITY BUSINESS ENTERPRISE)

SUBMITTED BY _____	\$ _____	<input type="checkbox"/> MBE
	AMOUNT	
SUBMITTED BY _____	\$ _____	<input type="checkbox"/> MBE
	AMOUNT	
SUBMITTED BY _____	\$ _____	<input type="checkbox"/> MBE
	AMOUNT	

9. NUMBER AND LOCATION OF ORIGINALS (1) ZGF ; (2) Metro F&A Contracts File ; (3) Project office

1. A. APPROVED BY STATE/FEDERAL AGENCIES? ☐ YES ☐ NO ☒ NOT APPLICABLE
 B. IS THIS A DOT/UMTA/FHWA ASSISTED CONTRACT ☐ YES ☐ NO
11. IS CONTRACT OR SUBCONTRACT WITH A MINORITY BUSINESS? ☐ YES ☒ NO
 IF YES, WHICH JURISDICTION HAS AWARDED CERTIFICATION _____
12. WILL INSURANCE CERTIFICATE BE REQUIRED? ☒ YES ☐ NO
13. WERE BID AND PERFORMANCE BONDS SUBMITTED? ☐ YES ☒ NOT APPLICABLE
 TYPE OF BOND _____ AMOUNT \$ _____
 TYPE OF BOND _____ AMOUNT \$ _____
14. LIST OF KNOWN SUBCONTRACTORS (IF APPLICABLE)
- | | | |
|------------|---------------|------------------------------|
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
15. IF THE CONTRACT IS OVER \$10,000
 A. IS THE CONTRACTOR DOMICILED IN OR REGISTERED TO DO BUSINESS IN THE STATE OF OREGON?
☒ YES ☐ NO
 B. IF NO, HAS AN APPLICATION FOR FINAL PAYMENT RELEASE BEEN FORWARDED TO THE CONTRACTOR?
☐ YES DATE _____ INITIAL _____
16. COMMENTS:

GRANT/CONTRACT APPROVAL

INTERNAL REVIEW

Neil McFalan
 DEPARTMENT HEAD

Donald R. Cox
 FISCAL REVIEW 4/4/80

BUDGET REVIEW _____

CONTRACT REVIEW BOARD (IF REQUIRED) DATE _____

1. _____
 COUNCILOR
2. _____
 COUNCILOR
3. _____
 COUNCILOR

COUNCIL REVIEW (IF REQUIRED)

DATE _____

LEGAL COUNSEL REVIEW AS NEEDED:

- A. DEVIATION TO CONTRACT FORM _____
- B. CONTRACTS OVER \$10,000 _____
- C. CONTRACTS BETWEEN GOVERNMENT AGENCIES _____

Agenda Item No. 7.5
Meeting Date: April 26, 1990

RESOLUTION NO. 90-1239

CONVENTION AND VISITOR FACILITIES COMMITTEE REPORT

RESOLUTION NO. 90-1239, FOR THE PURPOSE OF AMENDING
CONTRACT NO. 900590 WITH KPMG PEAT MARWICK FOR AUDIT
SERVICES REQUIRED IN THE METRO ERC CONSOLIDATION
AGREEMENT.

Date: April 19, 1990

Presented by: Councilor
David Knowles

Committee Recommendations

The CVFC voted 3 to 0 to recommend Council adoption of Resolution No. 90-1239. Voting: Councilors Knowles, Hansen and McFarland. Absent: Buchanan and VanBergen. This action was taken April 10, 1990.

Committee Discussion/Issues

The Committee Chair noted that Resolution No. 90-1239 is before the CVFC because it involves an amendment to an existing contract - an amendment that is over \$10,000.

Jennifer Sims of Finance & Administration presented the staff report. She indicated that the consolidation agreement entered into between Metro and the Metro Exposition Recreation Commission, City of Portland and the City's Exposition-Recreation Commission requires an audit to be conducted of cash balances for which ownership was transferred effective January 4, 1990. The consolidation agreement was approved by the Metro Council on November 21, 1989.

Staff noted that the Council Finance Committee provided an informal authorization to proceed with the scope of work developed and reviewed with Metro ERC Staff, Commissioner Ben Middleton and KPMG Peat Marwick.

KPMG Peat Marwick is Metro's audit firm. An amendment to the audit contract is requested. The estimated \$23,000 contract cost will be shared equally by the Metro ERC and Metro's Convention Center Management Fund.

There being no questions or issues raised by the committee, Councilors voted unanimously to recommend Council adoption of Resolution No. 90-1239.

901239.CR

BEFORE THE CONTRACT REVIEW BOARD OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING A	)	RESOLUTION NO. 90-1239
CONTRACT WITH KPMG PEAT MARWICK)	
FOR CONDUCTING AN AUDIT OF THE	)	Introduced by Rena Cusma,
METRO EXHIBITION RECREATION	)	Executive Officer
COMMISSION)	

WHEREAS, Section 7.H. of the Metro ERC consolidation agreement requires an audit of certain Commission accounts; and

WHEREAS, A need exists to document various accounting procedures to implement the consolidation; and

WHEREAS, KPMG Peat Marwick is Metro's approved auditor and is qualified to perform the work at a cost not to exceed TWENTY-THREE THOUSAND AND NO/100THS (\$23,000.00) DOLLARS; and

WHEREAS, Costs will be shared equally by the Metro ERC and Metro; and

WHEREAS, Adequate funds are available; and

WHEREAS, Pursuant to Metro Code Section 2.04.054(a)(3) prior to execution of any amendment exceeding \$10,000 to an existing Personal Services Contract the Metro Contract Review Board must exempt the amendment from the competitive procurement procedures of Section 2.04.053; now, therefore,

BE IT RESOLVED,

The amendment to Contract No. 900580 between Metro and KPMG Peat Marwick set forth and attached hereto as Exhibit 1 is hereby exempted from the competitive procurement process.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1990.

Tanya Collier, Presiding Officer

EXHIBIT 1

I. REVIEW OF CASH AS OF DECEMBER 20, 1989 AND THE ACTIVITY THROUGH JANUARY 4, 1990

CASH

- Obtain relevant supporting schedules as of December 20, 1989 (cash lead sheets and bank reconciliations) and agree them to the December 20, 1989 trial balance, general ledger and subsidiary records, if any. Verify the mathematical accuracy of the schedules.
- Ascertain that all bank accounts are included on the schedule through inquiry of ERC management.
- Request confirmation as of December 20, 1989 from depositories.
- Upon receipt of confirmation from banks:
 - (a) Check balances confirmed to the bank reconciliations prepared by management.
 - (b) Ascertain that other matters confirmed (notes payable, assets pledged, etc.) are properly recorded.
 - (c) Inquire as to the existence of any restrictions on availability of recorded balances.
- Obtain a tabulation of transfers between bank accounts including transfers to and from Cash Held With City Treasurer, for five days before and after December 20, 1989 and ascertain that both sides of these transactions have been properly recorded.
- Ascertain that checks issued and debit/credit memos representing transfers between bank accounts are included on the tabulation of transfers between bank accounts.
- Trace deposits in transit shown on bank reconciliations as of December 20, 1989 to bank statements and ascertain the time lag.
- Ascertain that checks issued and dated prior to December 20, 1989 are listed as outstanding on the bank reconciliations.
- Identify checks issued with dates not agreeing with period recorded in cash disbursements book.
- Identify a sample of checks shown as outstanding on bank reconciliations and ascertain that they cleared the bank.
- Ascertain whether reconciling items other than outstanding checks and deposits in transit are properly recorded.

- Identify a sample of deposits and disbursements for five days before and after December 20, 1989 and ascertain that they are properly recorded.
- Review the activity from December 21, 1989 through January 4, 1990 via review of journal entries and the January 17, 1990 trial balance and general ledger and note any unusual items or large adjustments effecting cash or cash held with City Treasurer.
- Ascertain that all bank accounts have been reconciled to the general ledger at January 17, 1990.
- Identify any unmatched cash transfers occurring at or around January 4, 1990.
- Inquire of management as to any unusual events as they relate to cash during the period from December 21, 1989 through January 4, 1990.
- Review accounting principles for appropriateness.

II.. SYSTEMS EVALUATION AND DOCUMENTATION OF CONTROLS

CASH

- Inquire and document procedures and controls relating to cash on hand.
- Inquire and document cash disbursements cycle as it relates to ERC facility cash accounts.
- Inquire and document cash disbursements cycle as it relates to cash held by the City Treasurer.

TRADE RECEIVABLES

- Inquire and document procedures which relate to the follow-up and analysis of allowance for doubtful trade receivable accounts.

CITY OF PORTLAND ACCOUNTS PAYABLE SYSTEMS

- Inquire and document the procedures and controls currently in place in regard to the ERC accounts payable system and the City of Portland accounts payable processing.
- Complete a narrative for the expenditure cycle.

EVENT SETTLEMENT PROCEDURES

- Inquire and document the event settlement procedures and controls currently in place.

OTHER SYSTEMS DOCUMENTATION

- Inquire of ERC management the procedures and controls currently in place over the following revenue/expenditure cycles:
 - Rental Revenue
 - Parking Revenue
 - Concessions Revenue
 - User Fee Revenue

III. The additional costs of performing the scope of work contained in this Exhibit 1 shall not exceed TWENTY-THREE THOUSAND AND NO/100THS (\$23,000.00) and shall be paid as provided for in Contract No. 900580.

IV. Except as specifically provided for herein all other provisions of Contract No. 900580 shall remain in full force and effect.

Agreed to this _____ day of _____, 1990.

KPMG Peat Marwick

Metropolitan Service District

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1239 FOR THE PURPOSE OF AMENDING CONTRACT NO. 900580 WITH KPMG PEAT MARWICK FOR AUDIT SERVICES REQUIRED IN THE METRO ERC CONSOLIDATION AGREEMENT

Date: March 30, 1990

Presented by: Neil Saling

FACTUAL BACKGROUND AND ANALYSIS

The consolidation agreement entered into between Metro, the Metro Exposition-Recreation Commission, City of Portland and the City's Exposition-Recreation Commission requires an audit to be conducted of cash balances for which ownership was transferred effective January 4, 1990. The consolidation agreement was approved by the Metro Council on November 21, 1989.

The scope of work required for such an audit has been developed and reviewed with Metro ERC staff, Commissioner Ben Middleton and KPMG Peat Marwick. The Director of Finance and Administration made a presentation to the Council's Finance Committee previously to ascertain their willingness to proceed with the work. The Finance Committee provided an informal authorization to proceed.

KPMG Peat Marwick is Metro's approved audit firm. An amendment to the audit contract is brought to you at this time for approval. This amendment is requested pursuant to Section 2.04.054 of the Metro Code. The intent of the work is to audit cash balances for accounts which came under ownership of Metro on January 4, 1990. In addition, certain systems documentation is to be developed in order to provide information necessary to move toward an effective and efficient transition of work from the City of Portland to Metro as it relates to the Accounting functions of accounts payable, accounts receivable and payroll.

BUDGET IMPACTS

The estimated \$23,000 contract expense will be shared equally by the Metro ERC and Metro's Convention Center Management Fund.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 90-1239 which authorizes an amendment of Contract No. 900580 with KPMG Peat Marwick to perform audit services required by the consolidation agreement per section 7.H.

DC/srs

1045



GRANT/CONTRACT SUMMARY

METROPOLITAN SERVICE DISTRICT

GRANT/CONTRACT NO. 900580
 FUND: GEN. CTR. MGMT. DEPARTMENT: MERC
 SOURCE CODE (IF REVENUE) _____

BUDGET CODE NO. 558-23400-52
 (IF MORE THAN ONE) 550-231000-52

INSTRUCTIONS

- OBTAIN GRANT/CONTRACT NUMBER FROM CONTRACTS MANAGER. CONTRACT NUMBER SHOULD APPEAR ON THE SUMMARY FORM AND ALL COPIES OF THE CONTRACT.
- COMPLETE SUMMARY FORM.
- IF CONTRACT IS —
 - SOLE SOURCE, ATTACH MEMO DETAILING JUSTIFICATION.
 - UNDER \$2,500, ATTACH MEMO DETAILING NEED FOR CONTRACT AND CONTRACTOR'S CAPABILITIES. BIDS, ETC.
 - OVER \$2,500, ATTACH QUOTES, EVAL. FORM, NOTIFICATION OF REJECTION, ETC.
 - OVER \$50,000, ATTACH AGENDA MANAGEMENT SUMMARY FROM COUNCIL PACKET, BIDS. RFP, ETC.
- PROVIDE PACKET TO CONTRACTS MANAGER FOR PROCESSING

1. PURPOSE OF GRANT/CONTRACT PERFORM AGREED UPON PROCEDURES RELATED TO ERC CASH BALANCES AT 1/4/90 AND SYSTEMS DOCUMENTATION

2. TYPE OF EXPENSE ☒ PERSONAL SERVICES ☐ LABOR AND MATERIALS ☐ PROCUREMENT
☐ PASS THROUGH AGREEMENT ☐ INTER-GOVERNMENTAL AGREEMENT ☐ CONSTRUCTION
☐ OTHER

OR

TYPE OF REVENUE ☐ GRANT ☐ CONTRACT ☐ OTHER

3. TYPE OF ACTION ☒ CHANGE IN COST ☒ CHANGE IN WORK SCOPE
☐ CHANGE IN TIMING ☐ NEW CONTRACT

4. PARTIES KPMG PEAT MARWICK AND METRO

5. EFFECTIVE DATE 3/88 TERMINATION DATE 12/31/90
 (THIS IS A CHANGE FROM _____)

6. EXTENT OF TOTAL COMMITMENT: ORIGINAL/NEW \$ 71,000
 PREV. AMEND 23,000
 THIS AMEND

TOTAL

\$ 94,000

7. BUDGET INFORMATION

A. AMOUNT OF GRANT/CONTRACT TO BE SPENT IN FISCAL YEAR 1989-90 \$ 23,000
 B. BUDGET LINE ITEM NAME audit services AMOUNT APPROPRIATED FOR CONTRACT \$ 23,000
 C. ESTIMATED TOTAL LINE ITEM APPROPRIATION REMAINING AS OF _____, 19____ \$ _____

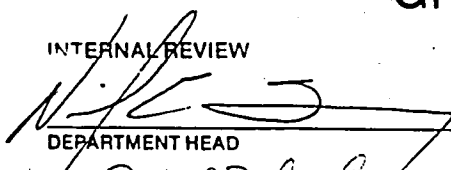
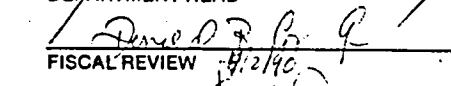
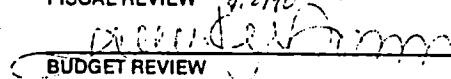
8. SUMMARY OF BIDS OR QUOTES (PLEASE INDICATE IF A MINORITY BUSINESS ENTERPRISE)

SUBMITTED BY _____ \$ _____ AMOUNT ☐ MBE
 SUBMITTED BY _____ \$ _____ AMOUNT ☐ MBE
 SUBMITTED BY _____ \$ _____ AMOUNT ☐ MBE

9. NUMBER AND LOCATION OF ORIGINALS _____

4. APPROVED BY STATE/FEDERAL AGENCIES? ☐ YES ☐ NO ☒ NOT APPLICABLE
5. IS THIS A DOT/UMTA/FHWA ASSISTED CONTRACT ☐ YES ☒ NO
11. IS CONTRACT OR SUBCONTRACT WITH A MINORITY BUSINESS? ☐ YES ☒ NO
IF YES, WHICH JURISDICTION HAS AWARDED CERTIFICATION _____
12. WILL INSURANCE CERTIFICATE BE REQUIRED? ☐ YES ☒ NO
13. WERE BID AND PERFORMANCE BONDS SUBMITTED? ☐ YES ☒ NOT APPLICABLE
TYPE OF BOND _____ AMOUNT \$ _____
TYPE OF BOND _____ AMOUNT \$ _____
14. LIST OF KNOWN SUBCONTRACTORS (IF APPLICABLE)
- | | | |
|------------|---------------|------------------------------|
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
| NAME _____ | SERVICE _____ | <input type="checkbox"/> MBE |
15. IF THE CONTRACT IS OVER \$10,000
- A. IS THE CONTRACTOR DOMICILED IN OR REGISTERED TO DO BUSINESS IN THE STATE OF OREGON?
☒ YES ☐ NO
- B. IF NO, HAS AN APPLICATION FOR FINAL PAYMENT RELEASE BEEN FORWARDED TO THE CONTRACTOR?
☐ YES DATE _____ INITIAL _____
16. COMMENTS:

GRANT/CONTRACT APPROVAL

INTERNAL REVIEW	CONTRACT REVIEW BOARD (IF REQUIRED) DATE _____	COUNCIL REVIEW (IF REQUIRED)
 DEPARTMENT HEAD	1. _____ COUNCILOR	DATE _____
 FISCAL REVIEW 4/2/90	2. _____ COUNCILOR	
 BUDGET REVIEW	3. _____ COUNCILOR	

LEGAL COUNSEL REVIEW AS NEEDED:

- A. DEVIATION TO CONTRACT FORM _____
- B. CONTRACTS OVER \$10,000 _____
- C. CONTRACTS BETWEEN GOVERNMENT AGENCIES _____

Res. 90-1248

BE IT RESOLVED,

1. That Metro will, upon Closure of the St. Johns Landfill, implement a rate structure under which self-haul vehicles will be charged based on the weight of materials disposed.

2. That the Executive Officer shall initiate additions and modifications needed at Metro owned facilities to implement this policy.

ADOPTED by the Council of the Metropolitan Service District the _____ day of _____, 1990.

Tanya Collier, Presiding Officer

SK:jc
weigh.res
April 9, 1990



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503-221-1646

Memorandum

Date: April 18, 1990

To: Metro Council
Executive Officer
Interested Staff and Other Parties

From: *gpwb*
Gwen Ware-Barrett, Clerk of the Council

Regarding: ORDINANCE NO. 90-345, AN ORDINANCE ADOPTING A FINAL ORDER
AND AMENDING THE METRO URBAN GROWTH BOUNDARY FOR CONTESTED
CASE NO. 89-1: GRAVETT

Attached is a copy of the above-referenced document which has been scheduled for first reading and public hearing before the Council on April 26, 1990. Because of the volume of the document, it is being distributed to you under separate cover. Please retain your copy for the Council meeting.

gpwb
90345.mem

STAFF REPORT

CONSIDERATION OF AN ORDINANCE ADOPTING A FINAL ORDER AND AMENDING THE METRO URBAN GROWTH BOUNDARY FOR CONTESTED CASE 89-1: GRAVETT

Date: April 26, 1990

Presented By: Daniel B. Cooper

FACTUAL BACKGROUND AND ANALYSIS

Contested Case 89-1 is a petition from Paul and Shirley Gravett for a locational adjustment of the Urban Growth Boundary (UGB) in Multnomah County. The property proposed for inclusion within the UGB includes a total of 5.8 acres in two tax lots located immediately south of the Gresham City boundary along the west side of Hogan Road. The present UGB abuts the north, south, and west sides of the site, with Hogan Road forming the eastern boundary. The City of Gresham took a position in support of this petition.

Metro Hearings Officer Chris Thomas held a hearing on this matter on January 31, 1990, beginning at 6 pm in the Gresham City Council chambers. Testimony was presented by the petitioner's attorney and by staff from the City of Gresham. No opposition was expressed either in writing or during the hearing. The Hearings Officer's Report and Recommendation, attached as Exhibit B, concludes that the proposal meets all applicable standards and should be approved. No exceptions were submitted by parties to the case.

Since no exceptions to the Hearings Officer's report were received, the Council can decide whether it wants or needs to hear from parties following presentation of the case by the Hearings Officer. In its deliberations, the Council may consider motions to remand the findings to the Hearings Officer or to staff for revisions. If no such motions are approved, the Council may allow Ordinance No. 90-345 to proceed to a second reading with the findings and recommendation as proposed in the Hearings Officer's report.

ES/es
4/13/90

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE ADOPTING A FINAL ORDER)
AND AMENDING THE METRO URBAN)
GROWTH BOUNDARY FOR CONTESTED CASE)
NO. 89-1:GRAVETT)

ORDINANCE NO. 90-345

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY
ORDAINS:

Section 1. The Council of the Metropolitan Service District
hereby accepts and adopts as the Final Order in Contested Case No.
89-1 the Hearings Officer's Report and Recommendations in Exhibit
B of this Ordinance, which is incorporated by this reference.

Section 2. The District Urban Growth Boundary, as adopted
by Ordinance No. 79-77, is hereby amended as shown in Exhibit A of
this Ordinance, which is incorporated by this reference.

Section 3. Parties to Contested Case No. 89-1 may appeal
this Ordinance under Metro Code Section 205.05.050 and ORS Ch. 197.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1990.

Tanya Collier, Presiding Officer

ATTEST:

Clerk of the Council

ES/es
4/13/90

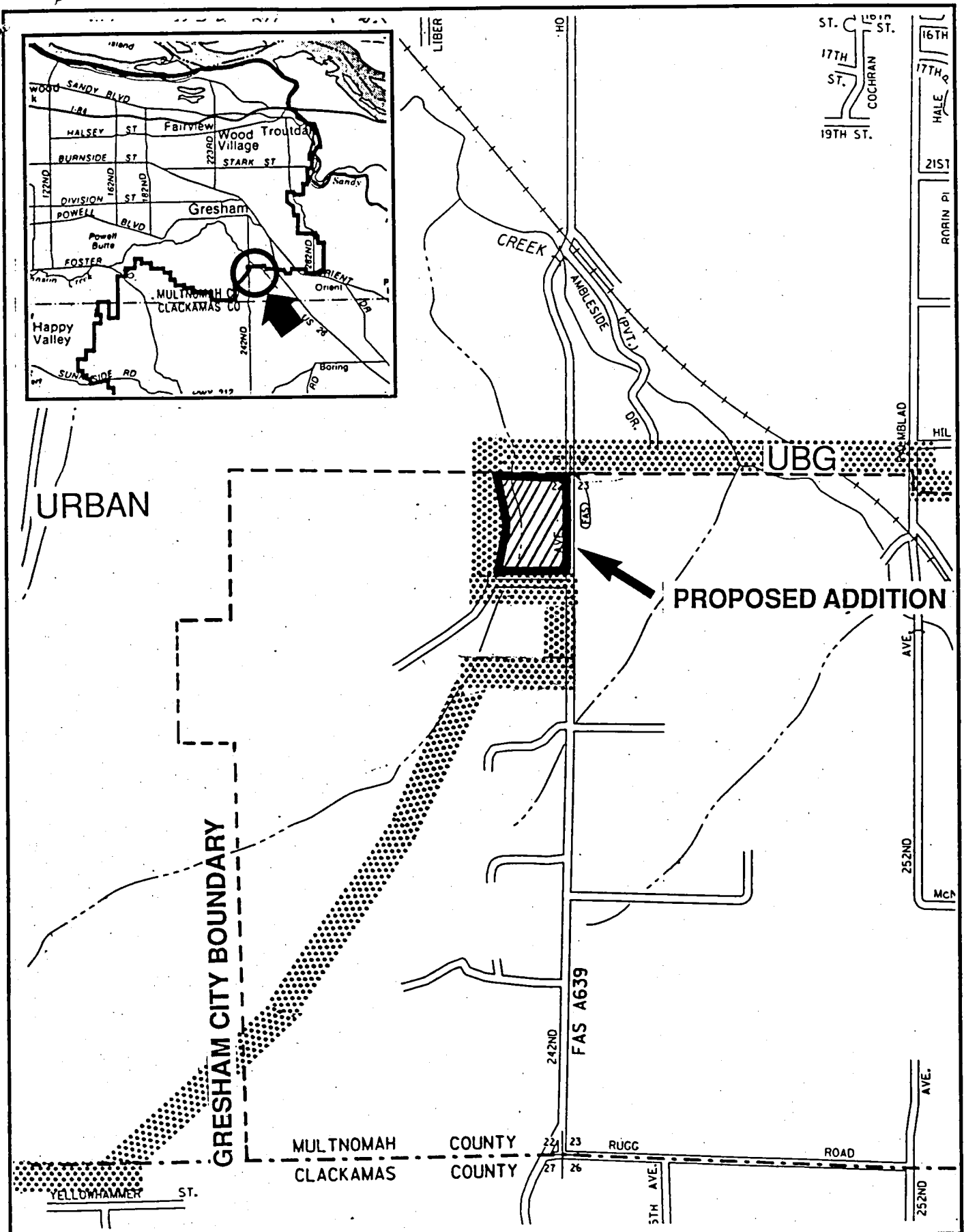
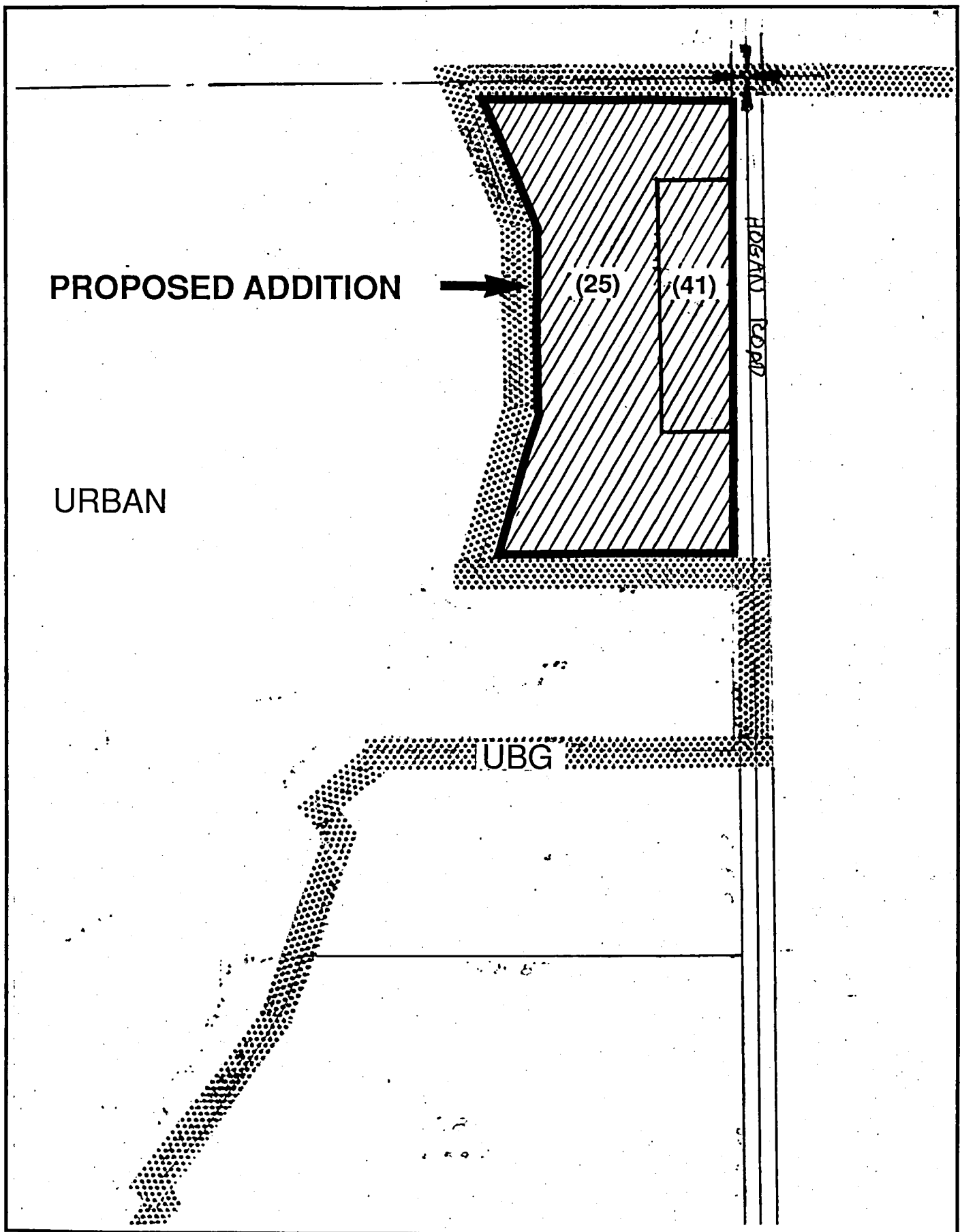


Exhibit A
Vicinity Map



Site Map.

BEFORE THE METROPOLITAN SERVICE DISTRICT

1 In the Matter of the Petition of)
 2 PAUL D. and SHIRLEY P. GRAVETT for) Contested Case No. 89-1
 3 an Amendment to the Urban Growth)
 Boundary) REPORT AND RECOMMENDATION
) OF HEARINGS OFFICER

4
 5 I. Nature of the Case

6 This is a Petition by Paul D. and Shirley P. Gravett
 7 (Petitioners), owners, to add a rectangular piece of land
 8 containing approximately 5.8 acres (the Site) to the area within
 9 the Urban Growth Boundary (UGB), using the locational adjustment
 10 procedure. There has been no opposition to the Petition.

11 The Site is located in Multnomah County, along Hogan Road,
 12 immediately south of the Gresham City boundary. The present UGB
 13 abuts three sides of the Site, the north, south, and west sides.
 14 Hogan Road abuts the east side of the Site. Thus the Site is
 15 surrounded entirely by urbanizable area and a road.

16 Gresham City plans call for eventual annexation and urban
 17 development of all of the land surrounding the Site on the Site's
 18 side of Hogan Road.

19 A map showing the Site is attached hereto as Exhibit A. The
 20 legal description of the Site is:

21 Tax Lots 25 and 41, Section 22, T1S, R3E, Multnomah
 22 County, Oregon

23 The City of Gresham has recommended approval of the
 24 Petition. Multnomah County has not taken a position on the
 25 Petition.

II. Proceedings and Record

1 On January 31, 1990, following publication and mailing of a
2 notice to property owners who were identified by Petitioner or
3 the Hearings Officer as living within 250 feet of the Site, the
4 Hearings Officer held a hearing on the Petition at Gresham City
5 Hall. The Petitioner's legal counsel testified in favor of the
6 Petition, with City of Gresham representatives providing
7 supplemental supportive testimony. There were no other
8 witnesses. Following the testimony, the Hearings Officer left
9 the record open for two weeks so that Petitioner could submit
10 additional information on school capacity. On February 1, 1990,
11 Petitioner provided supplemental information on this subject.

12 The following documents either are a part of Metro's public
13 file in this matter or were introduced at the hearing or prior to
14 closure of the record. Together with the hearing testimony, they
15 comprise the record in this matter.

- 16 Exhibit 1 - Petition for Locational Adjustment, 6/29/89
17 Exhibit 2 - Letter, Seltzer to Kleinman, 7/6/89
18 Exhibit 3 - Letter, Kleinman to Seltzer, 7/21/89
19 Exhibit 4 - Mailing List of All Land Owners
20 Exhibit 5 - Petition for Locational Adjustment [Revised],
21 6/30/89
22 Exhibit 6 - Request for Comment from Service Provider,
Rural Fire Protection District 10, 7/11/89
23 Exhibit 7 - Letter, Kloster to Seltzer, 7/24/89
24 Exhibit 8 - Request for Comment from Service Provider,
25 Multnomah County, 7/20/89
26

- Exhibit 9 - Letter, Stickel to Seltzer, 8/10/89
- Exhibit 10- Topographic Map
- Exhibit 11- Letter, Kleinman to Seltzer, 10/25/89, with
attached City of Gresham documents
- Exhibit 12- Metro Resolution No. 89-1126, 11/21/89, with
attached committee report
- Exhibit 13- Memorandum, Seltzer to Thomas, 12/11/89
- Exhibit 14- Notice of Public Hearing
- Exhibit 15- Memorandum, Seltzer to Hearings Officer,
1/3/90
- Exhibit 16- Notice Receipts
- Exhibit 17- Letter, Kloster to Kleinman, 1/26/90
- Exhibit 18- Letter, Kleinman to Thomas, 2/1/90
- Exhibit 19- Map showing Gravett Site
- Exhibit 20- 4 maps showing Gravett Site

III. The Site and the Surrounding Area: Findings

The Site is located just south of the Gresham City boundary and on the west side of Hogan Road, at the intersection of Hogan Road and the City boundary. It is 1.25 miles south of Powell Boulevard. Presently, the Gresham City boundary runs east and west from the northern edge of the Site. Farther to the west, the City boundary turns and runs south.

The UGB also runs along the northern edge of the Site, continuing straight to the east across Hogan Road, following the City boundary. At the western edge of the Site, however, the UGB turns south and runs along the western edge of the Site. At the southern edge of the Site, the UGB turns back to the east and

1 runs along the southern edge of the Site back to Hogan Road. At
2 Hogan Road, the UGB turns south again and runs approximately six
3 hundred feet along Hogan Road. The UGB then turns west for
4 several hundred feet and then runs southwesterly to the Gresham
5 City boundary. City plans call for all of the land west of the
6 UGB to be annexed into the City. As illustrated by Exhibit A,
7 this means that based on the present UGB, the Site eventually
8 will be a small, isolated non-urbanized block of land on the west
9 side of Hogan Road surrounded on three sides by urbanized land
10 and on the other side by Hogan Road.

11 The land directly east of the Site, across Hogan Road, is
12 outside the UGB and is zoned for Exclusive Farm Use. The EFU
13 area is about 40 acres. Immediately across from the Site in the
14 EFU area is a narrow partially wooded buffer followed by nursery
15 buildings and land devoted to growing nursery stock, which
16 extends to the west and south. Farther to the west is a wooded
17 area.

18 The land southeasterly of the Site, across Hogan Road, is
19 outside the UGB and is zoned Multi-Use Agricultural 20 acre
20 minimum. This area has some small buildings along Hogan Road but
21 primarily is wooded. MUA zoning permits farm, forest, and
22 limited single-family residential uses.

23 Further to the south across Hogan Road is more EFU land.

24 Immediately south of the Site are driveway "flagpoles" that
25 connect Hogan Road to large residential lots that are west and
26 southwest of the Site. These "flagpoles" and residential lots

are inside the UGB but outside the present City boundary. The City plans to annex them eventually. They are open meadow with large residences and forest to the west. South of the "flagpoles," the land is zoned MUA-20, with pasture, nursery, and container storage uses. Even farther to the south is EFU land to be developed as part of the Crystal Springs Country Club. The Crystal Springs development also will include a 150 dwelling unit development within the City boundaries. This project recently received City approval.

Johnson Creek is approximately 3300 feet north of the Site. Immediately north of the Site, inside the City boundary, land is used for berry growing. The entire area inside the City boundary north, west, and southwest of the Site appears to be gradually filling in with urban development.

The Site consists of two tax lots. Tax lot 41 consists of one acre with a single family home. Tax lot 25 is undeveloped and surrounds tax lot 41 on three sides.

Topographically the Site slopes downward from Hogan Road to the west. The grade primarily is 15 to 35 percent, with a large flat area along Hogan Road. The lowest point of the slope is Hogan Creek, which runs in a north-south direction just west of the Site. Generally, the UGB in this area follows the creek, except that the UGB departs from the creek to encompass the "flagpoles" of the large residential lots to the south. The entire Site is within the Hogan Creek drainage area.

As stated above, the Site presently is zoned MUA-20. If the
Petition is approved, likely zoning will be Low Density
Residential with a minimum lot size of 7,000 square feet. This
is the zoning that Gresham City plans call for in the area that
already is inside the UGB, when that land is annexed in the
future. With LDR-7 zoning, the flat area of the Site could be
developed at full density. The bulk of the Site, with a 15 to 35
percent grade, could be developed at half density. Altogether
there could be 10 to 15 single family units or 20 to 30 duplex
units. At these densities, the Site would be developable at what
the City considers to be full urban density. The zoning of the
land, of course, if this Petition is granted, would be determined
by the City of Gresham following annexation.

The Site is an agricultural exception area and thus is not
designated for longterm agricultural development.

IV. Legal Framework

A description of the legal framework that governs locational
adjustments to the UGB is attached hereto as Exhibit B.

V. Applicable Standards: Findings and Conclusions

1. Public Facilities and Services. MC Section

3.01.040(a)(1)

"Orderly and economic provision of public facilities and
services. A locational adjustment shall result in a net
improvement in the efficiency of public facilities and
services, including but not limited to, water, sewerage,
storm drainage, transportation, fire protection and schools
in the adjoining areas within the UGB and any area to be
added must be capable of being served in an orderly and
economical fashion."

Water Facilities and Services.

1 The Site presently has a private water well and no public
2 water service. The nearest water main is on Hogan Road 3300 feet
3 north of the Site, across Johnson Creek. As the Crystal Springs
4 Country Club development is built, a water line will be built to
5 the development. This line will run about 2300 feet west of the
6 Site. Eventually, the City wants to construct a line down Hogan
7 Road so that the Crystal Springs line can be looped. The looping
8 will provide improved water source to the area inside the UGB
9 served by the Crystal Springs line. In addition to improving
10 water service to areas served by the Crystal Springs line, a
11 Hogan Road line will facilitate service to the other areas on
12 Hogan Road that are inside the UGB. The City will require that
13 the Hogan Road line be installed prior to development of the area
14 inside the UGB south of the Site and prior to development of the
15 Site if it is brought within the UGB.

16 If a line is installed within Hogan Road, the City will
17 require a 16 inch main, as part of the overall loop, even though
18 development of the Site itself would require only an 8 inch line.
19 The frontage on Hogan Road from the Site through the "flagpoles"
20 to the south is 1300 feet, of which the Site is 742 feet. If a
21 16" main is installed, the Site would bear 55 percent of the cost
22 of an 8 inch line, which amounts to 35 percent of the cost of the
23 16 inch line. In addition, the City of Gresham believes that if
24 the Site were not within the UGB, it would alter the "loop"
25 configuration to circumvent the Site, adding 500 to 600
26

additional feet of water line, at a cost of \$42,500 to \$51,000.

(The City believes it cannot construct a water line through land outside the UGB.) Thus inclusion of the Site within the UGB, by transferring some water line construction costs to the Site and by providing a better configuration for the looped line, would reduce the cost of water facilities to adjacent UGB areas, thus enhancing their developability.

Conclusion. Inclusion of the Site within the UGB would improve the efficiency of public water facilities and services in the adjoining areas within the UGB. In addition, the Site could be served in an orderly and economical fashion.

Sewerage Facilities and Services.

The Site presently uses a septic tank. The nearest sewer trunk line is 3400 feet north of the Site near Hogan Road's crossing of Johnson Creek. The City has plans to extend the sewer line southward past the west side of the Site soon, in order to serve the Crystal Springs development. This extension will follow the Hogan Creek drainage and will serve the Site if the Site is brought inside the UGB.

The basin served by the sewer line extension will be 463 acres. IF the 5.8 acre Site is brought inside the UGB, the City anticipates the Site will bear 1.25 percent of the project cost. This will reduce the cost of sewer facilities to adjacent UGB areas, thus enhancing their developability.

Conclusion. Inclusion of the Site within the UGB would improve the efficiency of public sewerage facilities and services

1 in the adjoining areas within the UGB. In addition, the Site
2 could be served in an orderly and economical fashion.

3 Storm Drainage Facilities and Services

4 The Site is in the Johnson Creek drainage basin. The City
5 of Gresham would require as a condition to Site development that
6 there be either on-site or regional storm water detention
7 facilities. Because of this requirement, inclusion of the Site
8 within the UGB will not be detrimental to the public storm sewer
9 system.

10 Conclusion. Inclusion of the Site within the UGB would have
11 no net impact on the efficiency of public storm drainage
12 facilities and services in the adjoining areas within the UGB.
13 The Site itself would not require service from public storm
14 drainage facilities.

15 Transportation Facilities and Services.

16 Hogan Road is a County minor arterial. Over the long term,
17 the City of Gresham hopes to improve Hogan Road to collect
18 traffic growth that is anticipated due to urbanization in the
19 area west of Hogan Road. Regner Road, farther to the west of the
20 Site, is windy and steep, and Hogan is a preferable road for
21 handling traffic increases.

22 If the Site is brought within the UGB and is developed, the
23 City will require half-street improvements to Hogan Road abutting
24 the Site, including a dedication of land sufficient for a 35 foot
25 half street. Since the west side of Hogan Road both north and
26 south of the Site is inside the UGB, this would permit a

1 continuous improvement along Hogan Road to a distance 1300 feet
2 south of the present City boundary. The Site could be required
3 to contribute as much as 55 percent of the cost of the 1300 foot
4 improvement.

5 Conclusion. Inclusion of the Site within the UGB would
6 improve the efficiency of public transportation facilities and
7 services in the adjoining areas within the UGB. In addition, the
8 Site could be served in an orderly and economical fashion.

9 Fire Protection and Police Facilities and Services.

10 Inclusion of the Site within the UGB would have virtually no
11 effect on fire protection and police facilities and services. If
12 anything, inclusion would slightly improve the efficiency of
13 those services by making the UGB more coherent to fire and police
14 personnel, but the improvement would be nominal.

15 Conclusion. Inclusion of the Site within the UGB would have
16 no net impact on the efficiency of fire protection and police
17 facilities and services in the adjoining areas within the UGB.
18 The Site could be served in an orderly and economical fashion.

19 School Facilities and Services.

20 If brought within the UGB and developed, the Site would add
21 10 to 15 additional students to the Gresham Public Schools.
22 According to the School District, it has sufficient capacity to
23 absorb these students. Development of the Site would add
24 assessed value to the District, but there was no evidence of the
25 amount of value that would be added.
26

1 Conclusion. Inclusion of the Site within the UGB would have
2 no net impact on the efficiency of public school facilities and
3 services in the adjoining areas within the UGB. The Site could
4 be served in an orderly and economical fashion.

5 Summary of Conclusions

6 All needed public facilities and services could be provided
7 to the Site in an orderly and economical fashion.

8 Inclusion of the Site within the UGB would result in
9 improvement in the efficiency of water, sewerage, and
10 transportation facilities and services in adjoining areas within
11 the UGB; and in no net impact on the efficiency of the storm
12 drainage, fire protection, police, and school facilities and
13 services in adjoining areas within the UGB.

14 As a final conclusion regarding public facilities and
15 services in adjoining areas within the UGB, there would be an
16 overall net improvement in the efficiency of those public
17 facilities and services if the Site were brought within the UGB.

18 2. Land Use Efficiency. MC Section 3.01.040(a)(2)

19 "Maximum efficiency of land uses. Considerations shall
20 include existing development densities on the area included
21 within the amendment, and whether the amendment would
22 facilitate needed development on adjacent existing urban
23 land."

24 The Site presently has a single family dwelling plus one out
25 building. If the Petition is approved, the Site probably will be
26 zoned LDR-7, although the zoning determination will be made by
the City of Gresham and not by Metro. After taking Site
topography into consideration, LDR-7 zoning will permit

development with 10 to 15 single family units or 20 to 30 duplex units. The City of Gresham considers this to be full urban density.

The Site's participation in bearing the cost of water, sewerage, and transportation facilities to service the area would relieve some of the financial burden of development on adjacent areas within the UGB, thus increasing their developability to some unquantified degree.

Conclusion. The proposed amendment would bring into the UGB land that can be developed efficiently. In addition, the proposed amendment would facilitate needed development on adjacent existing urban land, thus maximizing the efficient use of adjacent land already within the UGB.

3. Consequences. MC Section 3.01.040(a)(3).

"Environmental, energy, economic and social consequences. Any impact on regional transit corridor development must be positive and any limitations imposed by the presence of hazard or resource lands must be addressed."

The development of the Site would not have any impact on regional transit corridor development.

Hogan Creek, to the west of the Site, is designated as a natural resource. The City of Gresham would require that any development on the Site protect Hogan Creek.

The Site has no identified historic resources.

Conclusion. The proposed amendment would have no impact on regional transit corridor development; has addressed in a satisfactory way the presence of resource lands; and would not

1 have any negative environmental, energy, economic, or social
2 consequences.

3 4. Agricultural Lands. MC Section 3.01.040(a)(4)

4 "When a petition includes land with Class I-IV soils
5 designated in the applicable comprehensive plan for farm or
6 forest use consistent with the requirements of LCDC Goals
7 No. 3 or 4, the petition shall not be approved unless it is
8 factually demonstrated that:

9 "*****"

10 The Site formally has been designated as an agricultural
11 exception area irrevocably committed to non-farm use. It has not
12 been designated in the comprehensive plan for farm or forest use
13 consistent with LCDC Goal 3 or 4. Therefore, the provisions of
14 MC Section 3.01.040(a)(4) are inapplicable.

15 5. Compatibility with Agricultural Uses. MC Section
16 3.01.040(a)(5)

17 "Compatibility of proposed urban uses with nearby
18 agricultural activities. When a proposed adjustment would
19 allow an urban use in proximately to existing agricultural
20 activities, the justification in terms of factors (1)
21 through (4) of this subsection must clearly outweigh the
22 adverse impact of any incompatibility."

23 The only nearby agricultural activities are berry growing in
24 the area already inside the UGB and the City boundary north of
25 the Site and nursery activities in the area across Hogan Road to
26 the west of the Site. The LDR-7 use that is likely for the Site
is frequently mixed in the Gresham area with commercial
agricultural activities such as nurseries and berry farms.
Indeed, such low density urban residential uses as are likely on
the Site are considered a good buffer to agricultural uses.

1 There is no evidence that urban development of the Site would
2 have any incompatibility with the existing agricultural
3 activities.

4 Conclusion. There would be no incompatibility between the
5 likely urban development on the Site and existing agricultural
6 activities in proximity to the Site.

7 6. Superiority; Contiguous Land. MC Section 3.01.040(d)(2)

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

10 "[T]he proposed UGB must be superior to the UGB as
11 presently located based on a consideration of the
12 factors in subsection (a). The minor addition must
13 include all similarly situated contiguous land which
14 could also be appropriately included within the UGB as
15 an addition based on the factors in subsection (a)."

16 Superiority.

17 As described above, if the Petition is approved, there will
18 be a net improvement in the efficiency of public facilities and
19 services in the adjoining areas within the UGB. Furthermore,
20 development of those UGB areas will become economically more
21 feasible, by some unquantified amount, due to sharing by the Site
22 in the costs of sewer, water, and transportation improvements and
23 to reduction in the total cost of water improvements. For these
24 reasons, the proposed UGB is superior to the present UGB.

25 Conclusion. The proposed UGB is superior to the UGB as
26 presently located based on a consideration of the factors in MC
Section 3.01.040(a).

Contiguous Land.

The only contiguous land that is outside the UGB is the land across Hogan Road. Immediately across from the Site, the land is zoned EFU and would not qualify for inclusion within the UGB. To the southeast, land is zoned MUA-20, as is the Site. This land, however, is outside the sewerage basin that the Hogan Creek sewerage line would serve. It also is not surrounded on three sides by the UGB and does not abut the City boundary. For these reasons, the MUA-20 land across Hogan Road from the Site is not similarly situated such that it could be appropriately included within the UGB as an addition.

Conclusion. The Petition does include all similarly situated contiguous land which could also be appropriately included within the UGB as an addition based on the factors in the MC Section 3.01.040(a).

7. Degree of Superiority. MC Section 3.01.040(d)(3).

"Additions shall not add more than 50 acres of land to the UGB and generally should not add more than 10 acres of vacant land to the UGB. ...[T]he larger the proposed addition, the greater the differences shall be between the suitability of the proposed UGB and suitability of the existing UGB, based upon consideration of the factors in subsection (a) of this section."

As stated above, the proposed UGB is superior to the UGB as presently located based on a consideration of the factors in MC Section 3.01.040(a). In particular, the proposed UGB will improve the efficiency of public facilities and services in the adjoining areas inside the UGB and will improve the developability of those areas. For a proposed addition of 10

1 acres or less, such as the present proposed addition, this is the
2 only showing that is necessary to meet the requirement of Section
3 3.01.040(d)(3). See Exhibit B attached hereto.

4 Conclusion. The proposed amendment will sufficiently
5 improve the UGB to justify the addition of 5.8 acres to the area
6 inside the UGB.

7 VI. Conclusion

8 As concluded above, the Petition meets the requirements of
9 the Metro Code for an addition of land to the UGB through the
10 locational adjustment process. The Petition should be approved.

11 Dated: March 14, 1990

Respectfully submitted,


12 
13 Christopher P. Thomas
14 Hearings Officer
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EXHIBIT "A"

Proposed Gravett UGB Adjustment

Proposed Locational Adjustment of the Metro Urban Growth Boundary (UGB) to include two parcels located at 6605 SE Hogan Road (Tax Lots 25 & 41, Section 22, Township 1 South, Range 3 East)

- Affected Properties
- City Boundary
- ▬ Metro Urban Growth Boundary

City of Gresham

August 1989

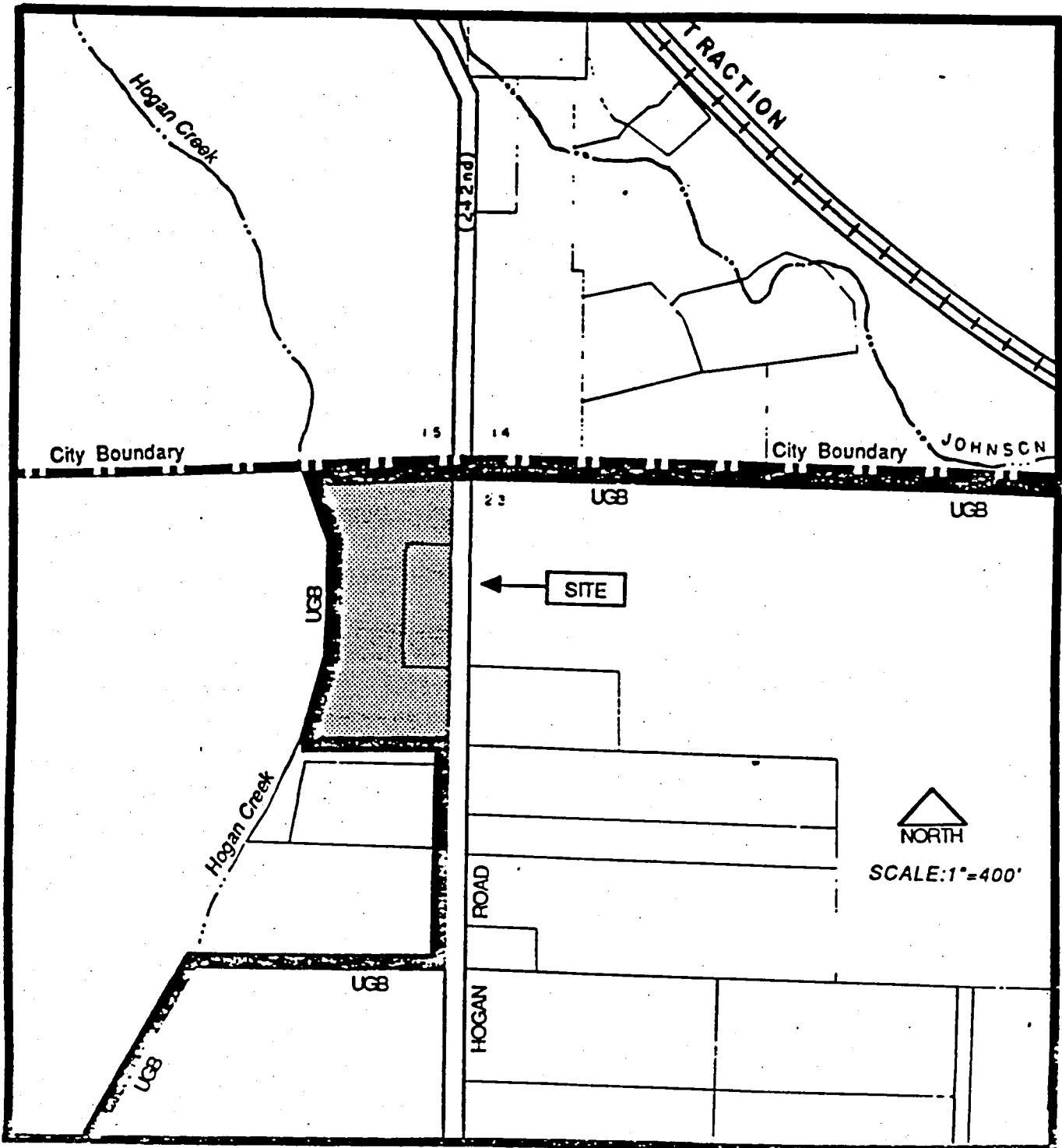


EXHIBIT B

Excerpt from Report and Recommendation of Hearings Officer, In the Matter of the Petition of WALLY and THEA BRENNT for an Amendment to the Urban Growth Bounday, Metro Contested Case No. 87-4, adopted by the Metro Council, Ordinance No. 88-265.

IV. Legal Framework

In 1981, Metro adopted Ordinance No. 81-105, which established procedures and criteria for review of proposed "locational adjustments" to the UGB. The purpose of the ordinance was to provide a method for allowing relatively minor UGB amendments in a manner consistent with UGB amendment requirements established by the Oregon Land Conservation and

Development Commission.

LCDC's UGB amendment requirements are contained in Goals 14 (Urbanization) and 2 (Land Use Planning).

The pertinent portions of Goal 14 state:

"14. URBANIZATION

"GOAL: To provide for an orderly and efficient transition from rural to urban land use.

"Urban growth boundaries shall be established to identify and separate urbanizable land from rural land.

"Establishment and change of the boundaries shall be based upon consideration of the following factors:

- "(1) Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;**
- "(2) Need for housing, employment opportunities, and livability;**
- "(3) Orderly and economic provision for public facilities and services;**
- "(4) Maximum efficiency of land uses within and on the fringe of the existing urban area;**
- "(5) Environmental, energy, economic and social consequences;**
- "(6) Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and,**
- "(7) Compatibility of the proposed urban uses with nearby agricultural activities.**

"The results of the above considerations shall be included in the comprehensive plan. In the case of a change of a boundary, a governing body proposing such change in the boundary separating urbanizable land from rural land, shall follow the procedures and requirements as set forth in the Land Use Planning Goal (Goal 2) for goal exceptions.

"Land within [the UGB] shall be considered available over time for urban uses. Conversion of urbanizable land to urban uses shall be based on consideration of:

"(1) Orderly, economic provision for public facilities and services;

"(2) Availability of sufficient land for the various uses to insure choices in the market place;

"(3) LCDC goals; and,

"(4) Encouragement of development within urban areas before conversion of urbanizable areas."

Goal 2, Land Use Planning, contains "Exceptions" requirements, which are the requirements that Goal 14 specifies must be met for UGB amendment. In 1983, however, the Oregon Legislature adopted ORS 197.732, which itself establishes "exceptions" requirements. Since then, LCDC has incorporated these requirements in OAR 660-04-010(c)(B). That regulation states in pertinent part:

"Revised findings and reasons in support of an amendment to an established urban growth boundary shall demonstrate compliance with the seven factors of Goal 14 and demonstrate that the following standards are met:

"(i) Reasons justify why the state policy embodied in the applicable goals should not apply (This factor can be satisfied by compliance with the seven factors of Goal 14);

"(ii) Areas which do not require a new exception cannot reasonably accommodate the use;

"(iii) The long-term environmental, economic, social and energy consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site; and

"(iv) The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts."

At the time that Metro adopted its "locational adjustment" procedure for minor UGB amendments, Metro also adopted "Findings in Support of Ordinance 81-105, Establishing Procedures for Locational Adjustments to Metro's Urban Growth Boundary, February, 1981."

The findings pointed out that the standards for evaluating proposed locational adjustments did not require an evaluation of several factors contained in the LCDC Goals. Specifically, the standards did not require findings on:

- (1) Why the proposed use should be provided for (Goal 2, Factor 1);
- (2) Whether there was a demonstrated need for the adjustment to accommodate long-range urban population growth requirements (Goal 14, Factor 1), or to provide for the need for housing, employment opportunities, and livability (Goal 14, Factor 2);
- (3) Whether other suitable alternative sites were available (Goal 2, Factor 2).

Metro justified excluding these factors from consideration by stating that even if it were assumed there was no need for additional land to accommodate growth, there nevertheless might be other reasons why the UGB should be amended. It was for these "other reasons" cases that Metro adopted the locational adjustment process. (Cases based on the need for additional land go through a different process, the major amendment process, which addresses all of the factors of Goals 2 and 14.) A petitioner in the locational adjustment process thus is required to show that, notwithstanding that more land will be added to the

UGB than is needed, other reasons for adding the land are sufficiently strong to outweigh the negative impact of having too much land.

The locational adjustment standards at the outset provide that the process is available only for proposed additions of 50 acres or less. The impact of adding more than 50 acres without a showing of need is presumed to be so great that all proposals involving more than 50 acres must go through the major adjustment process, where a showing of need is required.

A potential loophole in the 50 acre requirement is that a petitioner could seek an amendment for one 50 acre parcel followed by another amendment for an abutting 50 acre parcel. This could allow a 100 acre addition with no showing of need. Metro closed this loophole by requiring that a locational adjustment petition include all similarly situated contiguous land. Thus if an area contains more than 50 acres of land that is similarly situated with reference to the locational adjustment standards, the land must go through the major adjustment process. It cannot be brought in piecemeal through the locational adjustment process.

In justifying its exclusion of the "need for land to accommodate growth" requirements for locational adjustments, Metro pointed out in its Findings that the underlying rationale for the State Goals limiting the UGB to only the land needed was as follows:

1. The limitation promoted maximum efficiency of major public facilities;
2. It promoted maximum efficiency of site specific public facilities and services;
3. It minimized the energy consumption and air pollution associated with travel within the urban area;
4. It protected agricultural lands not needed for urban use.

Regarding the first rationale, efficiency of major public facilities, Metro found that a 50 acre change, in an area served by a set of major public facilities, would have no significant effect on the efficiency of the facilities.

Regarding the efficiency of the site specific facilities and services and air pollution and energy consequences, the issue was more complex. Since the current UGB is based on need to accommodate growth through the year 2005, Metro started out its analysis by assuming that if a parcel were added at the periphery of the UGB, then to compensate, another parcel at the interior of the UGB would remain undeveloped. In terms of site specific public facilities, this would mean that there would be costs for having public facilities available to the interior parcel but unused, and there could be costs for making public facilities available to the exterior parcel. In addition, there could be added urban travel to the exterior parcel, as opposed to the interior parcel, resulting in increased energy consumption and air pollution. However small these potential problems, Metro concluded that they needed to be addressed. Metro thus

established standards for locational adjustment cases to require a showing that the benefits of adding the exterior parcel outweighed the costs of leaving the interior parcel undeveloped.

These "compensating" standards required consideration of whether addition of the exterior parcel would increase the efficiency of public facilities and services and facilitate needed development in adjoining areas within the UGB. If so, the benefit in relationship to the adjoining UGB area might outweigh the cost in relationship to the interior UGB area. Metro recognized, however, that the greater the size of the exterior parcel being added, and thus of the interior parcel being left undeveloped, the greater the costs in relationship to leaving the interior parcel vacant.

Metro found that for exterior parcels of 10 acres or less, the cost of leaving a 10 acre interior parcel vacant was so small that any benefit at all in relationship to UGB land abutting the exterior parcel was sufficient to overcome the cost. As the size increased between 10 and 50 acres, however, so did the cost in relationship to the undeveloped interior parcel. Metro therefore required that locational adjustments ordinarily should be only for 10 acres or less for vacant land and that, as size increased between 10 and 50 acres, so must the benefit to adjoining UGB areas increase.

Finally, regarding conversion of agricultural land, Metro required that agricultural land could be converted to urban land

only in the most compelling circumstances.

Based on the findings described above, Metro adopted standards for evaluating locational adjustments adding land to the UGB, contained in Metro Code Section 3.01.040, as follows:

"(a) As required by subsections (b) through (d) of this section, locational adjustments shall be consistent with the following factors:

"(1) Orderly and economic provision of public facilities and services. A locational adjustment shall result in a net improvement in the efficiency of public facilities and services, including but not limited to, water, sewerage, storm drainage, transportation, fire protection and schools in the adjoining areas within the UGB and any area to be added must be capable of being served in an orderly and economical fashion.

"(2) Maximum efficiency of land uses. Considerations shall include existing development densities on the area included within the amendment, and whether the amendment would facilitate needed development on adjacent existing urban land.

"(3) Environmental, energy, economic and social consequences. Any impact on regional transit corridor development must be positive and any limitations imposed by the presence of hazard or resource lands must be addressed.

"(4) Retention of agricultural land. When a petition includes land with Class I-IV soils that is not irrevocably committed to non-farm use, the petition shall not be approved unless it is factually demonstrated that:

- Retention of the agricultural land would preclude urbanization of an adjacent area already inside the UGB, or
- Retention of the agricultural land would prevent the efficient and economical provision of urban services to an adjacent area inside the UGB.

"(5) Compatibility of proposed urban uses with nearby agricultural activities. When a proposed adjustment would allow an urban use in proximity to existing agricultural activities, the justification in terms of factors (1) through (4) of this subsection must clearly outweigh the adverse impact of any incompatibility.

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

"(2) ...[T]he proposed UGB must be superior to the UGB as presently located based on a consideration of the factors in subsection (a). The minor addition must include all similarly situated contiguous land which could also be appropriately included within the UGB as an addition based on the factors in subsection (a).

"(3) Additions shall not add more than 50 acres of land to the UGB and generally should not add more than 10 acres of vacant land to the UGB. ...[T]he larger the proposed addition, the greater the differences shall be between the suitability of the proposed UGB and suitability of the existing UGB, based upon consideration of the factors in subsection (a) of this section.

Jeff Kleinman
1207 SW 6th Ave
Portland, OR 97204

Tom Kloster
City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030

Christopher Thomas, Attorney at Law
Hearings Officer
2000 SW First Avenue
Portland, OR 97201

Dan Cooper, Attorney at Law
Metro
Legal Counsel
2000 SW First Avenue
Portland, OR 97201

EXHIBIT NO. 1

Received 6/29/89 4:30 PM
CAF

Petition for Locational Adjustment to
Metro's Urban Growth Boundary (UGB) (check one):

X addition removal

Note: To add land in one location and remove land in another,
please complete one form for the addition and another for
the removal.

1. a. Petitioner's name and address:

Paul D. Gravett and Shirley P. Gravett
6605 SE Hogan Road
Gresham, Oregon 97080
Phone number: 661-3357

b. Contact person, if other than petitioner (consultant or
attorney) or if petitioner is a local government:

Jeffrey L. Kleinman, Attorney
1207 SW Sixth Avenue
Portland, Oregon 97204
Phone number: 248-0808

2. What is petitioner's interest in the property:

X Property Owner
 Contract Buyer
 Option to buy
 Other legal interest (Specify:)
 Local government

3. County in which property is located: Multnomah

4. If the locational adjustment requested were approved, would you
seek annexation to (or de-annexation from) a city?

X Yes, the City of Gresham
 No

5. Description of properties included in the petition (list each
lot individually and attach a copy of the appropriate tax
assessor's map(s)):

a. Legal Description
(Township, Range,
Section, Lot): See Exhibit A, attached.

Note: The legal description does not distinguish
between the two tax lots on the property, Tax Lots
41 and 25.

b. Acres: 5.8

c. Owner's Name & Address
(Mark "Same" if same as petitioner): same

d. Improvements on property (e.g., none, one single family dwelling, barn, gas station, etc.): One single family dwelling, one metal pole barn

Attach additional sheets as needed.

6. a. What sewerage facilities currently serve the property?

_____ None, all land is vacant

_____ Package sewage treatment plant

_____ Sewer Line to public system

 X Septic Tank

b. If septic tanks, have any septic tanks in the area failed?

_____ Yes, (Explain: _____

_____)

 X No

7. How close is the nearest sewer trunk? Near Hogan Road's crossing of Johnson Creek

8. a. Are additional sewer trunks for the area planned?

 X Yes _____ No

b. If yes, how close to the property would planned sewer lines run? Adjoining property line along Hogan Creek

9. How is water provided to the property?

 X Private Well

_____ inch water line provided by _____
(city or water district)

_____ No water provided

10. How close is the nearest water main? On Hogan Road, just north of Johnson Creek, 3,000 feet from the property
11. a. Are additional water mains for the area planned?

 X Yes No

- b. How close to the property would planned water lines run? Across Hogan Creek and also adjacent to the property along Hogan Road

12. Are there any natural or man-made boundaries to development running along or near your property (rivers, cliffs, etc.)?

 X Yes (Describe: Hogan Creek, as indicated on attached map)
Mark location on assessor's map or attach other map or photo.

 No

13. What is the current local plan designation of the property? MUA

14. What is the current local zoning designation? MUA 20

15. Does the comprehensive plan identify any natural hazards in this area?

 Yes (Describe and explain applicable comprehensive plan policies: _____)

 X No

16. Does the comprehensive plan identify any natural or historic resources in this area?

 X Yes (Describe resources and explain applicable plan policies: See answer on attached sheet)

17. How do you plan to develop the property if your petition is approved?

The petitioners presently intend to subdivide the property to allow for five additional one-family homes.

18. On a separate sheet of paper, please discuss how approval of your petition would comply with each of the applicable standards from the Metro Code (attached green sheets). Only petitions found consistent with these standards may be approved. Metro staff will use the information received from

this petition, the local government, and other sources as needed, to prepare a list of questions for the Hearings Officer on whether these standards have been met. You and other parties may then submit any additional testimony in support of or opposition to the petition at the hearing. The Hearings Officer will then weigh the testimony received and submit the findings and recommendations to the Metro Council for action.

18. Petitioners Signatures


I/WE THE UNDERSIGNED HEREBY PETITION THE METROPOLITAN SERVICE DISTRICT TO ADD TO/REMOVE FROM THE URBAN GROWTH BOUNDARY THE PROPERTY DESCRIBED HEREIN.

SIGNED,

Name PAUL D. GRAVETT and
SHIRLEY P. GRAVETT

Tax Lot

Date

By: 
Jeffrey L. Kleinman
Attorney

41, 25


6/29/89

JH/gl
2383B/223
05/07/87

A tract of land situated in the Northeast one-quarter of Section 22, Township 1 South, Range 3 East of the Willamette Meridian in the County of Multnomah and State of Oregon, more particularly described as follows:

Commencing at the Northeast corner of said Section 22; thence South $88^{\circ}22'57''$ West, along the North line thereof, a distance of 25.00 feet to a point in the West line of Hogan Road, and the point of beginning of the tract herein to be described; thence South $0^{\circ}03'30''$ East, along said West line, a distance of 741.59 feet to a point; thence South $89^{\circ}56'30''$ West, at right angles to said West line, a distance of 410.85 feet to the centerline of a creek; thence Northerly, along said centerline, the following courses and distances; North $23^{\circ}11'50''$ East 25.60 feet; North $15^{\circ}40'30''$ East, 195.27 feet; North $0^{\circ}50'00''$ East, 120.11 feet; North $2^{\circ}57'40''$ West 179.53 feet; and North $15^{\circ}15'40''$ West, a distance of 228.24 feet to a point in the North line of said Section 22; thence North $88^{\circ}22'57''$ East, along said North line, a distance of 415.00 feet to the point of beginning.

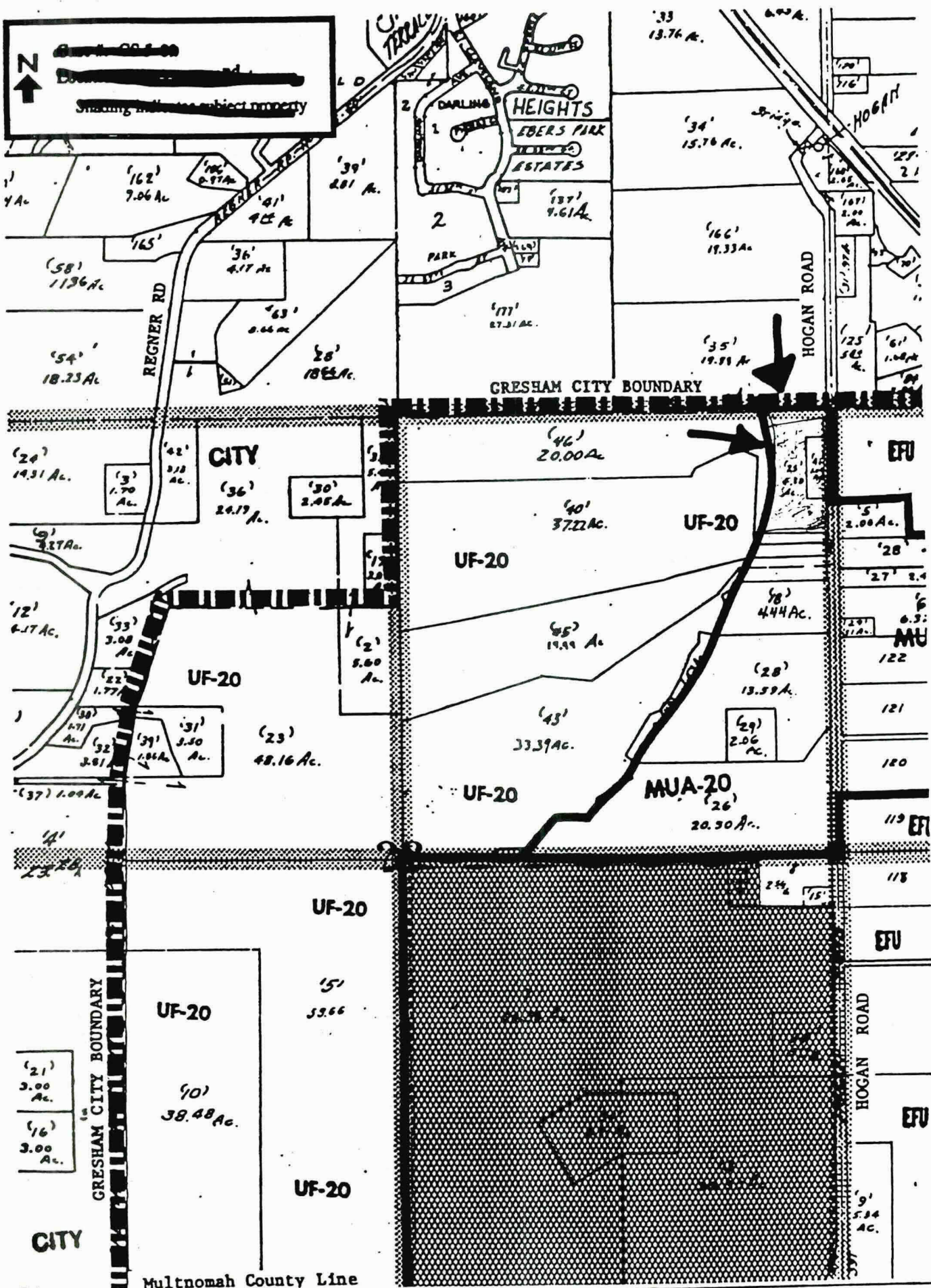
SAVE AND EXCEPT that part deeded to Errol A. Bascue and Lois S. Bascue by deed dated January 30, 1976.



 Gresham City Boundary

 Multnomah County Line

 Clackamas County Line



Multnomah County Line
 Clackamas County Line

16. The comprehensive plan identifies no historic resources in this area. It identifies one natural resource, Hogan Creek, which is in the national wetlands inventory. Policy No. 16 on natural resources is designated to protect natural resources and minimize negative effects upon them. In this instance, the policy is to minimize impact upon of natural streambanks and riparian areas. Any development of the property will be carried out accordingly.

18. Compliance with Applicable Standards of Metro Code
Section 3.01.040.

3.010.040(a)(1) The proposed addition will assist in the orderly and economic provision of public facilities and services, and will result in a net improvement to those facilities and services. The area to be added is also capable of being served in an orderly and economical fashion.

The subject property is located directly on Hogan Road, and is surrounded on three sides by the Urban Growth Boundary. The property in essence comprises an isolated island of non-UGB land on the west side of Hogan Road. The reasons for initially excluding the property from the UGB are unknown, and no such reason is apparent from comparison of the property with those adjoining it within the UGB.

It would be far more efficient to have all the land in this area west of Hogan Road located in the Urban Growth Boundary. It would be highly inefficient to provide separate water, sewerage, and fire protection services to this one parcel. In fact, this could be a source of confusion to public agencies, especially with respect to police and fire protection. Further, the City of Gresham is presently adding and/or planning to add additional water supply and a new sewer line directly across Hogan Creek from the affected property. It would be most efficient and cost effective for the city to be able to supply the subject property with these services, as the property is entirely within the drainage of Hogan Creek and that drainage area is planned for development. It would negatively affect the city's urban development plans for this parcel to be excluded from the Urban Growth Boundary. The availability of this property for sewer and water lines and roads providing access to adjoining properties is an important benefit to the City of Gresham.

(a)(2) For the same reasons set forth above, this addition to the UGB would allow for maximum efficiency of land uses and would facilitate needed development on adjacent existing urban land. In fact, the island-like nature of this property projecting into the UGB clearly establishes the benefits to adjoining urban land of having it included within the UGB.

Under the Metro staff definition of the term "needed" as meaning "consistent with the local comprehensive plan and/or applicable regional plans", it should be noted that the City of Gresham's plans designate this entire area west of Hogan Road for urban development. The city's comprehensive plan calls for the annexation of the surrounding properties, with residential development to be carried out under LDR 7 zoning.

(a)(3) Including the subject property within the UGB will have only positive environmental, energy, economic and social consequences. It would make no sense from either the

environmental, energy, economic or social standpoint to have a tiny island of MUA 20 property surrounded by properties zoned LDR 7. The City of Gresham's development plans would negatively impact the subject property from both the environmental and social viewpoints if it were required to remain in agricultural use. As long as the surrounding area is to be developed, it would be wasteful of energy not to complete the road system by using the subject property, and it would comprise economic waste to leave this island of nominally designated farmland untouched and unusable amidst the surrounding residential development. There will be no impact on regional transit corridor development, except to the extent that land uses along the west side of Hogan Road will be made consistent, and this could only be a positive impact.

As has been indicated in the petition, Hogan Creek is identified as a natural resource within the national wetlands inventory. The entire drainage of Hogan Creek in this area is to be developed, and any development of the subject property would fully recognize the need to protect the natural streambank and the riparian areas immediately along Hogan Creek.

(a)(4) The subject property is expressly excluded by Multnomah County from LCDC Goals 3 and 4, and the issue of retention of agricultural land is therefore inapplicable here.

(a)(5) As has been stated, the urban use proposed for the subject property would be entirely consistent with the urban uses surrounding it on three sides. In this sense, the justifications set forth above in terms of factors (1) through (3) outweigh in every respect the adverse impact of any incompatibility which might result from the proposed use. In fact, retaining agricultural use of the subject property would in itself create an adverse impact because of its incompatibility with the surrounding urban development.

(d)(2) For all the reasons set forth above, the UGB proposed by the petitioners is superior to the presently located UGB. This is the classic case in which a minor addition comprises 100 percent of all similarly situated contiguous land which could be appropriately included within the UGB. In essence, this proposal alleviates the problems created by the existing UGB, into which the subject property projects like a sore thumb.

(d)(3) The subject property comprises 5.8 acres and hence falls squarely within the acreage requirements of this subsection. Because of the small size of the property, the burden of showing differences between the suitability of the proposed UGB and the suitability of the existing UGB is less in this case than it otherwise would be.



METRO

EXHIBIT NO. 2

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

July 6, 1989

Jeffrey L. Kleinman, Attorney
1207 SW Sixth Avenue
Portland, Oregon 97204

Executive Officer
Rena Cusma

Metro Council

Mike Ragsdale
Presiding Officer
District 1

Sharron Kelley
Deputy Presiding
Officer
District 7

Lawrence Bauer
District 2

Jim Gardner
District 3

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Judy Wyers
District 8

Tanya Collier
District 9

Roger Buchanan
District 10

David Knowles
District 11

Gary Hansen
District 12

Dear Mr. Kleinman,

I have reviewed the petition for a locational adjustment of the Urban Growth Boundary filed by you on behalf of Paul and Shirley Gravett. I have assigned case number 89-1 to the petition. This letter shall serve as official notice to you of the status of the petition as filed.

As we discussed previously, the petition is presently incomplete. To complete the petition, the following materials must be submitted to Metro by 5:00 pm on July 24, 1989:

- 1) Tax Lot map(s) showing the subject property outlined in red and all properties within 250 feet of the subject property.
- 2) Service provider comments from providers of sewer, water, school, fire protection, transportation (roads), and storm sewerage services for the subject property and vicinity.
- 3) Record of action by local governments affected by this proposal (Gresham and Multnomah County), including any findings or staff reports presented in conjunction with the action.
- 4) Mailing list for notification purposes of all landowners holding an interest in property(s) within 250 feet of the subject property.

In addition, although the following are not required, they will be useful in Metro's consideration of the petition:

- 1) Topographic map showing watercourses and drainage basin boundaries in the vicinity of the subject property.

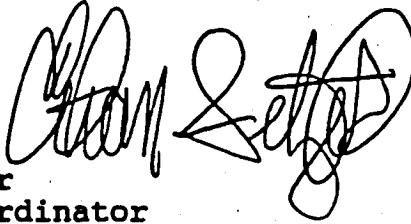
page two

- 2) Mailing addresses for any neighborhood associations, community planning organizations, or other interested parties who might have a particular interest in the proposed amendment.

Upon receipt of a completed application, Metro will deposit the two checks received from the Gravett's and provide an official "45-day Notice" to the Department of Land Conservation and Development of the proposed amendment. Metro will schedule a hearing for the petition before a Hearings Officer 45 days from the provision of notice to the state, or on or about the week of September 11, 1989, depending on your schedule and the availability of the Hearings Officer.

Please feel free to contact me should you have any questions. I can be reached directly at 220-1537.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ethan Seltzer', written over the printed name.

Ethan Seltzer
Land Use Coordinator

ES/es
7/6/89

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1207 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

(503) 248-0808

July 21, 1989

Hand Delivered

Mr. Ethan Seltzer
Land Use Coordinator
Metropolitan Service District
2000 SW First Avenue
Portland, OR 97201-5398

Re: Petition for Locational Adjustment to
Urban Growth Boundary of Paul and Shirley Gravett

Dear Mr. Seltzer:

Enclosed pursuant to your letter of July 6, 1989, are the following materials with respect to the above petition:

1. A revised petition correcting inaccuracies in the one initially submitted. Please note that this is the petition upon which the relevant service providers were asked to comment and for which records of action were requested, so there is no conflict in this regard.

2. Exhibit A -- Tax lot maps showing the Gravett property outlined in red and all properties within 250 feet of the Gravett property.

3. Exhibit B -- A copy of a letter from Tom Kloster, Community Planner with the City of Gresham, describing the Service Provider Review which the city has conducted, together with a copy of the comments of the Gresham Engineering Division, the only provider which has had any substantive comment. In his letter, Mr. Kloster describes the remaining steps which will be taken to obtain a record of action from the City of Gresham. The comments of the Engineering Division are hereby incorporated by reference into the Gravetts' petition.

4. Exhibit C -- The original of the record of action by the Multnomah County Commission, dated July 20, 1989. (I understand that you have already received the requisite comment from Multnomah County Rural Fire Protection District 10. The City of Gresham, Multnomah County and the Fire District comprise all the jurisdictions we were required to contact.)

Mr. Ethan Seltzer
Land Use Coordinator
July 21, 1989
Page 2

5. Exhibit D -- Mailing list for notification purposes of all landowners holding an interest in property within 250 feet of the Gravett property, as shown by the records of the Multnomah County Division of Assessment and Taxation.

6. Exhibit E -- Topographic map showing watercourses and drainage basin boundaries in the vicinity of the Gravett property.

7. Exhibit F -- Section maps showing existing Urban Growth Boundary.

To the best of my knowledge, there are no neighborhood associations or community planning organizations who might have a particular interest in the proposed amendment.

Pursuant to Metro Code section 3.01.020(b), I am by this letter requesting an extension until September 21, 1989, in order to allow additional time for the City of Gresham to finalize its staff report and submit a record of action to Metro.

The reasons for this request are twofold. First, the preparation of petitioners' materials was delayed by the need for me to be present during my father's lengthy hospitalization on the east coast. Ultimately, he passed away and it was necessary for me to participate in funeral arrangements and to assist my family after the funeral.

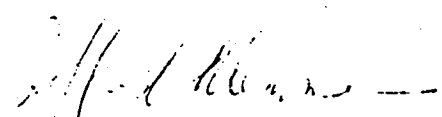
Secondly, ours is the first U.G.B. petition to which the City of Gresham has had to respond under Metro's rules, and it has taken some time for the city to arrive at a procedure which would be workable in the future and not set undesirable precedents. It appears that a record of action from the Gresham City Council could well be available two weeks prior to the extension date set out above.

By copy of this letter, I would like to express my thanks to the City of Gresham, Multnomah County, and their respective Planning Directors and staff people for their help in reviewing the Gravetts' petition and compiling these materials.

Mr. Ethan Seltzer
Land Use Coordinator
July 21, 1989
Page 3

Thank you again for your courtesies and assistance in this matter. Please let me know if you foresee any difficulty in obtaining the requested extension.

Very truly yours,



Jeffrey L. Kleinman

JLK:jr

Enclosures

cc: Paul and Shirley Gravett (w/out maps)
John E. Andersen (w/out enc.)
Tom Kloster (w/out enc.)
Lorna Stickel (w/out enc.)

EXHIBIT NO. 4

Petition for Locational Adjustment to UGB
of Paul and Shirley Gravett

MAILING LIST OF ALL LAND OWNERS WITHIN 250 FEET OF PETITIONERS' PROPERTY

Petitioners Paul and Shirley Gravett hereby submit the following mailing list for notification purposes of all land owners holding an interest in property within 250 feet of their own. The properties are listed by their Multnomah County Division of Assessment and Taxation account numbers. Where the address of the property and the owner's mailing address differ, the owner's mailing address is listed first, and the property address is set out in parentheses thereafter.

1. R-99315-0350
Henry W. Brown
2901 SE Hogan Road
Gresham, OR 97030
2. R-99314-1250
Esther L. Anslow
2800 SE Hogan Road
Gresham, OR 97030
3. R-99314-0840
Margaret Y. Grieve
2945 SE Ambleside Drive
Gresham, OR 97080
4. R-99323-0310
Addie M. Karlen
6628 SE Hogan Road
Gresham, OR 97030

Scott T. and Carol L. Schaeffer
6628 SE Hogan Road
Gresham, OR 97030
5. R-99323-0050
Addie M. and Fred E. Karlen
6744 SE Hogan Road
Gresham, OR 97030

1 6.

R-99323-0280
Leo F. and Helen F. Kelt
c/o Lynda Newell
2850 SE 136th
Portland, OR 97236

2

3

4

(property located at 6848 SE Hogan Road, Gresham,
OR 97080)

5

7.

R-99323-0270
Ronald J. and Therese M. Larson
6920 SE Hogan Road
Gresham, OR 97080

6

7

8 8.

R-99322-0460
Gary J. and Judy Delorit
340 NE 120th Avenue
Portland, OR 97220

9

10

11

(property located at 6811 SE Hogan Road, Gresham,
OR 97030)

12 9.

R-99322-0480
Jerry E. and Nancy A. Jaksich
6883 SE Hogan Road
Gresham, OR 97080

13

14

10.

R-99322-0450
Melvin C. and Donna L. Miles
7035 SE Hogan Road
Gresham, OR 97030

15

16

17 11.


R-99322-0430
Daniel A. and Launa J. Sanders
6867 SE Hogan Road
Gresham, OR 97080

18

19

20

21


Jeffrey L. Kleinman, OSB #74372
Attorney for Petitioners

22

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25

26

Petition for Locational Adjustment to
Metro's Urban Growth Boundary (UGB) (check one):☒ addition ☐ removal

Note: To add land in one location and remove land in another, please complete one form for the addition and another for the removal.

1. a. Petitioner's name and address:

Paul D. Gravett and Shirley P. Gravett
6605 SE Hogan Road
Gresham, Oregon 97080
Phone number: 661-3357

b. Contact person, if other than petitioner (consultant or attorney) or if petitioner is a local government:

Jeffrey L. Kleinman, Attorney
1207 SW Sixth Avenue
Portland, Oregon 97204
Phone number: 248-0808

2. What is petitioner's interest in the property:

☒ Property Owner
☐ Contract Buyer
☐ Option to buy
☐ Other legal interest (Specify: _____)
☐ Local government

3. County in which property is located: Multnomah

4. If the locational adjustment requested were approved, would you seek annexation to (or de-annexation from) a city?

☒ Yes, the City of Gresham
☐ No

5. Description of properties included in the petition (list each lot individually and attach a copy of the appropriate tax assessor's map(s)):

a. Legal Description
(Township, Range,
Section, Lot):

See Exhibit A, attached.

Note: The legal description does not distinguish between the two tax lots on the property, Tax Lots 41 and 25.

b. Acres: 5.8

c. Owner's Name & Address
(Mark "Same" if same as petitioner):

d. Improvements on property (e.g., none, one single family dwelling, barn, gas station, etc.): One single family dwelling, one metal pole barn

Attach additional sheets as needed.

6. a. What sewerage facilities currently serve the property?

☐ None, all land is vacant
☐ Package sewage treatment plant
☐ Sewer Line to public system
☒ Septic Tank

b. If septic tanks, have any septic tanks in the area failed?

☐ Yes, (Explain: _____)

☒ No

7. How close is the nearest sewer trunk? Near Hogan Road's crossing of Johnson Creek

8. a. Are additional sewer trunks for the area planned?

☒ Yes ☐ No

b. If yes, how close to the property would planned sewer lines run? Adjoining property line along Hogan Creek

9. How is water provided to the property?

☒ Private Well

☐ inch water line provided by _____
(city or water district)

☐ No water provided

10. How close is the nearest water main? On Hogan Road, just north of Johnson Creek, 3,000 feet from the property
11. a. Are additional water mains for the area planned?

 X Yes No

- b. How close to the property would planned water lines run? Across Hogan Creek and also adjacent to the property along Hogan Road

12. Are there any natural or man-made boundaries to development running along or near your property (rivers, cliffs, etc.)?

 X Yes (Describe: Hogan Creek, as indicated on attached map)
Mark location on assessor's map or attach other map or photo.

 No

13. What is the current local plan designation of the property? MUA

14. What is the current local zoning designation? MUA 20

15. Does the comprehensive plan identify any natural hazards in this area?

 Yes (Describe and explain applicable comprehensive plan policies: _____)

 X No

16. Does the comprehensive plan identify any natural or historic resources in this area?

 X Yes (Describe resources and explain applicable plan policies: See answer on attached sheet)

17. How do you plan to develop the property if your petition is approved?

The petitioners presently intend to subdivide the property to allow for five additional one-family homes.

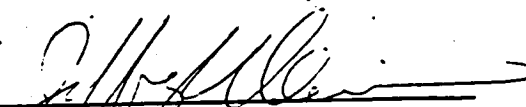
18. On a separate sheet of paper, please discuss how approval of your petition would comply with each of the applicable standards from the Metro Code (attached green sheets). Only petitions found consistent with these standards may be approved. Metro staff will use the information received from

this petition, the local government, and other sources as needed, to prepare a list of questions for the Hearings Officer on whether these standards have been met. You and other parties may then submit any additional testimony in support of or opposition to the petition at the hearing. The Hearings Officer will then weigh the testimony received and submit the findings and recommendations to the Metro Council for action.

18. Petitioners Signatures

I/WE THE UNDERSIGNED HEREBY PETITION THE METROPOLITAN SERVICE DISTRICT TO ADD TO/REMOVE FROM THE URBAN GROWTH BOUNDARY THE PROPERTY DESCRIBED HEREIN.

SIGNED, PAUL D. GRAVETT and
SHIRLEY P. GRAVETT

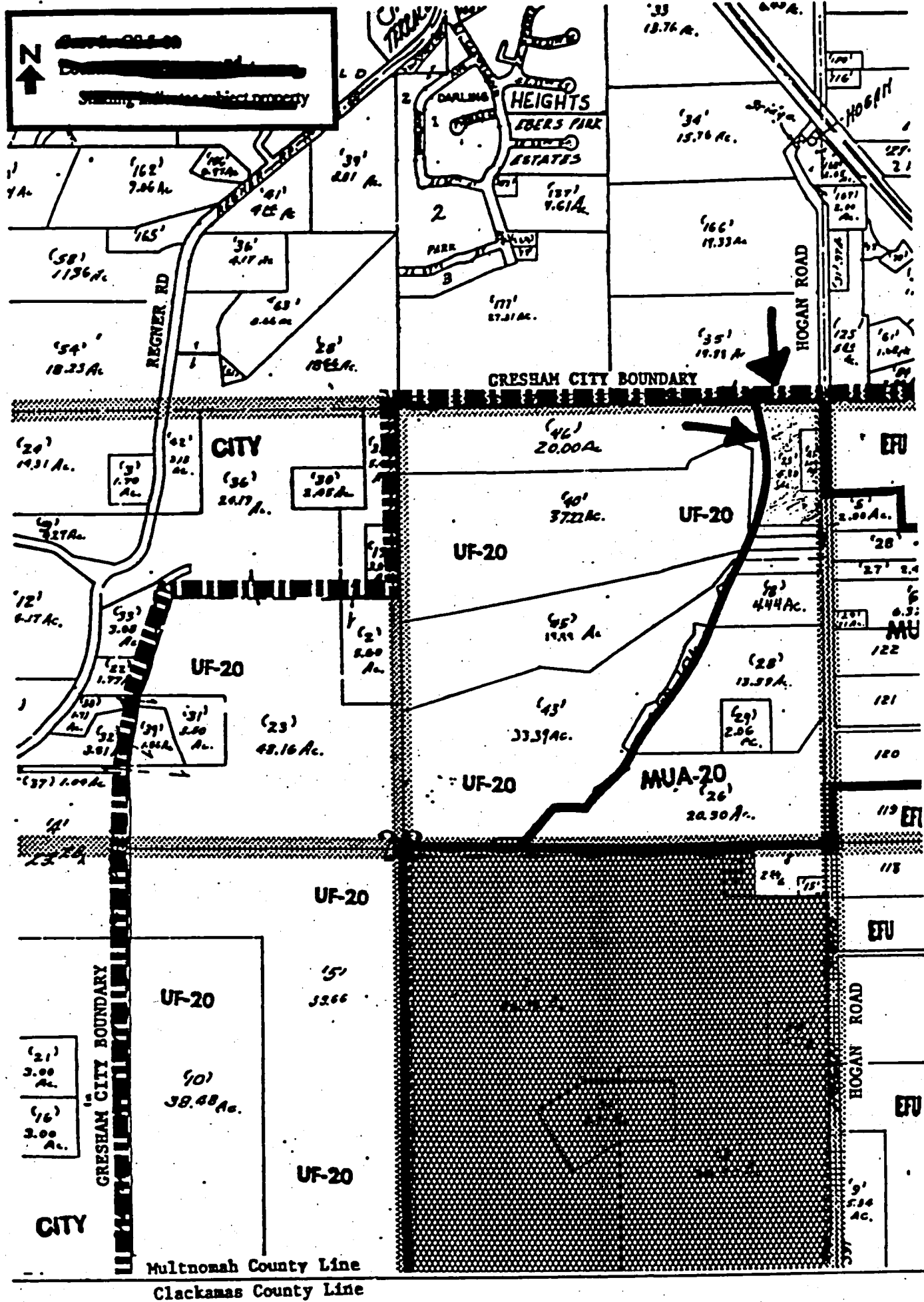
<u>Name</u>	<u>Tax Lot</u>	<u>Date</u>
 By: Jeffrey L. Kleinman Attorney	41, 25	6/30/89

JH/gl
2383B/223
05/07/87

A tract of land situated in the Northeast one-quarter of Section 22, Township 1 South, Range 3 East of the Willamette Meridian in the County of Multnomah and State of Oregon, more particularly described as follows:

Commencing at the Northeast corner of said Section 22; thence South 88°22'57" West, along the North line thereof, a distance of 25.00 feet to a point in the West line of Hogan Road, and the point of beginning of the tract herein to be described; thence South 0°03' 30" East, along said West line, a distance of 741.59 feet to a point; thence South 89°56'30" West, at right angles to said West line, a distance of 410.85 feet to the centerline of a creek; thence Northerly, along said centerline, the following courses and distances; North 23°11'50" East 25.60 feet; North 15°40'30" East, 195.27 feet; North 0°50'00" East, 120.11 feet; North 2°57'40" West 179.53 feet; and North 15°15'40" West, a distance of 228.24 feet to a point in the North line of said Section 22; thence North 88°22'57" East, along said North line, a distance of 415.00 feet to the point of beginning.

SAVE AND EXCEPT that part deeded to Errol A. Bascue and Lois S. Bascue by deed dated January 30, 1976.



16. The comprehensive plan identifies no historic resources in this area. It identifies one natural resource, Hogan Creek, which is in the national wetlands inventory. Policy No. 16 on natural resources is designated to protect natural resources and minimize negative effects upon them. In this instance, the policy is to minimize impact upon of natural streambanks and riparian areas. Any development of the property will be carried out accordingly.

18. Compliance with Applicable Standards of Metro Code
Section 3.01.040.

3.010.040(a)(1) The proposed addition will assist in the orderly and economic provision of public facilities and services, and will result in a net improvement to those facilities and services. The area to be added is also capable of being served in an orderly and economical fashion.

The subject property is located directly on Hogan Road, and is surrounded on three sides by the Urban Growth Boundary. The property in essence comprises an isolated island of non-UGB land on the west side of Hogan Road. The reasons for initially excluding the property from the UGB are unknown, and no such reason is apparent from comparison of the property with those adjoining it within the UGB.

It would be far more efficient to have all the land in this area west of Hogan Road and west of the ridge line of the Hogan Creek drainage located in the Urban Growth Boundary. (All of the other properties in this area which lie entirely within the Hogan Creek drainage are also within the UGB.) It would be highly inefficient to provide separate water, sewerage, and fire protection services to this one parcel. In fact, this could be a source of confusion to public agencies, especially with respect to police and fire protection. Further, the City of Gresham is presently adding and/or planning to add additional water supply and a new sewer line directly across Hogan Creek from the affected property. It would be most efficient and cost effective for the city to be able to supply the subject property with these services, as the property is entirely within the drainage of Hogan Creek and that drainage area is planned for development. It would negatively affect the city's urban development plans for this parcel to be excluded from the Urban Growth Boundary. The availability of this property for sewer and water lines and roads providing access to adjoining properties is an important benefit to the City of Gresham.

(a)(2) For the same reasons set forth above, this addition to the UGB would allow for maximum efficiency of land uses and would facilitate needed development on adjacent existing urban land. In fact, the island-like nature of this property projecting into the UGB clearly establishes the benefits to adjoining urban land of having it included within the UGB.

Under the Metro staff definition of the term "needed" as meaning "consistent with the local comprehensive plan and/or applicable regional plans", it should be noted that the City of Gresham's plans designate this entire area west of the Hogan Creek ridge line for urban development. The city's comprehensive plan calls for the annexation of all such surrounding properties, with residential development to be carried out under LDR 7 zoning.

(a)(3) Including the subject property within the UGB will have only positive environmental, energy, economic and social consequences. It would make no sense from either the environmental, energy, economic or social standpoint to have a tiny island of MUA 20 property surrounded by properties zoned LDR 7. The City of Gresham's development plans would negatively impact the subject property from both the environmental and social viewpoints if it were required to remain in agricultural use. As long as the surrounding area is to be developed, it would be wasteful of energy not to complete the road system by using the subject property, and it would comprise economic waste to leave this island of nominally designated farmland untouched and unusable amidst the surrounding residential development. There will be no impact on regional transit corridor development, except to the extent that land uses along the west side of Hogan Road will be made consistent, and this could only be a positive impact.

As has been indicated in the petition, Hogan Creek is identified as a natural resource within the national wetlands inventory. The entire drainage of Hogan Creek in this area is to be developed, and any development of the subject property would fully recognize the need to protect the natural streambank and the riparian areas immediately along Hogan Creek.

(a)(4) The subject property is expressly excluded by Multnomah County from LCDC Goals 3 and 4, and the issue of retention of agricultural land is therefore inapplicable here.

(a)(5) As has been stated, the urban use proposed for the subject property would be entirely consistent with the urban uses surrounding it on three sides. In this sense, the justifications set forth above in terms of factors (1) through (3) outweigh in every respect the adverse impact of any incompatibility which might result from the proposed use. In fact, retaining agricultural use of the subject property would in itself create an adverse impact because of its incompatibility with the surrounding urban development.

(d)(2) For all the reasons set forth above, the UGB proposed by the petitioners is superior to the presently located UGB. This is the classic case in which a minor addition comprises 100 percent of all similarly situated contiguous land which could be appropriately included within the UGB. In essence, this proposal alleviates the problems created by the existing UGB, into which the subject property projects like a sore thumb.

(d)(3) The subject property comprises 5.8 acres and hence falls squarely within the acreage requirements of this subsection. Because of the small size of the property, the burden of showing differences between the suitability of the proposed UGB and the suitability of the existing UGB is less in this case than it otherwise would be.

EXHIBIT NC 6

Request for Comment from Service Provider

(Part I to be completed by petitioner and submitted to each service provider listed on "Summary of Requests for Comments from Service Providers." Part II to be completed by the service provider and returned to Land Use Coordinator, Metropolitan Service District, 2000 S.W. 1st Avenue, Portland, Oregon 97201-5398)

Part I

To: Rural Fire Protection District 10
Name of Service Provider

From: Paul D. and Shirley P. Gravett, c/o Jeffrey L. Kleinman, Attorney
Name of Petitioner

Attached is a copy of a petition for a locational adjustment to Metro's Urban Growth Boundary (UGB). Please review this petition and submit your comments on it to Metro as soon as possible, but NO LATER THAN July 24, 1989.

In general, land placed inside the UGB will develop to a residential density of at least four units a net acre or for urban commercial or industrial use, as determined by local zoning. Land outside the UGB cannot be served by sewer, and generally, cannot be developed at more than one unit to the net acre. In reviewing this petition, please consider: (1) whether its approval would make it easier (less expensive) or harder (more expensive) to serve other, adjacent areas for which service is planned or expected; and (2) how easy or difficult it would be to extend your service to the area included in the petition if the petition were approved.

Thank you for your help. Please call the Land Use Coordinator, at Metro, 221-1646, if you have any questions.

Part II

I have reviewed the attached petition for a locational adjustment to Metro's UGB and I:

☐ Support Approval

☐ Oppose Approval

☒ Have No Comment

☐ Support with Conditions

Comments and explanation (explain any conditions)

(Attach additional pages if needed.)

Signed

Richard Ham

Date

July 11, '89

Title

Chairman



CITY OF GRESHAM

Community & Economic Development Department
1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3825
(503) 661-3000

July 20, 1989

Ethan Seltzer
Metropolitan Service District
2000 SW First Avenue
Portland, Oregon 97201-5398

RE: Proposed Gravett UGB Amendment

Dear Ethan,

Since late June, I have been working with Jeff Kleinman, who represents Paul Gravett in a request to amend the Urban Growth Boundary (UGB). The purpose of this letter is to summarize the City's process and findings on the proposal.

After receiving the service provider questionnaire from Mr. Kleinman, a packet of information regarding the proposal was routed to affected departments agencies for comment. This included Gresham's Police, Fire and Engineering departments, and the Gresham School District, which is routinely included in our requests for comments.

Of these service providers, only the Engineering Department had comments that constituted a substantial finding for the proposal. Their report and findings are attached to this letter, and will be the central discussion in a more comprehensive Type IV staff report to the Planning Commission and City Council.

Should Metro accept the Gravett application, we are prepared to present our findings to the Planning Commission as early as August 8th, and the City Council in late August or early September. This is the earliest possible hearing sequence for the proposal. Should the Council act to approve the request, their action would take the form of a Council Order.

I would appreciate being notified of the status of the Gravett application as soon as possible.

Sincerely,

Tom Kloster
Community Planner

cc: Jeffrey L. Kleinman
John E. Andersen
Lorna Stickel

CITY OF GRESHAM
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

MEMORANDUM

TO: Tom Kloster, Community Planner
FROM: John Harris, Engineering Division *JH*
DATE: July 12, 1989
RE: PROPOSAL FOR ADJUSTMENT AND EXTENSION OF URBAN GROWTH BOUNDARY, TAX
LOTS 25 AND 41, SECTION 22, T1S, R3E, W.M. FOR JEFFREY L. KLEINMAN
PA-78-89

Following are the comments in the Engineering Division regarding the above proposal.

GENERAL COMMENTS

The applicant is requesting an extension of the urban growth boundary and urban service boundary to include the above-mentioned properties for eventual annexation into the City. The present urban growth boundary and urban service boundary extend along the north, west, and south property lines of these tax lots.

STREETS

These properties have frontage to the east along S.E. Hogan, which is a Multnomah County maintained roadway classified as a minor arterial. Development of the site to City standards would not negatively impact the existing roadway system. It should be noted, however, that if the site were to be developed, half-street improvements along this frontage would be required.

SANITARY SEWER

At present, the nearest available sanitary sewer line is over 3400 feet north of this site. The Crystal Springs development, however, proposes to extend public sanitary sewer from its existing terminus south and west to Regner Road to serve the Crystal Springs project. This sewer trunk extension is proposed to be constructed west of the west property line of the subject tax lots. While it is not necessary to extend public sanitary sewer through the subject lots in order to extend the sanitary sewer to the south, a more equitable cost sharing could be provided if this property were to be able to connect to public sanitary sewer.

MEMORANDUM

Tom Kloster, Community Planner

July 12, 1989

Page 2

RE: PROPOSAL FOR ADJUSTMENT AND EXTENSION OF URBAN GROWTH BOUNDARY, TAX
LOTS 25 AND 41, SECTION 22, T1S, R3E, W.M. FOR JEFFREY L. KLEINMAN
PA-78-89

STORM DRAINAGE

The subject site is located within the Johnson Creek Drainage Basin. Development of this property would probably require on-site detention. No detrimental impacts to the storm sewer system are anticipated provided on-site detention or regional detention is provided.

WATER

At present, there is no public water available to serve this site. The nearest public waterline is approximately 3300 feet north of this site in Hogan Road. As stated above, the Crystal Springs development project, located to the south and west of this site, will be extending public water with development of its property. This new public waterline in the Crystal Springs development would be approximately 2300 feet west of the development of the subject site. If development of the subject site were allowed, extension of public water would be required. It should be noted, however, that a looped public water system will eventually be needed to serve this area. A public waterline will probably be required in S.E. Hogan Road, which would extend to at least the southern boundary of the urban service boundary on Hogan Road. As the subject site is not located within the urban service boundary, public facilities are not allowed. Inclusion of the subject site would facilitate the extension of this public waterline in S.E. Hogan Road. Exclusion of this property from the urban service boundary would seriously constrain the City's ability to provide adequate looping of public waterlines.

JH/kk

File No. PA-78-89

Map No. 3754

cc: Blakemore

EXHIBIT NO. 8

Request for Comment from Service Provider

(Part I to be completed by petitioner and submitted to each service provider listed on "Summary of Requests for Comments from Service Providers." Part II to be completed by the service provider and returned to Land Use Coordinator, Metropolitan Service District, 2000 S.W. 1st Avenue, Portland, Oregon 97201-5398)

Part I

To: Multnomah County
Name of Service Provider

From: Paul D. and Shirley P. Gravett, c/o Jeffrey L. Kleinman, Attorney
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Attached is a copy of a petition for a locational adjustment to Metro's Urban Growth Boundary (UGB). Please review this petition and submit your comments on it to Metro as soon as possible, but NO LATER THAN July 24, 1989.

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Thank you for your help. Please call the Land Use Coordinator, at Metro, 221-1646, if you have any questions.

Part II

I have reviewed the attached petition for a locational adjustment to Metro's UGB and I:

☐ Support Approval

☐ Oppose Approval

☒ Have No Comment

☐ Support with Conditions

Comments and explanation (explain any conditions)

(Attach additional pages if needed.)

Signed

Gladys McElroy

Date

7/20/89

Title

Multnomah County Chair

JH/sm-2383B/223
05/11/87

EXHIBIT C-1

Petition for Locational Adjustment to
Metro's Urban Growth Boundary (UGB) (check one):

 X addition removal

Note: To add land in one location and remove land in another,
please complete one form for the addition and another for
the removal.

1. a. Petitioner's name and address:

Paul D. Gravett and Shirley P. Gravett
6605 SE Hogan Road
Gresham, Oregon 97080
Phone number: 661-3357

b. Contact person, if other than petitioner (consultant or
attorney) or if petitioner is a local government:

Jeffrey L. Kleinman, Attorney
1207 SW Sixth Avenue
Portland, Oregon 97204
Phone number: 248-0808

2. What is petitioner's interest in the property:

 X Property Owner
 Contract Buyer
 Option to buy
 Other legal interest (Specify:)
 Local government

3. County in which property is located: Multnomah

4. If the locational adjustment requested were approved, would you
seek annexation to (or de-annexation from) a city?

 X Yes, the City of Gresham
 No

5. Description of properties included in the petition (list each
lot individually and attach a copy of the appropriate tax
assessor's map(s)):

a. Legal Description
(Township, Range,
Section, Lot): See Exhibit A, attached.

Note: The legal description does not distinguish
between the two tax lots on the property, Tax Lots
41 and 25.

EXHIBIT C-2

b. Acres: 5.8

c. Owner's Name same
& Address
(Mark "Same"
if same as
petitioner):

d. Improvements on property (e.g., none, one single family dwelling, barn, gas station, etc.): One single family dwelling, one metal pole barn

Attach additional sheets as needed.

6. a. What sewerage facilities currently serve the property?

_____ None, all land is vacant

_____ Package sewage treatment plant

_____ Sewer Line to public system

☒ Septic Tank

b. If septic tanks, have any septic tanks in the area failed?

_____ Yes, (Explain: _____)

☒ No

7. How close is the nearest sewer trunk? Near Hogan Road's crossing of Johnson Creek

8. a. Are additional sewer trunks for the area planned?

☒ Yes ☐ No

b. If yes, how close to the property would planned sewer lines run? Adjoining property line along Hogan Creek

9. How is water provided to the property?

☒ Private Well

_____ inch water line provided by _____
(city or water district)

_____ No water provided

10. How close is the nearest water main? On Hogan Road, just north of Johnson Creek, 3,000 feet from the property

11. a. Are additional water mains for the area planned?

X Yes No

b. How close to the property would planned water lines run? Across Hogan Creek and also adjacent to the property along Hogan Road

12. Are there any natural or man-made boundaries to development running along or near your property (rivers, cliffs, etc.)?

X Yes (Describe: Hogan Creek, as indicated on attached map)
Mark location on assessor's map or attach other map or photo.

 No

13. What is the current local plan designation of the property? MUA

14. What is the current local zoning designation? MUA 20

15. Does the comprehensive plan identify any natural hazards in this area?

 Yes (Describe and explain applicable comprehensive plan policies: _____)

X No

16. Does the comprehensive plan identify any natural or historic resources in this area?

X Yes (Describe resources and explain applicable plan policies: See answer on attached sheet)

17. How do you plan to develop the property if your petition is approved?

The petitioners presently intend to subdivide the property to allow for five additional one-family homes.

18. On a separate sheet of paper, please discuss how approval of your petition would comply with each of the applicable standards from the Metro Code (attached green sheets). Only petitions found consistent with these standards may be approved. Metro staff will use the information received from

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SIGNED,

Name PAUL D. GRAVETT and
SHIRLEY P. GRAVETT

Tax Lot

Date

By: *Jeffrey L. Kleinman*
Attorney

41, 25

6/29/89

JH/gl
2383B/223
05/07/87

EXHIBIT C-5

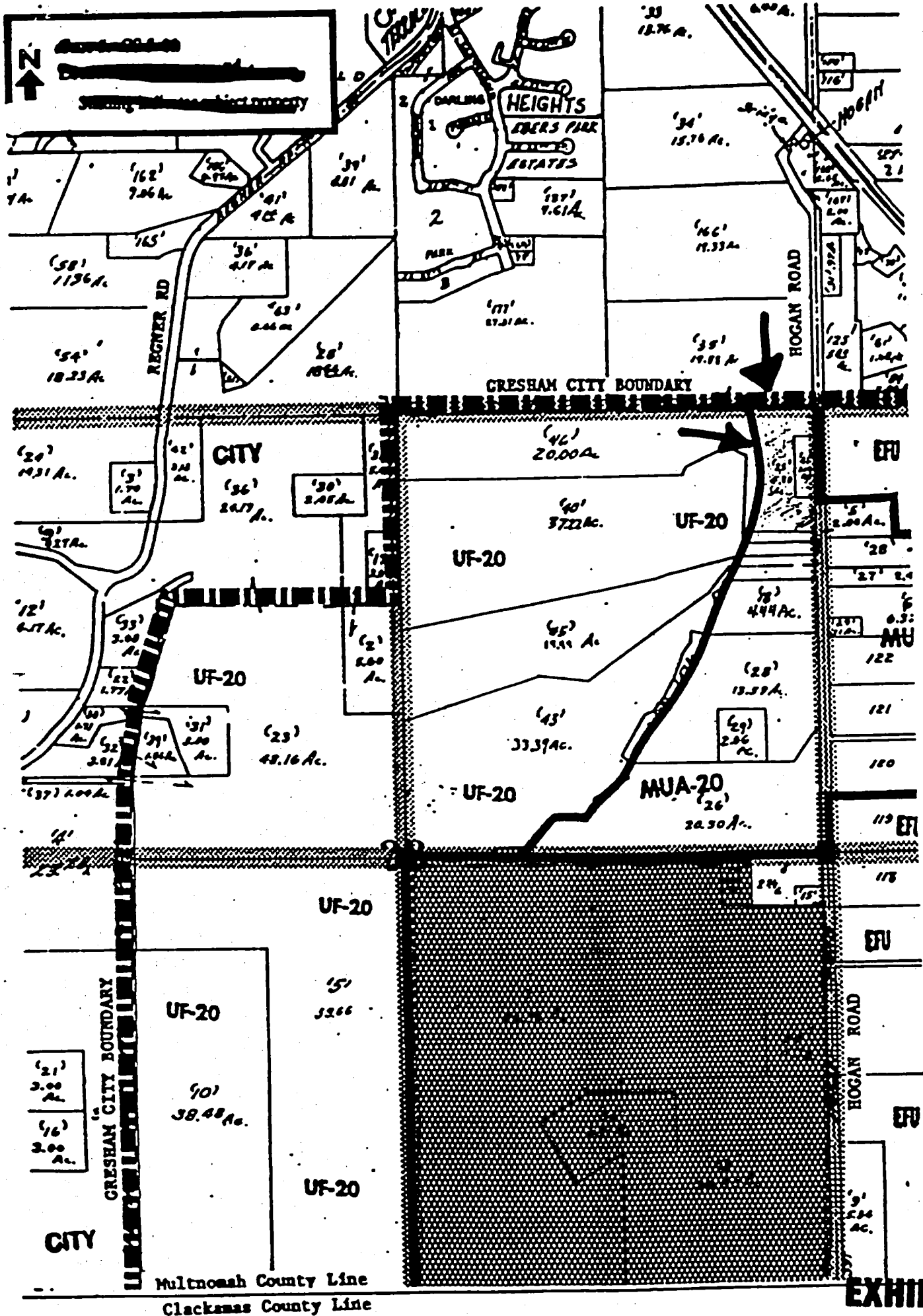
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Commencing at the Northeast corner of said Section 22; thence South 88°22'57" West, along the North line thereof, a distance of 25.00 feet to a point in the West line of Hogan Road, and the point of beginning of the tract herein to be described; thence South 0°03'30" East, along said West line, a distance of 741.59 feet to a point; thence South 89°56'30" West, at right angles to said West line, a distance of 410.85 feet to the centerline of a creek; thence Northerly, along said centerline, the following courses and distances; North 23°11'50" East 25.60 feet; North 15°40'30" East, 195.27 feet; North 0°50'00" East, 120.11 feet; North 2°57'40" West 179.53 feet; and North 15°15'40" West, a distance of 228.24 feet to a point in the North line of said Section 22; thence North 88°22'57" East, along said North line, a distance of 415.00 feet to the point of beginning.

SAVE AND EXCEPT that part deeded to Errol A. Bascue and Lois S. Bascue by deed dated January 30, 1976.

EXHIBIT A

EXHIBIT C-6



16. The comprehensive plan identifies no historic resources in this area. It identifies one natural resource, Hogan Creek, which is in the national wetlands inventory. Policy No. 16 on natural resources is designated to protect natural resources and minimize negative effects upon them. In this instance, the policy is to minimize impact upon of natural streambanks and riparian areas. Any development of the property will be carried out accordingly.

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(a)(2) For the same reasons set forth above, this addition to the UGB would allow for maximum efficiency of land uses and would facilitate needed development on adjacent existing urban land. In fact, the island-like nature of this property projecting into the UGB clearly establishes the benefits to adjoining urban land of having it included within the UGB.

Under the Metro staff definition of the term "needed" as meaning "consistent with the local comprehensive plan and/or applicable regional plans", it should be noted that the City of Gresham's plans designate this entire area west of the Hogan Creek ridge line for urban development. The city's comprehensive plan calls for the annexation of all such surrounding properties, with residential development to be carried out under LDR 7 zoning.

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As has been indicated in the petition, Hogan Creek is identified as a natural resource within the national wetlands inventory. The entire drainage of Hogan Creek in this area is to be developed, and any development of the subject property would fully recognize the need to protect the natural streambank and the riparian areas immediately along Hogan Creek.

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(d)(2) For all the reasons set forth above, the UGB proposed by the petitioners is superior to the presently located UGB. This is the classic case in which a minor addition comprises 100 percent of all similarly situated contiguous land which could be appropriately included within the UGB. In essence, this proposal alleviates the problems created by the existing UGB, into which the subject property projects like a sore thumb.

(d)(3) The subject property comprises 5.8 acres and hence falls squarely within the acreage requirements of this subsection. Because of the small size of the property, the burden of showing differences between the suitability of the proposed UGB and the suitability of the existing UGB is less in this case than it otherwise would be.



EXHIBIT NO. 9

AUG 14 1989

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
DIVISION OF PLANNING
AND DEVELOPMENT
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3043

BOARD OF COUNTY COMMISSIONERS
GLADYS MCCOY • CHAIR OF THE BOARD
PAULINE ANDERSON • DISTRICT 1 COMMISSIONER
GRETCHEN KAFOURY • DISTRICT 2 COMMISSIONER
RICK BAUMAN • DISTRICT 3 COMMISSIONER
POLLY CASTERLINE • DISTRICT 4 COMMISSIONER

August 10, 1989

Ethan Seltzer
c/o METRO
2000 SW First Avenue
Portland, Oregon 97201-5398

RE: Gravett Petition

Dear Ethan:

In regards to the Gravett Petition to amend the UGB near Gresham, the County Planning office offers the following comments. This is a petition where the 5.3 acres is surrounded on three sides by the current UGB. The land to the west and south is zoned UF-20 (urban future - 20 acres) to hold this land for urbanization. At such time as services are available these properties can petition for development which most likely will be upon annexation to the urban service provider - Gresham.

The southerly land is a small neck of property which gives access for four separate lots to Hogan (or SE 242nd Avenue). You should have received from Gresham information about the proposed sewer line in Hogan Creek to the west of this Gravett property. The Crystal Springs development which includes residential and a golf course is the first need for this sewer. It is my understanding that this line will make the Gravett property servicable since it slopes toward the creek in an east to west manner. The attached map generally indicates the slope, the creek direction, and that part of the Gravett property has a potential slope hazard problem which may require further analysis at the time of development proposals.

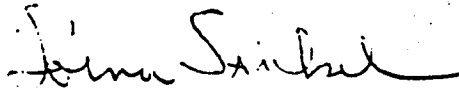
The property to the east of Hogan Road across from the Gravett property is zoned EFU-38. There are smaller lots to the SE corner further on down both sides of Hogan Road to the south, in an exceptions zone for multiple use agriculture (MUA-20). The EFU piece (Tax Lot '31') is a isolated piece of EFU that has fairly steep slopes on the back part which forms a ravine to Johnson Creek. About two-thirds of this 42 acres is in nursery stock (see attached copy of aerial photo taken from the METRO series).

Hogan Road (or SE 242nd Avenue) is classified as a minor arterial outside the UGB and a major arterial as it crosses inside. Improvements are programmed for the crossing over Johnson Creek. A 20-foot dedication is required for the proposed Crystal Springs Golf Course and residential development. It is likely that some dedication along the Gravett property road frontage will be required at the time development is proposed.

As you know, the County's official position was no comment on this petition. The above information is only intended to assist METRO in understanding the factual situation of the County's Plan as it pertains to this site and surrounding lands.

Sincerely,

MULTNOMAH COUNTY DIVISION OF PLANNING AND DEVELOPMENT

A handwritten signature in cursive script, appearing to read "Lorna Stickel", written in black ink.

Lorna Stickel, Planning Director

LS:sec

cc: Sharron Kelley
Jeff Kleinman, 1207 SW Sixth Avenue, 97204
John Anderson, City of Gresham

Enclosure - Two Maps
Aerial Photo

--- HOGAN CRK.

MULTNOMAH CO.

KANE RD.

73

COLLISTER

TELFORD
PORTLAND

2 LANE

HILLIARD

BARNES

ROAD

Hogan
Black Factory
Clayton

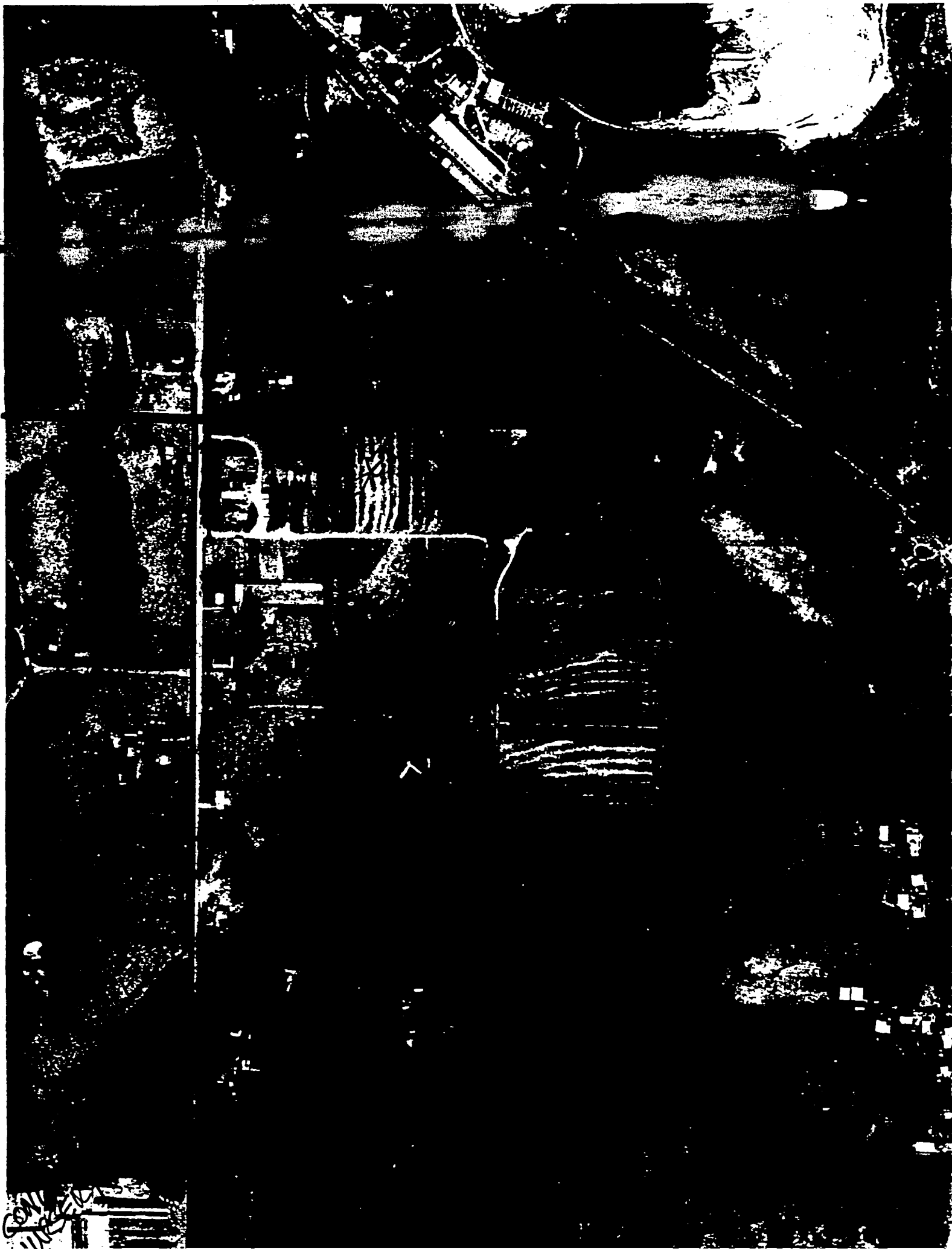
UNINCORPORATED
UNINCORPORATED

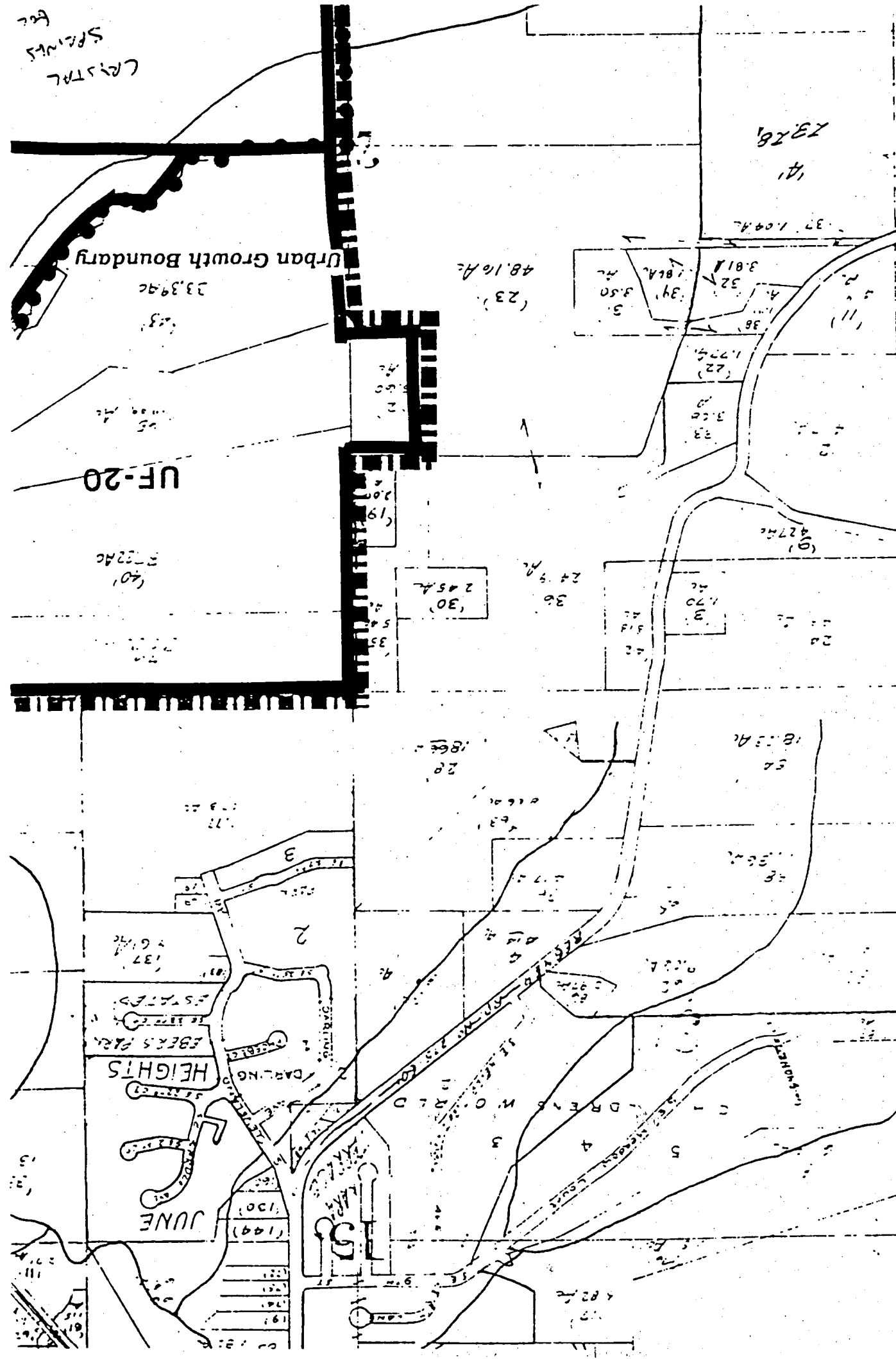
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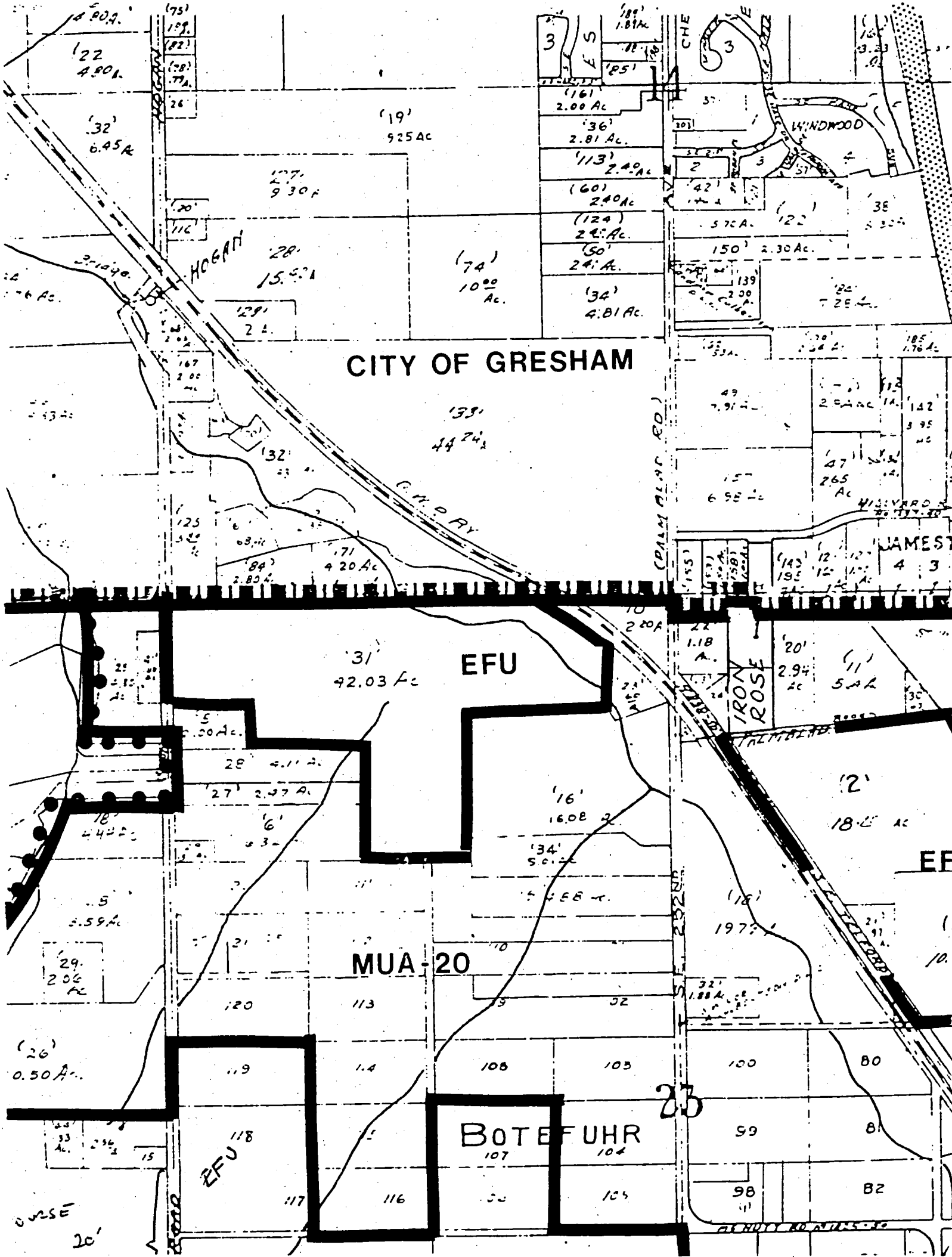
BM 418

PALMOLIVE
Park
Taller

ROAD







CITY OF GRESHAM

EFU

MUA-20

BOTEFUHR

IRON ROSE

WINDWOOD

JAMES T. VARD

25

EFU

EF

EXHIBIT 10 - TOPOGRAPHIC MAP

THIS EXHIBIT IS NOT REPRODUCIBLE BUT IS AVAILABLE AT THE METRO OFFICES FOR EXAMINATION, AND WILL BE AVAILABLE AT THE HEARING BEFORE THE METRO COUNCIL ON APRIL 26, 1990.

EXHIBIT NO. 11

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1207 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
(503) 248-0808

037 2 61484

October 25, 1989

Mr. Ethan Seltzer
Land Use Coordinator
Metropolitan Service District
2000 SW First Avenue
Portland, OR 97201-5398

Re: Petition for Locational Adjustment to
Urban Growth Boundary of Paul and Shirley Gravett

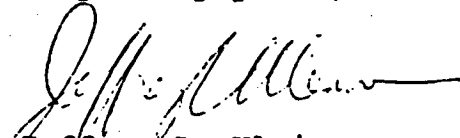
Dear Ethan:

Enclosed please find Order No. 302 of the Gresham City Council, recommending approval of the above petition. I look forward to hearing from you concerning the scheduling of this matter.

If you have any questions concerning the contents of the order, please do not hesitate to contact me. In addition, Tom Kloster, Community Planner for the City of Gresham, has suggested that you may give him a call at 669-2421 if you find anything in the Order which needs clarification.

Thank you again for your courtesies.

Very truly yours,


Jeffrey L. Kleinman

JLK:jr
Enc.

cc: Paul and Shirley Gravett
Tom Kloster

BEFORE THE CITY COUNCIL OF THE
CITY OF GRESHAM

IN THE MATTER OF THE APPLICATION	)	ORDER NO. 302
)	
PAUL AND SHIRLEY GRAVETT	)	89-106-UGB

A public hearing was opened on October 3, 1989, to consider a proposal by the City to recommend approval to Metro of an adjustment to the Metro Urban Growth Boundary (UGB).

The hearing was conducted under Type IV procedures. Mayor Gussie McRobert presided at the hearing.

The City Council closed the public hearing at the October 17, 1989 meeting, and a decision was made at the October 17, 1989 meeting.


A permanent record of this proceeding is to be kept on file in the Gresham City Hall, along with the original of the Order.

The City Council orders that this application to recommend to Metro, approval of an adjustment to the Metro Urban Growth Boundary, is approved, and adopts the standards, findings, and conclusions stated in the attached staff report.

Dated: October 17, 1989



City Manager



Mayor

AGENDA ITEM

Gresham City Council
Gresham, Oregon

FOR COUNCIL MEETING OF 10/17/89

AGENDA ITEM NO. IV (1)

SUBMITTING DEPARTMENT/DIVISION

Community & Economic Development
Community Development Division

REVIEWED BY:

John E. Andersen, AICP Ex. 400
Community Development Director

Tom Kloster Ex. 421
Staff Contact Ext. No.

REVIEWED BY:

City Manager City Attorney

Mgmt Services

CATEGORY

☐ Consent Agenda
☒ Staff Report
☐ Council Bus.
☐ Proclamation
☒ 1st Rdg. Ord.
☐ Enactment Ord.
☒ Council Order
☐ Resolution
☐ Information
☐ Hearing

RECOMMENDATION

☒ Approve
☐ Accept
☐ Deny
☐ Direction
☐ Set Hearing
Date: _____
☐ Defer to
Date: _____

BUDGET IMPACT

EXPENDITURE REQUIRED \$	AMOUNT BUDGETED \$	APPROPRIATION REQUIRED \$
-0-	-0-	-0-

SUBJECT Proposed Gravett Urban Growth Boundary (UGB) Adjustment (continued from 10/3/89)

BACKGROUND Proposal to include a 5.8 acre site located on Hogan Road within the Metro Urban Growth Boundary.

RECOMMENDATION The Planning Commission recommends approval of the proposed adjustment.

ATTACHMENTS Planning Commission report for 89-106-UGB (already submitted)

COUNCIL ACTION

APPROVED/DENIED

On 10/17, 1989.

By: P R Brown

DISTRIBUTION AFTER COUNCIL ACTION

<input type="checkbox"/> City Manager	<input type="checkbox"/> Legal
<input type="checkbox"/> Mgmt. Services	<input type="checkbox"/> CEDD
<input type="checkbox"/> Police	<input type="checkbox"/> Fire
<input type="checkbox"/> Other: _____	

MEMORANDUM

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT City of Gresham

STAFF REPORT

TYPE IV HEARING

DATE: October 3, 1989
TO: Gresham City Council
FROM: Gresham Planning Commission

* * * * *

FILE NUMBER: 89-106-UGB

PROPOSAL: Proposal by the City to recommend approval of an adjustment of the Metro Urban Growth Boundary (UGB). The proposed adjustment would include two parcels at 6605 SE Hogan Road within the UGB. These parcels are currently under consideration by Metro for a minor UGB amendment, and the City's action is required prior to Metro's approval of the application.

APPLICANT: Paul and Shirley Gravett

LEGAL DESCRIPTION: Tax Lots 25 and 41, Section 22, Township 1 South, Range 3 East.

DATE OF ACCEPTANCE: June 30, 1989

REQUIRED DECISION DATE: October 3, 1989

EXHIBITS: "A" Site Map and Vicinity
"B" Engineering Division Comments
"C" Request for Service Provider Comments
"D" Correspondence Related to Application

RECOMMENDATION: The Planning Commission recommends approval of the proposed boundary adjustment by the Metro Council.



I BACKGROUND INFORMATION

A. Site Description

The site consists of two parcels that cover a combined area of 5.8 acres, located along the west side of Hogan Road. Property to the north, south and west is within the current Metro Urban Growth Boundary (UGB). Tax Lot 41 covers one acre, and is developed with a single family home; Tax Lot 25 is undeveloped, and surrounds Tax Lot 41 on three sides (see Exhibit "A"). Both parcels are zoned Multiple Use Agricultural-20 (MUA-20) in the Multnomah County Zoning Ordinance. This designation permits a mixture of farm, forest and limited single-family residential uses. The area slopes gently toward Hogan Creek, which occurs along the western boundary of the site.

B. Description of Adjacent Multnomah County Lands

The area to the east of the site, along the opposite frontage of Hogan Road, is zoned MUA-20 and Exclusive Farm Use (EFU). The EFU designation is generally limited to agricultural land uses, and the MUA-20 permits a mixture of farm, forest and limited single-family residential uses.

C. Process for Adjusting the Metro Urban Growth Boundary

The Metropolitan Service District (Metro) is the agency responsible for establishing and maintaining the Metro Urban Growth Boundary. When Metro receives a request to make a minor adjustment to the UGB, the applicant is required to contact affected service providers (or potential service providers), who in turn must take an action on the proposal. The service provider's action is considered when Metro makes their final decision on the proposal.

Metro's decision is partly based on the ability of service providers to accommodate development of the site. More important, however, is whether the proposed adjustment will enable service providers to more efficiently serve properties in the vicinity that are already within the UGB. This means a site outside the UGB could be approved as a minor adjustment of the UGB boundary if it offers the best possible alignment of urban facilities, such as water line or sanitary sewers that will serve properties already within the boundary.

II APPLICABLE COMMUNITY DEVELOPMENT CODE PROCEDURES

- A. Section 10.1040 - Scope and Compliance.
- B. Section 10.1050 - Consistency with Plans and Laws.
- C. Section 10.2030 - Type IV Procedure.
- D. Section 10.2050 - Referral and Review of Development Permit Application.
- E. Section 10.7115 - Procedure for Posted or Published Notice.

III APPLICABLE COMMUNITY DEVELOPMENT PLAN POLICIES

- A. Section 10.410 - Growth Management.
- B. Section 10.330 - Public Facilities and Services.
- C. Section 10.321 - Trafficways.
- D. Section 10.331 - Water Service.
- E. Section 10.332 - Sanitary Sewerage Service.
- F. Section 10.333 - Drainage Management.
- G. Section 10.335 - Fire and Police Protection.
- H. Section 10.501 - Intergovernmental Coordination.

IV FINDINGS

The proposed adjustment to the Metro Urban Growth Boundary is consistent with all applicable criteria and policies of the Community Development Plan, as indicated in the following findings:

A. Community Development Code Procedures

1. Section 10.1040 - Scope and Compliance. The proposal has been reviewed and found to be consistent with the policies contained in Volume II of the Community Development Plan, as demonstrated in the findings below. The proposal is not subject to standards contained in Volume IV of the Community Development Plan.
2. Section 10.1050 - Consistency with Plans and Laws. The recommended action is shown to be consistent with the Community Development Plan in the findings below that address specific plan policies.
3. Section 10.2050 - Referral and Review of Development Permit Application. This application has been routed to affected city agencies for review and comment.
4. Section 10.2030 - Type IV Procedures. This proposal will be considered by both the Planning Commission and the City Council at public hearings in accordance with provisions of this section.
5. Section 10.7115 - Procedure for Posted or Published Notice. The required notice has appeared in the Gresham Outlook.

B. Community Development Plan Policies

The following are Community Development Plan policies which relate directly to this proposal with corresponding staff findings.

Section 10.410 - Growth Management Policy

POLICY I

"It is the policy of the City to promote an orderly growth pattern within its financial capabilities to provide services and facilities while seeking to exercise land use controls in

future service areas."

POLICY II

"It is the City's policy to deliver services within the Gresham Urban Service Area by means of annexation to Gresham, or on an interim basis, through alternative approaches that are demonstrated to be in the best long term interest of both the City and future service areas."

Findings: The proposed UGB adjustment includes land that is outside Gresham's Planning Area boundary, and under Multnomah County land use control. Urban development of the property would require the site to be annexed and given an urban land use designation. Because the site is surrounded on three sides by urban land, and fronts Hogan Road on the fourth side, the proposed UGB adjustment does not represent a departure from the City's goal of orderly growth patterns.

The site is also outside the City's Urban Services Boundary. This boundary would have to be amended before urban facilities could be extended to the property. Because of the location of the site, the City is the only service provider that could effectively service the property. Based on the findings below that relate to specific facilities and services, the property can be adequately serviced by the City. Furthermore, as comments from the Engineering Division in Exhibit "B" demonstrate, the proposed UGB adjustment would enhance the City's ability to provide efficient services to other areas already inside the UGB by allowing urban facilities to cross the site.

Section 10.330 - Public Facilities and Services Policies

GENERAL POLICY

"It is the City's policy that development will coincide with the provision of adequate public facilities and services including access, drainage, water and sewerage services."

POLICY II

"It is the City's policy that services shall be provided in the most cost effective manner and the costs shall be equitably spread among all recipients of the services."

Findings: There are currently several public facility deficiencies in the vicinity of the proposal that would restrict development, should the proposed UGB adjustment be approved. However, based on comments from the Engineering Division shown in Exhibit "B", the site can be adequately served. Extensions and improvements to facilities will likely be required at the time of development, should the UGB adjustment occur. Currently, no improvements in this area are included in the five year Capital Improvements Program (CIP). The CIP is reviewed annually as part of the City budget process, and future changes may include improvements in the

vicinity of the site.

The Urban Services Boundary is intended to define orderly and practical parameters for urban expansion around the City. Should the UGB adjustment be approved, an amendment to the Urban Services Boundary would be required before services could be extended to the site. In many cases, several parcels are required to participate in local improvements to public facilities to provide equitable, cost effective extensions to developing areas. Should the UGB adjustment be approved, this property may be subject to such an improvement effort.

Section 10.321 - Trafficways Policies

POLICY I

"It is the policy of the City to provide a safe and efficient trafficway system that meets current needs and anticipated future population growth and development, and to place a high priority on maintaining and improving the capacity of the existing trafficway system."

POLICY II

"It is the policy of the City to anticipate future trafficway system needs which will result from population growth and development and to pursue financial resources that are sufficient to meet these needs at that point in time when warranted."

Findings: The proposed adjustment of the UGB supports City transportation goals of creating a consistent and efficient street network since the west frontage of Hogan Road on both sides of the site is already within the UGB (See Exhibit "A"). Therefore, should the adjustment to the UGB be approved, improvements to urban standards could occur continuously along the west frontage of Hogan at the time of development. Hogan is classified as a minor arterial street by Multnomah County. As discussed below, adding this segment of the Hogan right-of-way to the urban area would allow for the construction of significant urban facilities along the street alignment.

Half-street improvements along Hogan will likely be constructed at the time of development in the area. Street improvements in the area are not currently planned as part of the CIP.

Section 10.331 - Water Service Policy

"It is the policy of the City to provide municipal water service to all users within the corporate boundaries of Gresham."

Findings: The site is currently not served by a water provider. Should the proposed adjustment to the UGB be approved, the City would require adequate water service prior to development.

In the future, a looped public water line will be needed to serve this portion of the City. Part of the future line will probably be constructed in Hogan Road (see Exhibit "B"). Because this property interrupts the urban portion of Hogan, and urban facilities cannot cross the UGB, the site plays an important role in providing future water service to the surrounding properties. Although development in the area may not warrant water system improvements for several years, a water line following Hogan still cannot occur until the UGB is adjusted.

Section 10.332 - Sanitary Sewerage Service Policy

"It is the policy of the City to provide sanitary sewerage service to all users within the Gresham sanitary sewer drainage basin."

Findings: Currently the site does not have access to sanitary sewer, although the City is capable of servicing the property. The nearest existing sewer is over 3,400 feet north of the site. Public sewer improvements in the area are not included in the five year CIP.

The proposed Crystal Springs development, between Hogan and Regner roads, would extend a sewer line along the west side of the site, but not necessarily on the site. Sewer service to the surrounding area is possible without including the property, although a more equitable cost sharing could be provided if the proposed Crystal Springs sewer improvement were to include the site.

Section 10.332 - Drainage Management Policy

"It is the City's policy to establish a drainage management system which controls the amount and rate of surface water runoff; protects property from runoff related damage; and controls pollution of receiving streams."

Findings: The site is located within the Johnson Creek Drainage Basin. Should the UGB adjustment be approved, development of the site would probably require on-site detention. Development of the site is not expected to negatively impact the storm sewer system, provided that either on-site or regional detention facilities are constructed. There are no public storm drainage improvements planned in the vicinity during the current five-year CIP.

Section 10.335 - Fire and Police Protection Policy

"It is the policy of the City of Gresham to provide adequate and cost-effective fire and police protection which ensures a safe living environment and is responsive to the needs of the citizens of Gresham."

Findings: The City's public safety staff has reviewed the proposed UGB adjustment, and found no negative impact, should the adjustment be improved. In fact, by including the site within the City's service

area, overall public safety costs in the community would theoretically decrease, although the percent change is nearly zero.

Section 10.501 - Intergovernmental Coordination Policy

"It is the policy of the City to maintain effective coordination with local, state and federal governments and agencies, special district's and regional governments."

Findings: The proposed UGB adjustment falls under the jurisdiction of the Metropolitan Service District (Metro), and the Metro Council will make the final decision on the application. As part of their decision process, Metro requires the applicant to initiate an action on behalf of the primary service providers for the site that serves as part of Metro's final action on the request. This report will form the basis for the City Council's action.

V CONCLUSION

The proposed adjustment to the Metro Urban Growth Boundary is consistent with applicable policies of the Community Development Plan, as indicated by findings contained in Section IV of this report.

VI RECOMMENDATION

The Planning Commission recommends approval of the proposed boundary adjustment by the Metro Council.

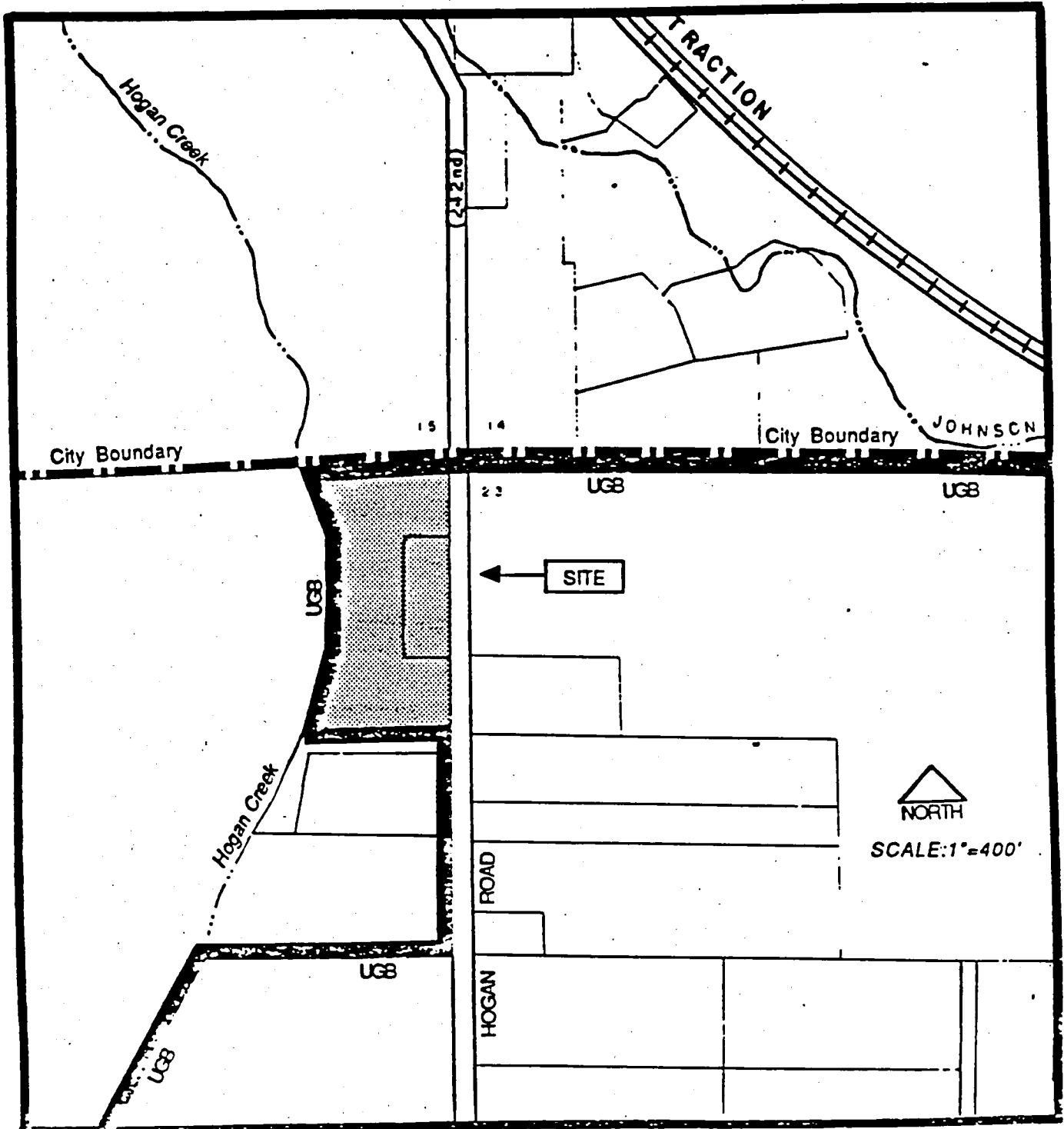
EXHIBIT "A"
Proposed Gravett UGB Adjustment

Proposed Locational Adjustment of the Metro Urban Growth Boundary (UGB) to include two parcels located at 6605 SE Hogan Road (Tax Lots 25 & 41, Section 22, Township 1 South, Range 3 East)

- Affected Properties
- City Boundary
- ▬ Metro Urban Growth Boundary

City of Gresham

August 1989



CITY OF GRESHAM
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

MEMORANDUM

TO: Tom Kloster, Community Planner
FROM: John Harris, Engineering Division *JH*
DATE: July 12, 1989
RE: PROPOSAL FOR ADJUSTMENT AND EXTENSION OF URBAN GROWTH BOUNDARY, TAX
LOTS 25 AND 41, SECTION 22, T1S, R3E, W.M. FOR JEFFREY L. KLEINMAN
PA-78-89

Following are the comments in the Engineering Division regarding the above proposal.

GENERAL COMMENTS

The applicant is requesting an extension of the urban growth boundary and urban service boundary to include the above-mentioned properties for eventual annexation into the City. The present urban growth boundary and urban service boundary extend along the north, west, and south property lines of these tax lots.

STREETS

These properties have frontage to the east along S.E. Hogan, which is a Multnomah County maintained roadway classified as a minor arterial. Development of the site to City standards would not negatively impact the existing roadway system. It should be noted, however, that if the site were to be developed, half-street improvements along this frontage would be required.

SANITARY SEWER

At present, the nearest available sanitary sewer line is over 3400 feet north of this site. The Crystal Springs development, however, proposes to extend public sanitary sewer from its existing terminus south and west to Regner Road to serve the Crystal Springs project. This sewer trunk extension is proposed to be constructed west of the west property line of the subject tax lots. While it is not necessary to extend public sanitary sewer through the subject lots in order to extend the sanitary sewer to the south, a more equitable cost sharing could be provided if this property were to be able to connect to public sanitary sewer.

MEMORANDUM

Tom Kloster, Community Planner

July 12, 1989

Page 2

RE: PROPOSAL FOR ADJUSTMENT AND EXTENSION OF URBAN GROWTH BOUNDARY, TAX
LOTS 25 AND 41, SECTION 22, T1S, R3E, W.M. FOR JEFFREY L. KLEINMAN
PA-78-89

STORM DRAINAGE

The subject site is located within the Johnson Creek Drainage Basin. Development of this property would probably require on-site detention. No detrimental impacts to the storm sewer system are anticipated provided on-site detention or regional detention is provided.

WATER

At present, there is no public water available to serve this site. The nearest public waterline is approximately 3300 feet north of this site in Hogan Road. As stated above, the Crystal Springs development project, located to the south and west of this site, will be extending public water with development of its property. This new public waterline in the Crystal Springs development would be approximately 2300 feet west of the development of the subject site. If development of the subject site were allowed, extension of public water would be required. It should be noted, however, that a looped public water system will eventually be needed to serve this area. A public waterline will probably be required in S.E. Hogan Road, which would extend to at least the southern boundary of the urban service boundary on Hogan Road. As the subject site is not located within the urban service boundary, public facilities are not allowed. Inclusion of the subject site would facilitate the extension of this public waterline in S.E. Hogan Road. Exclusion of this property from the urban service boundary would seriously constrain the City's ability to provide adequate looping of public waterlines.

JH/kk

File No. PA-78-89.

Map No. 3754

cc: Blakemore

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1807 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
(503) 248-0806

June 30, 1989

Mr. Tom Kloster
Gresham City Hall
1333 NW Eastman Parkway
Gresham, OR 97030

Re: Paul and Shirley Gravett
6605 SE Hogan Road, Gresham
Petition for Locational Adjustment
to the Metro Urban Growth Boundary

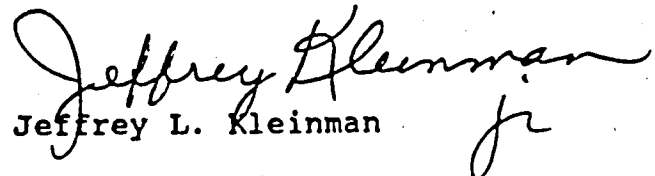
Dear Tom:

Enclosed please find a copies of the petition we have filed in the above matter with Metro, together with the appropriate comment forms for the City of Gresham and the two applicable school districts. I appreciate your willingness to circulate the forms to the school districts.

I had a long meeting with Ethan Seltzer on Thursday, and he wanted me to emphasize again Metro's priorities on this UGB extension. It is essential that the service providers provide factual data explaining how existing urban areas will be better served with open services by having the Gravett property within the Urban Growth Boundary. He feels this would include primarily the sewer and transportation service providers. I feel that police and fire would also be applicable here. The key wording from these providers would be along the following lines: "Putting the Gravett property within the Urban Growth Boundary will enable us to _____ better or more efficiently on existing urban lands."

I would like to thank you again for the preapplication meeting this past Wednesday and for all the courtesies and assistance you have extended in this matter.

Very truly yours,


Jeffrey L. Kleinman

JLK:jr
Enc.

cc: Paul and Shirley Gravett

Request for Comment from Service Provider

(Part I to be completed by petitioner and submitted to each service provider listed on "Summary of Requests for Comments from Service Providers." Part II to be completed by the service provider and returned to Land Use Coordinator, Metropolitan Service District, 2000 S.W. 1st Avenue, Portland, Oregon 97201-5398)

Part I

To: City of Gresham
Name of Service Provider

From: Paul D. and Shirley P. Gravett, c/o Jeffrey L. Kleinman, Attorney
Name of Petitioner

Attached is a copy of a petition for a locational adjustment to Metro's Urban Growth Boundary (UGB). Please review this petition and submit your comments on it to Metro as soon as possible, but NO LATER THAN July 24, 1989.

In general, land placed inside the UGB will develop to a residential density of at least four units a net acre or for urban commercial or industrial use, as determined by local zoning. Land outside the UGB cannot be served by sewer, and generally, cannot be developed at more than one unit to the net acre. In reviewing this petition, please consider: (1) whether its approval would make it easier (less expensive) or harder (more expensive) to serve other, adjacent areas for which service is planned or expected; and (2) how easy or difficult it would be to extend your service to the area included in the petition if the petition were approved.

Thank you for your help. Please call the Land Use Coordinator, at Metro, 221-1646, if you have any questions.

Part II

I have reviewed the attached petition for a locational adjustment to Metro's UGB and I:

☐ Support Approval

☐ Oppose Approval

☐ Have No Comment

☐ Support with Conditions

Comments and explanation (explain any conditions)

(Attach additional pages if needed.)

Signed _____

Date _____

Title _____

JH/sm-2383B/223
05/11/87

Petition for Locational Adjustment to
Metro's Urban Growth Boundary (UGB) (check one):

 X addition removal

Note: To add land in one location and remove land in another,
please complete one form for the addition and another for
the removal.

1. a. Petitioner's name and address:

Paul D. Gravett and Shirley P. Gravett
6605 SE Hogan Road
Gresham, Oregon 97080
Phone number: 661-3357

b. Contact person, if other than petitioner (consultant or
attorney) or if petitioner is a local government:

Jeffrey L. Kleinman, Attorney
1207 SW Sixth Avenue
Portland, Oregon 97204
Phone number: 248-0808

2. What is petitioner's interest in the property:

 X Property Owner
 Contract Buyer
 Option to buy
 Other legal interest (Specify:)
 Local government

3. County in which property is located: Multnomah

4. If the locational adjustment requested were approved, would you
seek annexation to (or de-annexation from) a city?

 X Yes, the City of Gresham
 No

5. Description of properties included in the petition (list each
lot individually and attach a copy of the appropriate tax
assessor's map(s)):

a. Legal Description
(Township, Range,
Section, Lot): See Exhibit A, attached.

Note: The legal description does not distinguish
between the two tax lots on the property, Tax Lots
41 and 25.

b. Acres: 5.8

c. Owner's Name & Address
(Mark "Same" if same as petitioner): same

d. Improvements on property (e.g., none, one single family dwelling, barn, gas station, etc.): One single family dwelling, one metal pole barn

Attach additional sheets as needed.

6. a. What sewerage facilities currently serve the property?

_____ None, all land is vacant

_____ Package sewage treatment plant

_____ Sewer Line to public system

 X Septic Tank

b. If septic tanks, have any septic tanks in the area failed?

_____ Yes, (Explain: _____

_____)

 X No

7. How close is the nearest sewer trunk? Near Hogan Road's crossing of Johnson Creek

8. a. Are additional sewer trunks for the area planned?

 X Yes _____ No

b. If yes, how close to the property would planned sewer lines run? Adjoining property line along Hogan Creek

9. How is water provided to the property?

 X Private Well

_____ inch water line provided by _____
(city or water district)

_____ No water provided

10. How close is the nearest water main? On Hogan Road, just north of Johnson Creek, 3,000 feet from the property
11. a. Are additional water mains for the area planned?

X Yes No

- b. How close to the property would planned water lines run? Across Hogan Creek and also adjacent to the property along Hogan Road

12. Are there any natural or man-made boundaries to development running along or near your property (rivers, cliffs, etc.)?

X Yes (Describe: Hogan Creek, as indicated on attached map)
Mark location on assessor's map or attach other map or photo.

 No

13. What is the current local plan designation of the property? MUA

14. What is the current local zoning designation? MUA 20

15. Does the comprehensive plan identify any natural hazards in this area?

 Yes (Describe and explain applicable comprehensive plan policies: _____)

X No

16. Does the comprehensive plan identify any natural or historic resources in this area?

X Yes (Describe resources and explain applicable plan policies: See answer on attached sheet)

17. How do you plan to develop the property if your petition is approved?

The petitioners presently intend to subdivide the property to allow for five additional one-family homes.

18. On a separate sheet of paper, please discuss how approval of your petition would comply with each of the applicable standards from the Metro Code (attached green sheets). Only petitions found consistent with these standards may be approved. Metro staff will use the information received from

this petition, the local government, and other sources as needed, to prepare a list of questions for the Hearings Officer on whether these standards have been met. You and other parties may then submit any additional testimony in support of or opposition to the petition at the hearing. The Hearings Officer will then weigh the testimony received and submit the findings and recommendations to the Metro Council for action.

18. Petitioners Signatures

I/WE THE UNDERSIGNED HEREBY PETITION THE METROPOLITAN SERVICE DISTRICT TO ADD TO/REMOVE FROM THE URBAN GROWTH BOUNDARY THE PROPERTY DESCRIBED HEREIN.

SIGNED,

Name PAUL D. GRAVETT and
SHIRLEY P. GRAVETT

Tax Lot

Date

By: *Jeffrey L. Kleinman*
Attorney

41. 25

6/29/89

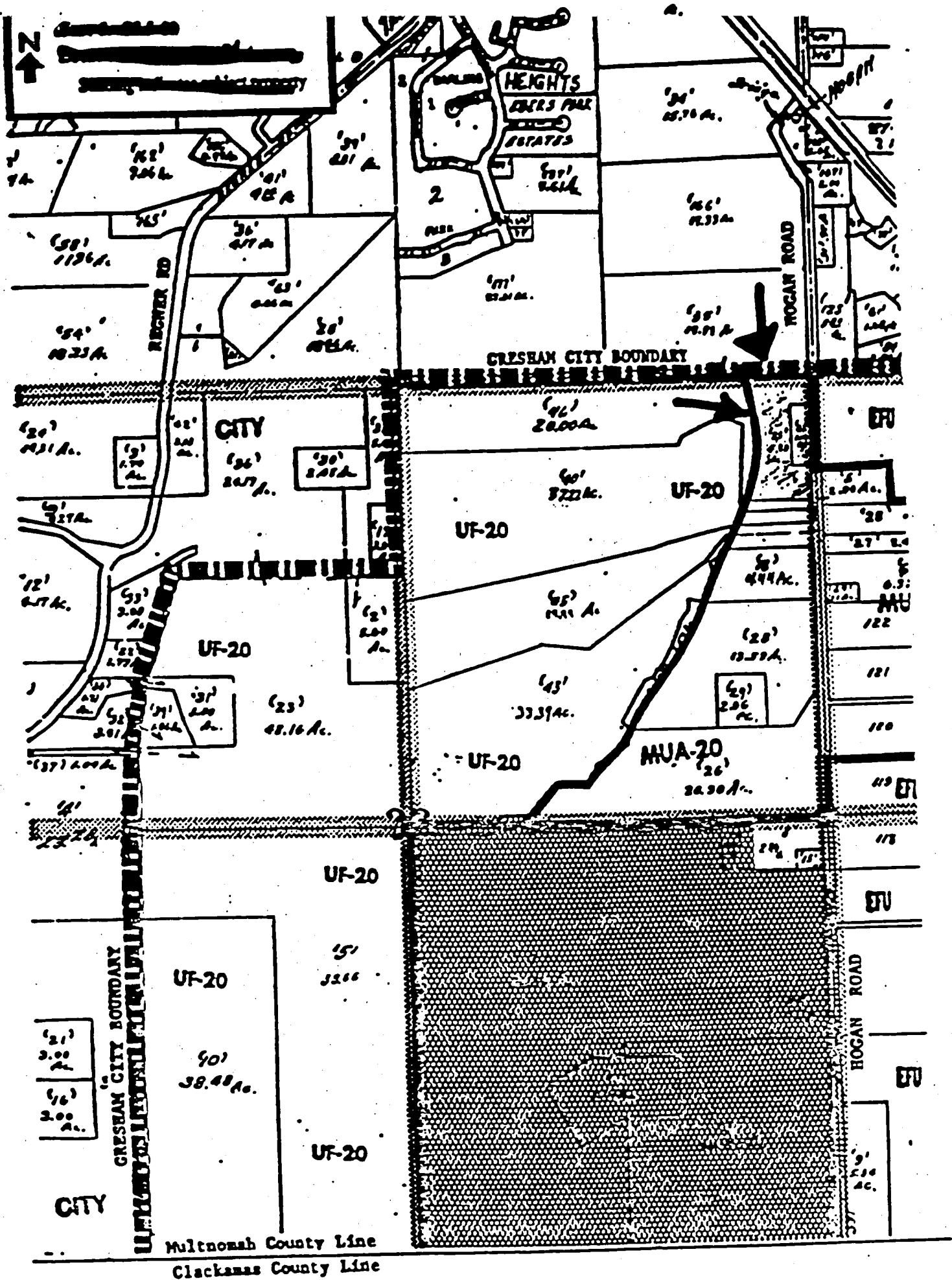
JH/gl
2383B/223
05/07/87

A tract of land situated in the Northeast one-quarter of Section 22, Township 1 South, Range 3 East of the Willamette Meridian in the County of Multnomah and State of Oregon, more particularly described as follows:

Commencing at the Northeast corner of said Section 22; thence South $88^{\circ}22'57''$ West, along the North line thereof, a distance of 25.00 feet to a point in the West line of Hogan Road, and the point of beginning of the tract herein to be described; thence South $0^{\circ}03'30''$ East, along said West line, a distance of 741.59 feet to a point; thence South $89^{\circ}56'30''$ West, at right angles to said West line, a distance of 410.85 feet to the centerline of a creek; thence Northerly, along said centerline, the following courses and distances; North $23^{\circ}11'50''$ East 25.60 feet; North $15^{\circ}40'30''$ East, 195.27 feet; North $0^{\circ}50'00''$ East, 120.11 feet; North $2^{\circ}57'40''$ West 179.53 feet; and North $15^{\circ}15'40''$ West, a distance of 228.24 feet to a point in the North line of said Section 22; thence North $88^{\circ}22'57''$ East, along said North line, a distance of 415.00 feet to the point of beginning.

SAVE AND EXCEPT that part deceded to Errol A. Bascue and Lois S. Bascue by deed dated January 30, 1976.

EXHIBIT A



16. The comprehensive plan identifies no historic resources in this area. It identifies one natural resource, Hogan Creek, which is in the national wetlands inventory. Policy No. 16 on natural resources is designated to protect natural resources and minimize negative effects upon them. In this instance, the policy is to minimize impact upon of natural streambanks and riparian areas. Any development of the property will be carried out accordingly.

18. Compliance with Applicable Standards of Metro Code
Section 3.01.040.

3.010.040(a)(1) The proposed addition will assist in the orderly and economic provision of public facilities and services, and will result in a net improvement to those facilities and services. The area to be added is also capable of being served in an orderly and economical fashion.

The subject property is located directly on Hogan Road, and is surrounded on three sides by the Urban Growth Boundary. The property in essence comprises an isolated island of non-UGB land on the west side of Hogan Road. The reasons for initially excluding the property from the UGB are unknown, and no such reason is apparent from comparison of the property with those adjoining it within the UGB.

It would be far more efficient to have all the land in this area west of Hogan Road and west of the ridge line of the Hogan Creek drainage located in the Urban Growth Boundary. (All of the other properties in this area which lie entirely within the Hogan Creek drainage are also within the UGB.) It would be highly inefficient to provide separate water, sewerage, and fire protection services to this one parcel. In fact, this could be a source of confusion to public agencies, especially with respect to police and fire protection. Further, the City of Gresham is presently adding and/or planning to add additional water supply and a new sewer line directly across Hogan Creek from the affected property. It would be most efficient and cost effective for the city to be able to supply the subject property with these services, as the property is entirely within the drainage of Hogan Creek and that drainage area is planned for development. It would negatively affect the city's urban development plans for this parcel to be excluded from the Urban Growth Boundary. The availability of this property for sewer and water lines and roads providing access to adjoining properties is an important benefit to the City of Gresham.

(a)(2) For the same reasons set forth above, this addition to the UGB would allow for maximum efficiency of land uses and would facilitate needed development on adjacent existing urban land. In fact, the island-like nature of this property projecting into the UGB clearly establishes the benefits to adjoining urban land of having it included within the UGB.

Under the Metro staff definition of the term "needed" as meaning "consistent with the local comprehensive plan and/or applicable regional plans", it should be noted that the City of Gresham's plans designate this entire area west of the Hogan Creek ridge line for urban development. The city's comprehensive plan calls for the annexation of all such surrounding properties, with residential development to be carried out under LDR 7 zoning.

(a)(3) Including the subject property within the UGB will have only positive environmental, energy, economic and social consequences. It would make no sense from either the environmental, energy, economic or social standpoint to have a tiny island of MUA 20 property surrounded by properties zoned LDR 7. The City of Gresham's development plans would negatively impact the subject property from both the environmental and social viewpoints if it were required to remain in agricultural use. As long as the surrounding area is to be developed, it would be wasteful of energy not to complete the road system by using the subject property, and it would comprise economic waste to leave this island of nominally designated farmland untouched and unusable amidst the surrounding residential development. There will be no impact on regional transit corridor development, except to the extent that land uses along the west side of Hogan Road will be made consistent, and this could only be a positive impact.

As has been indicated in the petition, Hogan Creek is identified as a natural resource within the national wetlands inventory. The entire drainage of Hogan Creek in this area is to be developed, and any development of the subject property would fully recognize the need to protect the natural streambank and the riparian areas immediately along Hogan Creek.

(a)(4) The subject property is expressly excluded by Multnomah County from LCDC Goals 3 and 4, and the issue of retention of agricultural land is therefore inapplicable here.

(a)(5) As has been stated, the urban use proposed for the subject property would be entirely consistent with the urban uses surrounding it on three sides. In this sense, the justifications set forth above in terms of factors (1) through (3) outweigh in every respect the adverse impact of any incompatibility which might result from the proposed use. In fact, retaining agricultural use of the subject property would in itself create an adverse impact because of its incompatibility with the surrounding urban development.

(d)(2) For all the reasons set forth above, the UGB proposed by the petitioners is superior to the presently located UGB. This is the classic case in which a minor addition comprises 100 percent of all similarly situated contiguous land which could be appropriately included within the UGB. In essence, this proposal alleviates the problems created by the existing UGB, into which the subject property projects like a sore thumb.

(d)(3) The subject property comprises 5.8 acres and hence falls squarely within the acreage requirements of this subsection. Because of the small size of the property, the burden of showing differences between the suitability of the proposed UGB and the suitability of the existing UGB is less in this case than it otherwise would be.

PETITION OF PAUL D. GRAVETT AND SHIRLEY P. GRAVETT

**CITY OF GRESHAM**

Community & Economic Development Department
1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3825
(503) 661-3000

July 20, 1989

Ethan Seltzer
Metropolitan Service District
2000 SW First Avenue
Portland, Oregon 97201-5398

RE: Proposed Gravett UGB Amendment

Dear Ethan,

Since late June, I have been working with Jeff Kleinman, who represents Paul Gravett in a request to amend the Urban Growth Boundary (UGB). The purpose of this letter is to summarize the City's process and findings on the proposal.

After receiving the service provider questionnaire from Mr. Kleinman, a packet of information regarding the proposal was routed to affected departments agencies for comment. This included Gresham's Police, Fire and Engineering departments, and the Gresham School District, which is routinely included in our requests for comments.

Of these service providers, only the Engineering Department had comments that constituted a substantial finding for the proposal. Their report and findings are attached to this letter, and will be the central discussion in a more comprehensive Type IV staff report to the Planning Commission and City Council.

Should Metro accept the Gravett application, we are prepared to present our findings to the Planning Commission as early as August 8th, and the City Council in late August or early September. This is the earliest possible hearing sequence for the proposal. Should the Council act to approve the request, their action would take the form of a Council Order.

I would appreciate being notified of the status of the Gravett application as soon as possible.

Sincerely,

Tom Kloster
Community Planner

cc: Jeffrey L. Kleinman
John E. Andersen
Lorna Stickel

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1807 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
(503) 848-0808

RECEIVED JUL 24 1989

July 21, 1989

Hand Delivered

Mr. Ethan Seltzer
Land Use Coordinator
Metropolitan Service District
2000 SW First Avenue
Portland, OR 97201-5398

Re: Petition for Locational Adjustment to
Urban Growth Boundary of Paul and Shirley Gravett

Dear Mr. Seltzer:

Enclosed pursuant to your letter of July 6, 1989, are the following materials with respect to the above petition:

1. A revised petition correcting inaccuracies in the one initially submitted. Please note that this is the petition upon which the relevant service providers were asked to comment and for which records of action were requested, so there is no conflict in this regard.
2. Exhibit A -- Tax lot maps showing the Gravett property outlined in red and all properties within 250 feet of the Gravett property.
3. Exhibit B -- A copy of a letter from Tom Kloster, Community Planner with the City of Gresham, describing the Service Provider Review which the city has conducted, together with a copy of the comments of the Gresham Engineering Division, the only provider which has had any substantive comment. In his letter, Mr. Kloster describes the remaining steps which will be taken to obtain a record of action from the City of Gresham. The comments of the Engineering Division are hereby incorporated by reference into the Gravetts' petition.
4. Exhibit C -- The original of the record of action by the Multnomah County Commission, dated July 20, 1989. (I understand that you have already received the requisite comment from Multnomah County Rural Fire Protection District 10. The City of Gresham, Multnomah County and the Fire District comprise all the jurisdictions we were required to contact.)

Mr. Ethan Seltzer
Land Use Coordinator
July 21, 1989
Page 2

5. Exhibit D -- Mailing list for notification purposes of all landowners holding an interest in property within 250 feet of the Gravett property, as shown by the records of the Multnomah County Division of Assessment and Taxation.

6. Exhibit E -- Topographic map showing watercourses and drainage basin boundaries in the vicinity of the Gravett property.

7. Exhibit F -- Section maps showing existing Urban Growth Boundary.

To the best of my knowledge, there are no neighborhood associations or community planning organizations who might have a particular interest in the proposed amendment.

Pursuant to Metro Code section 3.01.020(b), I am by this letter requesting an extension until September 21, 1989, in order to allow additional time for the City of Gresham to finalize its staff report and submit a record of action to Metro.

The reasons for this request are twofold. First, the preparation of petitioners' materials was delayed by the need for me to be present during my father's lengthy hospitalization on the east coast. Ultimately, he passed away and it was necessary for me to participate in funeral arrangements and to assist my family after the funeral.

Secondly, ours is the first U.G.B. petition to which the City of Gresham has had to respond under Metro's rules, and it has taken some time for the city to arrive at a procedure which would be workable in the future and not set undesirable precedents. It appears that a record of action from the Gresham City Council could well be available two weeks prior to the extension date set out above.

By copy of this letter, I would like to express my thanks to the City of Gresham, Multnomah County, and their respective Planning Directors and staff people for their help in reviewing the Gravetts' petition and compiling these materials.

Mr. Ethan Seltzer
Land Use Coordinator
July 21, 1989
Page 3

Thank you again for your courtesies and assistance in this matter. Please let me know if you foresee any difficulty in obtaining the requested extension.

Very truly yours,

Jeffrey L. Kleinman

JLK:jr

Enclosures

cc: Paul and Shirley Gravett (w/out maps)
John E. Andersen (w/out enc.)
Tom Kloster (w/out enc.)
Lorna Stickel (w/out enc.)

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

IN THE MATTER OF A WAIVER OF)
THE APPLICATION DEADLINE FOR)
THE SUBMISSION OF MATERIALS FOR)
CONTESTED CASE NO. 89-1, GRAVETT)

RESOLUTION NO. 89-1126

WHEREAS, Metro Code Chapter 3.01.020 establishes July 1 of each calendar year as the deadline for submission of petitions for locational adjustment of the Urban Growth Boundary; and

WHEREAS, Petitioners unable to meet that deadline can either wait until the following year or seek a waiver of the deadline for the submission of petition materials; and

WHEREAS, The petitioners in Contested Case No. 89-1, Gravett, did submit all required materials except the recommendation from the City of Gresham within the required deadline; and

WHEREAS, The petitioners, though beginning the application process relatively late, have worked diligently and in good faith with the City of Gresham, service providers, and Metro Staff to meet the deadlines; now, therefore,

BE IT RESOLVED,

- 1) That the Metropolitan Service District does hereby waive the application deadline for petitioners Gravett so that contested case Number 89-1 can be presented to a Hearings Officer for hearing; and
- 2) That this action does not relieve petitioners of meeting any and all applicable standards for locational adjustment of the Urban Growth Boundary, nor should be

construed to in any way pre-determine the action of the Hearings Officer or the Council with respect to the final disposition of this case; and

3) That the General Counsel of the Metropolitan Service District is hereby given the authority to assign this case to a Hearings Officer for hearing, report, and recommendation.

Adopted by the Council of the Metropolitan Service District this 21st day of November, 1989.


Mike Ragsdale, Presiding Officer

ES/es
10/30/89

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

RESOLUTION NO. 89-1126, IN THE MATTER OF A WAIVER OF THE
APPLICATION DEADLINE FOR THE SUBMISSION OF MATERIALS FOR
CONTESTED CAST NO. 89-1, GRAVETT

Date: November 15, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATIONS: At the November 7, 1989, Intergovernmental Relations Committee meeting, Councilors DeJardin, Devlin and myself voted unanimously to recommend the Council adopt Resolution No. 89-1126. Councilors Bauer and Collier were absent.

COMMITTEE DISCUSSION/ISSUES: Planning & Development Department Senior Planner Ethan Seltzer presented the resolution which extends the application deadline for an Urban Growth Boundary (UGB) locational adjustment request. Metro's annual July 1 deadline for all UGB locational adjustment petitions is intended to facilitate staff workload; but this year Planning & Development received just this one petition. Mr. Seltzer reviewed Metro Code provisions regarding UGB procedures, as described in the attached staff report, noting the Council by majority vote on a resolution may waive the July 1 deadline.


In this case, the petitioners submitted all materials to Metro within the required deadlines except action results required from the City of Gresham. Staff emphasized the petitioners have worked very closely and in good faith to assemble and submit all final materials in a timely fashion. It was noted any action on scheduling has no bearing on the substance of the locational adjustment case. If the deadline waiver is not approved, the impact on the petitioner is not clear. However, if the petitioners have to wait until July 1, 1990, they will likely be under new provisions envisioned for UGB processing; requiring them to prepare their petition anew.

jpmtwo
b:\res1126.cr

**METRO**2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

December 11, 1989

To: Chris Thomas
From: Ethan Seltzer 
Re: Contested Case Number 89-1, Gravett

You have been appointed as the Hearings Officer for Metro Contested Case Number 89-1, Gravett, a petition for a locational adjustment of the Metro Urban Growth Boundary. This memo officially transmits the case to you. Attached are:

- 1) The petition and all materials submitted to date.
- 2) 20 copies of the public notification. Please let me know if you need additional materials. Also, please add Lorna Stickel, Multnomah County Planning Department, and Tom Kloster, City of Gresham Planning Department, to the list furnished by the applicant.
- 3) An extension for your contract until October, 1990.
- 4) A copy of the Zurcher LUBA decision.

I will send you the staff report prior to the first of the year. Please let me know if you need anything else.

Thanks!

cc: Dan Cooper

**NOTICE OF PUBLIC HEARING
METROPOLITAN SERVICE DISTRICT**

Wednesday, January 31, 1990, at 6:00 pm in the Gresham City Council Chambers (1333 NW Eastman Parkway, Gresham), the Metropolitan Service District (Metro) will hold a public hearing on a petition to include approximately 5.3 acres within the Portland Metropolitan Area Urban Growth Boundary. The petitioners, Paul and Shirley Gravett, have requested a locational adjustment of the UGB, a specific land use action included in the Metro Code. The property is comprised of two tax lots located on and west of Hogan Road, immediately south of the present Gresham City boundary. The legal descriptions of the tax lots are:

Tax Lots 25 and 41, Section 22, Township 1S, Range 3E

(see attached map)

BACKGROUND

Under ORS 268.390 Metro is responsible for management of the Urban Growth Boundary for the Portland metropolitan area consistent with the Statewide Planning Goals adopted by LCDC. LCDC Goal 14 (Urbanization) lists seven factors that must be considered when an urban growth boundary is amended, and also requires compliance with the standards and procedures for taking a goal exception, as listed in Goal 2 (Land Use Planning).

Metro has adopted standards and procedures for smaller adjustments to its Urban Growth Boundary that LCDC has acknowledged for compliance with the requirements of Goal 14 and Goal 2. These standards and procedures are contained in Chapter 3.01 of the Metro Code and apply to this case.

Copies of the applicable code sections and the standards for locational adjustments are available from Metro staff.

HEARING

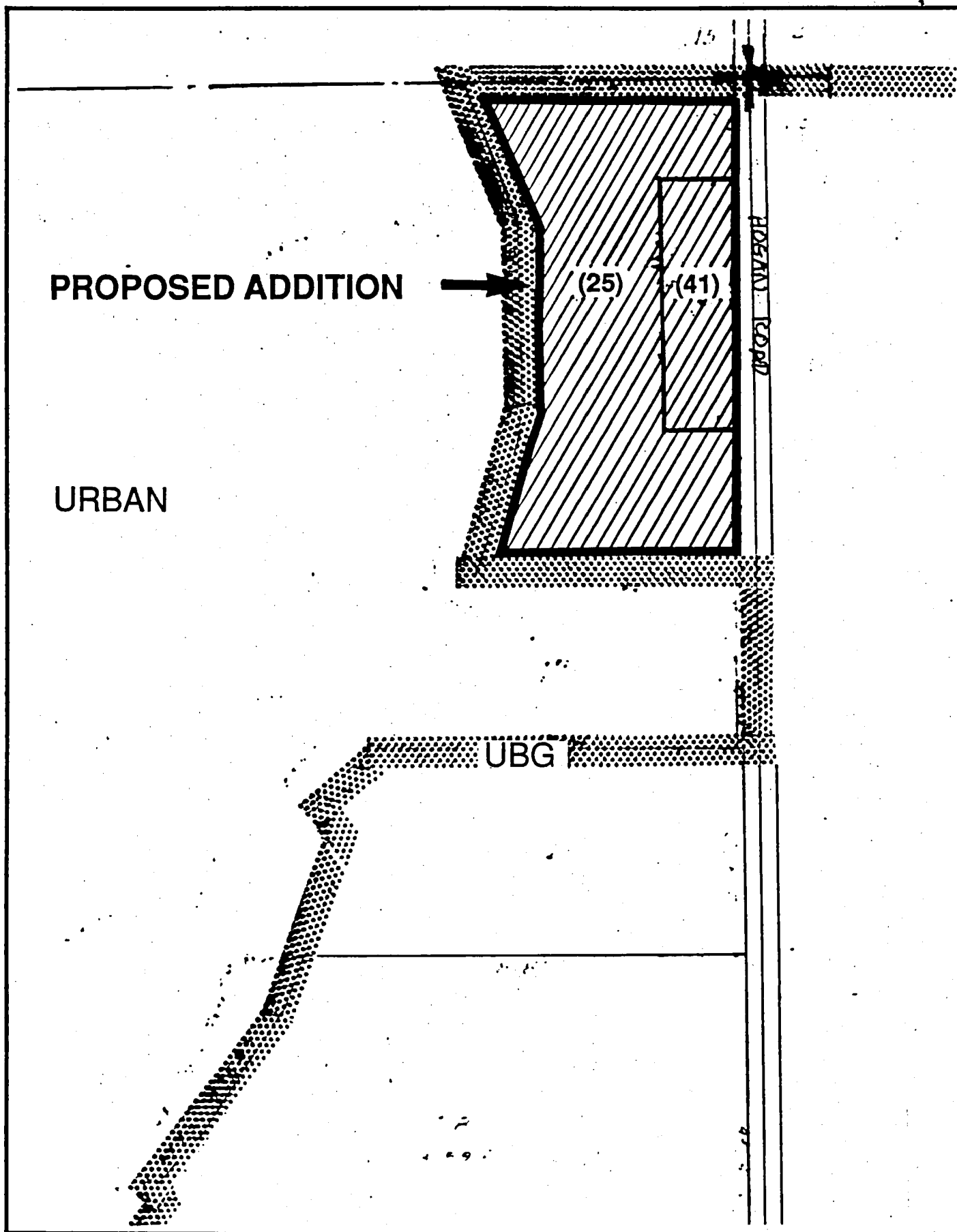
The hearing will be conducted before attorney, Christopher Thomas, who has been designated as Hearings Officer by the Metro Council. Procedures for the hearing are those set forth in Metro Code Chapters 2.05 and 3.01. Following the close of the hearing record, the Hearings Officer will prepare a written report and recommendation to the Metro Council recommending that the application be approved or denied. Thereafter, the Council will hold a public meeting and either approve or deny the application or remand the matter to the Hearings Officer for further proceedings. Parties at the hearing may, but need not, be represented by an attorney.

In order to have standing in this case, both before the Metro Council and later, should an appeal result, you must either testify at the hearing on January 31 or submit written comments to the Hearings Officer prior to the close of the hearing record. Therefore, not participating at this stage of the process could effect your ability to participate at a later date.

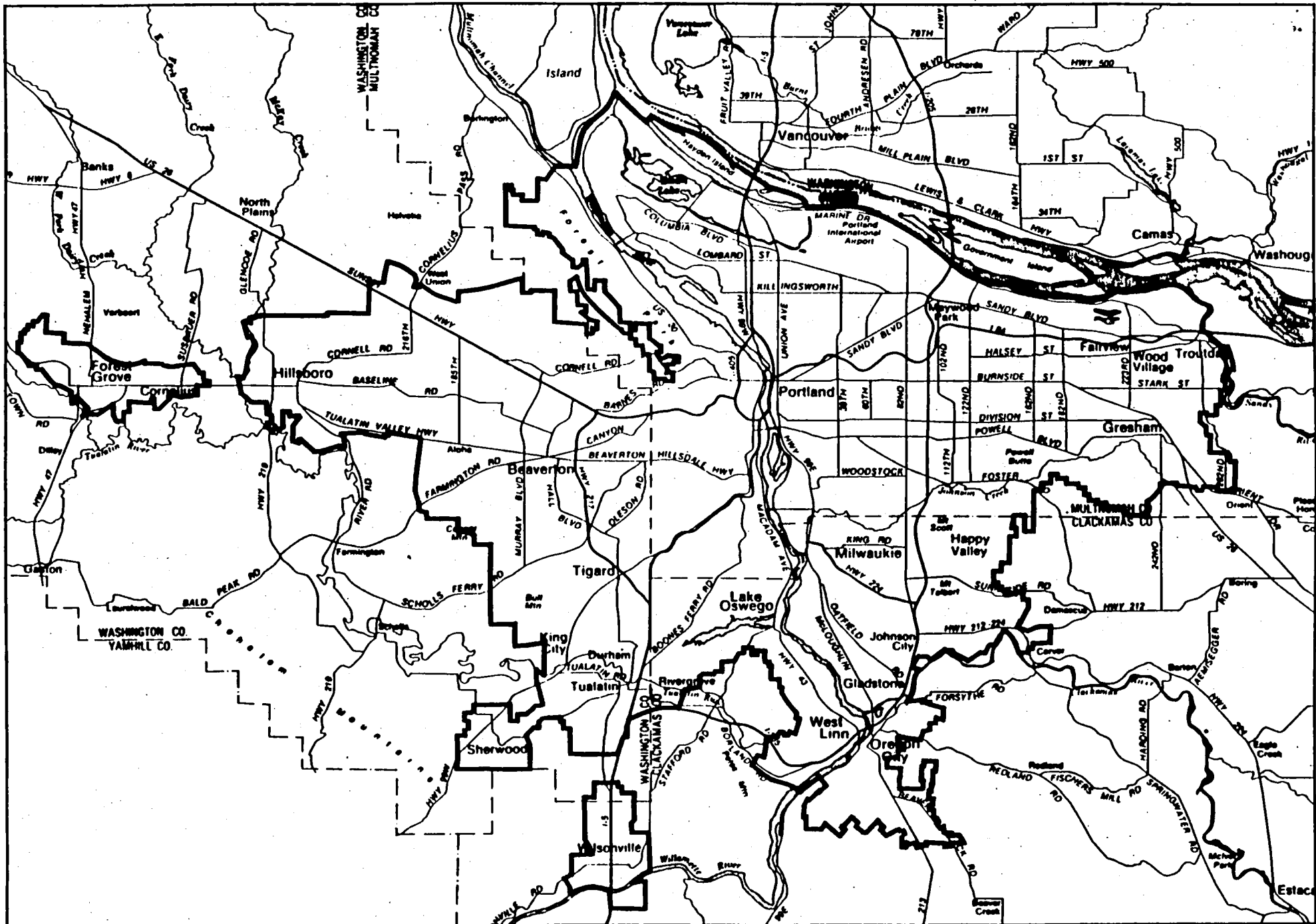
The hearing will commence promptly at 6:00 pm and continue until completed. Interested persons may submit additional testimony orally or in writing. Please address written testimony to Christopher Thomas, Attorney at Law, 2000 SW First Avenue, Portland, OR 97201. Depending upon the number of persons wishing to testify, the Hearings Officer may impose time limits on testimony. The Hearings Officer may continue the hearing without further notice.

FOR MORE INFORMATION...

For further information about this case, about the standards for approving the request, or about any aspect of the proceeding, please contact Ethan Seltzer, Land Use Coordinator, at the Metropolitan Service District, 2000 S.W. First Avenue, Portland, Oregon 97201-5398, telephone 220-1537. Copies of a summary of hearing procedures and of the standards of approval will be mailed upon request, and will be available at the hearing. Other relevant materials may be copied and mailed at cost, or may be reviewed at the Metro Office.



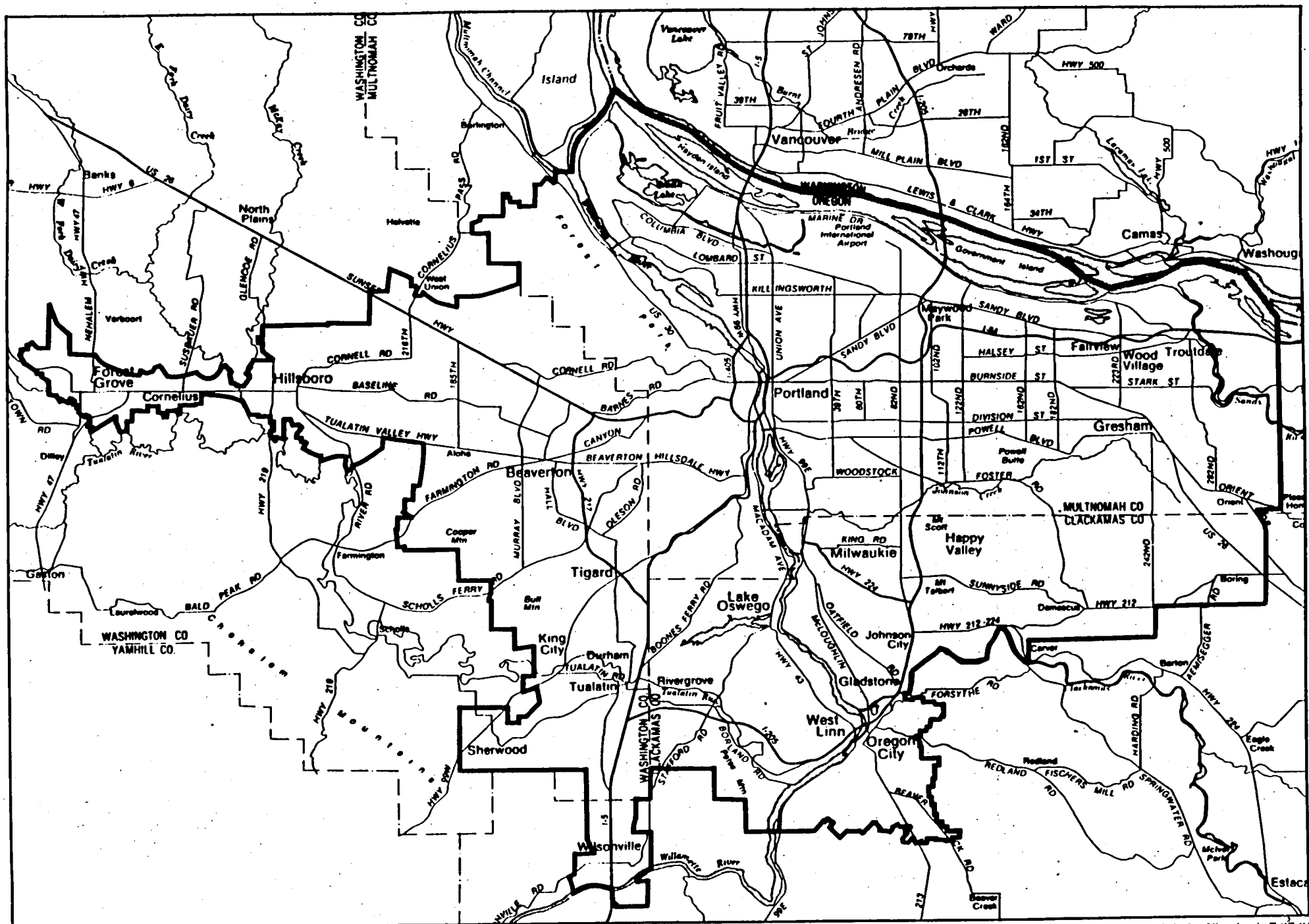
Site Map



METRO

Urban Growth Boundary

2100 S.W. First Ave., Portland, OR 97201-5398, (503) 221-1646, 1" = 4 mi., 3-87-01



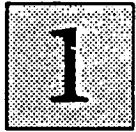
METRO

Metro Boundary

2100 S.W. First Ave., Portland, OR 97201-5398, (503) 221-1646, 1" = 4 mi., 7-87-01

Urban Growth Management

Planning and Development Department, Metropolitan Service District



Urban growth boundary

What is an urban growth boundary?

An urban growth boundary (UGB) marks the separation between rural and urban land in a metropolitan area. It is a planning "tool" used in Oregon to focus the efforts of cities, counties and urban service providers. The boundary is used to provide an adequate supply of zoned urban land with services (such as roads, sewers, water lines and street lights) to accommodate growth expected during a 20-year period. By providing land for urban development within the boundary, rural lands can be protected from urban sprawl.

The Metropolitan Service District manages the regional urban growth boundary that addresses the urban land needs of the Portland metropolitan area. Its objectives are to plan and promote the efficient use of urban land, to improve the efficiency of public facilities and services, and to preserve prime farm and forest lands outside the boundary. Future additions to the boundary must be based on a demonstrated need for more urban land.

How did the urban growth boundary originate?

In 1966, the communities of this region joined together to consider a number of possibilities for future urban growth. The product of that effort was the start of a regional planning program in 1971. Two years later, Oregon's statewide planning goals were adopted, mandating the creation of urban growth boundaries around the state.

The Columbia Region Association of Governments (CRAG), Metro's predecessor, engaged in a complete planning process and proposed

an urban growth boundary for the region in 1977.

When Metro was created in 1979, it inherited the boundary planning effort. A year later, the Land Conservation and Development Commission approved the boundary as consistent with statewide planning goals.

Planning the location for the boundary involved more than simply drawing a line on a map. It had to accommodate the plans and growth projections of three counties, 24 cities and more than 60 special service districts. It was based on a projection of the need for urban land in the year 2000. It also had to address the land development plans of individual property owners.

Who is responsible for the boundary?

Metro has the statutory responsibility for managing the region's urban growth boundary. Several specific land-use planning powers were granted by the state legislature including:

- Coordinate between regional and local comprehensive plans and adopt a regional urban growth boundary
- Review and require consistency of local comprehensive plans with statewide and regional planning goals
- Planning for activities of metropolitan significance, including (but not limited to) transportation, water quality, air quality and solid waste.

Metro does not engage in comprehensive planning, such as that done by cities and counties. However, Metro depends on local comprehensive plans to implement all regional plans, including the urban growth boundary.

continues

Can the urban growth boundary be changed?

Yes. It was not intended to be a static boundary. Metro uses two methods for amending the boundary. The first is a locational adjustment, intended for amendments of less than 50 acres and typically less than 10. The urban growth boundary is more than 200 miles long and encompasses some 223,000 acres, more than 350 square miles. The locational adjustment process was created to make minor technical amendments to the boundary when it could be demonstrated that already planned urban development could happen faster, better (more efficiently), while still preserving prime farm and forest lands outside of the boundary.

The second process is called a major amendment and is intended to be used for amendments of 50 acres or more. A major amendment must meet all the requirements of the statewide planning goals that govern urban growth boundaries and their amendment. In particular, parties proposing a major amend-

ment must show that there is a need for additional urban land because population or employment growth is much different than originally expected, or meeting the employment, housing and livability needs of the urban population requires a change in the land base. Once a demonstration of need has been made, the precise location for the amendment must be shown to be superior to others. Finally, it must be shown that amending the boundary is the best way to address the identified needs of the urban population.

The boundary has changed very little since it was created. Since 1979, 2,515 acres have been added to the urban growth boundary through the amendment process, an increase of about 1.3 percent in the total urban area of the region.

How can I learn more?

For more information about the urban growth boundary, contact Ethan Seltzer, land use coordinator, at 220-1537.

METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

August, 1989




METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

January 3, 1990

To: Hearings Officer Chris Thomas

From: Ethan Seltzer, Land Use Coordinator 

Re: STAFF REPORT ON CONTESTED CASE NO. 89-1, REQUEST OF PAUL D. AND SHIRLEY P. GRAVETT FOR A LOCATIONAL ADJUSTMENT OF THE URBAN GROWTH BOUNDARY

The Gravetts own two tax lots, comprising some 5.8 acres in all, on the west side of SE Hogan Road, just south of the Gresham City Boundary, and bounded by the Metro Urban Growth Boundary (UGB) on the north, west, and south sides. To be approved, the petitioner must demonstrate compliance with the standards in Metro Code Section 3.01.040.

Locational adjustments are meant to be small scale, technical adjustments to the Urban Growth Boundary (UGB). They are a device used to adjust the boundary when a mistake was made in the original drawing of the boundary line, when the addition of a small acreage will uniquely facilitate the development of lands already in the UGB adjacent to the proposed addition, or the addition involves an addition of two acres or less intended to make the UGB coterminous with property lines. In any case, the need for the property in the UGB is not a factor to be considered in judging the suitability of the proposed addition.

In brief, a successful demonstration of compliance with the standards must show that the adjustment will:

--result in a net improvement in the efficiency of the delivery of public facilities and services in adjoining areas within the UGB, and that the land in question itself can be served in an orderly and economic manner;

--lead to maximum efficiency of land uses;

--positively relate to any regional transit corridors and positively address any limitations imposed by the presence of hazard or resource lands;

--retain agricultural land when the petition involves lands for which no exceptions to goals 3 and 4 have been granted; and

--be compatible with nearby agricultural uses, or show why adherence to all the other conditions clearly outweigh any incompatibility.

In addition, a locational adjustment adding land to the UGB must be for less than 50 acres and must include within its boundaries all similarly situated contiguous lands, in order to avoid the piecemeal expansion of the UGB through a series of contiguous and identical locational adjustments.

At the hearing on this matter, scheduled for Wednesday, January 31, 1990, at six o'clock pm in the Gresham City Council Chambers (1333 NW Eastman Parkway, Gresham), petitioner should reiterate the facts supporting their petition and contention that a more superior UGB will result from this amendment. In addition, petitioner should address the following issues stemming from a review of the record:

- 1) Petitioner contends that these are the last properties not already inside the UGB that would be served by gravity sewers in the Hogan Creek Drainage. This should be demonstrated during the hearing by referring to the map exhibits included with the petition.
- 2) Petitioner contends that inclusion of the subject properties within the UGB will minimize confusion for service providers and lead to a more efficient spreading of the costs of providing new urban infrastructure to adjacent, already urban lands. The City of Gresham, in its comments, agrees for the most part with this contention. However, the record does not reflect to what extent the inclusion of this property will decrease the cost of services to adjacent urban properties, thereby making the provision of those services more likely. Petitioner's presentation should include information which quantifies the actual anticipated affect that inclusion of the subject properties might have on the cost of extending sewer, water, and/or other public services.
- 3) Petitioner states a desire for developing five single-family houses on the site. Gresham, in its comments, indicates that it would anticipate development to occur at a density consistent with its LDR-7 zone and that stormwater will probably need to be retained on-site. Multnomah County comments that part of the site may be constrained by a steep slope hazard. Petitioner will need to explain whether the site can, in fact, be developed at densities consistent with the comprehensive plan designations likely to be required by Gresham, the urban service provider for the subject properties.
- 4) Although the subject properties are presently zoned MUA-20, and excepted from the strict resource preservation requirements of state planning goals 3 and 4, the property

across Hogan Road is presently zoned EFU and is being actively used for nursery crops. Petitioner needs to indicate how urban development of the subject properties will not interfere with agricultural use of the EFU lands east of Hogan Road.

Please feel free to contact me should you have any questions about this report. I have furnished a copy of this memo directly to the representative of the petitioners, Mr. Jeffrey Kleinman, to Mr. Tom Kloster, City of Gresham, and to Ms. Lorna Stickel, Planning Director, Multnomah County.

EXHIBIT 16 - NOTICE RECEIPTS

THIS EXHIBIT IS NOT REPRODUCIBLE BUT IS AVAILABLE AT THE METRO OFFICES FOR EXAMINATION, AND WILL BE AVAILABLE AT THE HEARING BEFORE THE METRO COUNCIL ON APRIL 26, 1990.



CITY OF GRESHAM

EXHIBIT NO. 17

Community & Economic Development Department
1333 N.W. Eastman Parkway
Gresham, OR 97030-3813
(503) 661-3000

RECEIVED

JAN 29 1990

JEFFREY L. KLEINMAN
ATTORNEY AT LAW

January 26, 1990

Jeff Kleinman
1207 SW 6th Avenue
Portland, Oregon 97204

Dear Mr. Kleinman,

The following is a description of the various issues we discussed today with John Harris regarding the proposed Gravett Urban Growth Boundary (UGB) adjustment. The proposal would include the 5.8 acre Gravett site in the area designated for urban development, and served primarily by the City of Gresham. The figures cited here are very general, and specific studies to determine exact data will be required prior to development of any properties.

SANITARY SEWERS

The Gravett property extends west to Hogan Creek, and could participate in a sewer trunk project that will follow this drainage. While it is possible for the trunk to be extended without crossing the Gravett property, including the site would reduce the cost incurred by other properties already in the urban area. Based on a basin area of roughly 463 acres that is almost entirely undeveloped, the 5.8 acre site could account for approximately 1.25% of the project cost. The project may occur soon, as it will be required for the development of the Crystal Springs Country Club development (located to the south) which has recently received City approval.

WATER FACILITIES

As described in Gresham file no. 89-106-PMA, the site forms an important link in the City's planned water system, since a 16" water main will be constructed along Hogan Road where it forms the Urban Growth Boundary. If included in the UGB, the Gravett property would form 742 feet of the total 1,300 feet of urban land along the west side of Hogan. Under this scenario, the property developer could be required to contribute 35% of the cost of extending the line along this frontage (based on a 55% cost for an 8" line that would be required to serve the actual property).

If the site is not included in the UGB, the water line extension would be forced to circumvent the property, with as much as 500-600 feet of additional water line required.

Mr. Jeff Kleinman
January 26, 1990
Page -2-

The additional amount at an estimated cost of \$85.00 per linear foot could range from \$42,500 to \$51,000.

STREETS

Should the Gravett property be included in the UGB, the property could contribute as much as 55% of the required half street improvements required on the urbanized portion of Hogan Road that begins at the site. This portion of Hogan Road is classified as a Minor Arterial, and could require a 35 foot half street dedication at the time of development. If the site is not included in the UGB, a 742' gap in improvements could exist should urban properties south of the Gravett property be developed.

OTHER PLANNING ISSUES

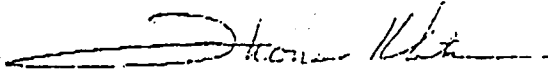
The public improvement figures above show why the developers of urban property south of the Gravett site may choose to petition for an UGB adjustment, rather than attempt to extend facilities around the intervening property.

However, urban development (which would likely be limited to low density single-family homes or duplexes) of the site would not necessarily threaten the viability of rural land uses along the opposite frontage of Hogan Road. In fact, there are many examples in the City where low density residential land uses are mixed with commercial agriculture, such as nursery and berry farms.

Because most of the Gravett site appears to be in the 15-35% slope district, development would likely occur at approximately 10-15 single-family units, or 20-30 duplex units. This estimate considers slope restrictions and required street dedications for local streets and Hogan Road.

Hopefully, this information helps to address those issues identified by Metro as central to the UGB decision, and John Harris and I will be prepared to provide any needed clarification at the January 31, 1990 hearing on the matter.

Sincerely,



Tom Kloster
Community Planner

cc: John Harris

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1207 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

(503) 248-0808

February 1, 1990

Christopher P. Thomas
Hearings Officer
2000 SW First Avenue, Suite 400
Portland, Oregon 97201

Re: Petition for Locational Adjustment to Urban
Growth Boundary of Paul and Shirley Gravett
Contested Case No. 89-1

Dear Mr. Thomas:

I have contacted the office of Dr. Orval Ause, Assistant Superintendent in Charge of Business for Gresham Public Schools. Dr. Ause's domain includes issues of school capacity. His office informed me today that the estimated 10 to 15 additional students generated by development of the Gravett property would be served by Gresham Public Schools, and said schools will in fact be able to serve them.

Please let me know if you have any further questions.

Very truly yours,


Jeffrey L. Kleinman

JLK:jr

cc: Ethan Seltzer, Metropolitan Service District
Tom Kloster, City of Gresham
Paul and Shirley Gravett

EXHIBIT 19 - MAP SHOWING GRAVETT SITE

THIS EXHIBIT IS NOT REPRODUCIBLE BUT IS AVAILABLE AT THE METRO OFFICES FOR EXAMINATION, AND WILL BE AVAILABLE AT THE HEARING BEFORE THE METRO COUNCIL ON APRIL 26, 1990.

EXHIBIT 20 - 4 MAPS SHOWING GRAVETT SITE

THIS EXHIBIT IS NOT REPRODUCIBLE BUT IS AVAILABLE AT THE METRO OFFICES FOR EXAMINATION, AND WILL BE AVAILABLE AT THE HEARING BEFORE THE METRO COUNCIL ON APRIL 26, 1990.



*FY'91
Unified
Work
Program*

Transportation Planning in the
Portland-Vancouver Metropolitan area

Metropolitan Service District
Intergovernmental Resource Center
Oregon Department of Transportation
Tri-Met

April 1990

METRO

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OREGON PORTION

RTP UPDATE/MAINTENANCE

PROGRAM DESCRIPTION

The adopted Regional Transportation Plan (RTP) provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. To ensure that the RTP adequately reflects current demographic, travel demand and economic conditions and trends, ongoing maintenance of the RTP database and timely updates are necessary to the plan.

Continue implementation of the Transportation 2000 Finance program in cooperation with statewide and regionwide governments and the business sector.

RELATION TO PREVIOUS WORK

The RTP update process is an ongoing program as is RTP maintenance. The Transportation 2000 Finance Program involves ongoing activities related to imposition of a regional vehicle registration fee and establishment of a regional arterial fund. This ongoing activity represents a continuation of efforts to define regional transportation project needs and funding strategies.

OBJECTIVES

This program involves the following major elements:

- A. 2010 RTP Update (March 1991) -- Evaluate the adequacy of the currently adopted RTP in meeting the needs of the region based on updated 10 and 20 year regional growth forecasts and travel demand projections. Identify amendments to the RTP required in the areas of transportation policy, regional transportation system elements, improvements to the systems (10 and 20 year needs), financing shortfalls, coordination, consistency with other plans and outstanding issues.
- B. RTP Maintenance/Consistency -- Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans.
- C. Assist in completing the Urban Growth Boundary (UGB) periodic review relative to transportation system impacts; assist Multnomah County and Clackamas County in evaluating consistency of the I-84/U.S. 26 Connector (Mt. Hood Parkway) and the Sunrise Corridor with land use goals.

- D. Assist ODOT and LCDC in defining state administrative rules for transportation planning and decision-making consistent with state land use law.
- E. Participate as a representative from Metro to various planning or engineering technical advisory committees involved with refinement and implementation of various projects identified in the RTP.
- F. The Transportation 2000 Finance program is a cooperative regional effort with the objective of funding the major project areas defined in the Regional Transportation Plan such as regional highway corridors, LRT, urban arterials, transit service and routine capital. Two major elements include:
- Regional Vehicle Registration Fee -- Defining the program for imposition of a regional vehicle registration fee taking into consideration the trade-offs between alternative LRT and arterial improvements. Define the rate and agency to submit the fee to the ballot.
 - Arterial Fund -- Establishing the administrative procedures and project priorities for a regional arterial fund. Define the funding sources proposed for the arterial fund.
- G. Westside Bypass
- Provide travel forecasts for transportation alternatives to the Western Bypass. Provide assistance to the Western Bypass Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) in evaluating alternatives, particularly related to effect on the overall transportation system and land use impacts. Adopt necessary findings or other land use actions required for recommendations from Western Bypass Study.

EXPENSES

Personal Services:	\$198,852
Materials and Services:	<u>10,226</u>
	\$209,078

REVENUES

PL/ODOT	\$ 29,123
FY 91 Sec. 8	27,814
FY 91 FHWA (e)4	71,000
ODOT (Bypass Contract)	30,000
Metro Match	<u>51,141</u>
	\$209,078

RTP PRIVATIZATION

PROGRAM DESCRIPTION

Define and establish programs and policies to ensure private enterprise participation in the planning and provision of mass transit service.

OBJECTIVES

Metro works closely with Tri-Met to ensure that the private sector is involved in the planning and provision of mass transit service by:

1. Notifying private transportation providers when new transit service is contemplated (Tri-Met).
2. Performing analyses of the cost-effectiveness of transit service being provided by Tri-Met as compared to the private sector (Tri-Met/Metro).
3. Continuing to seek opportunities to implement private sector transit service where possible (e.g., I-205 corridor, Macadam corridor, PTC corridor, etc.) (Metro/Tri-Met).
4. Certifying that the private sector has been adequately involved in the development of transit projects included in the TIP (Metro).
5. Assisting Tri-Met in analyzing transit markets and types of transit service which may be appropriate for implementation by the private sector. As follow-up to the Suburban Transit Study, which calls for contracted service to serve developing areas, continue to identify transit markets and types of transit service which may be appropriate for implementation by the private sector (peak, owl, feeder, new service, etc.) (Tri-Met/Metro).

EXPENSES

Personal Services:	\$33,125
Materials and Services:	<u>0</u>
	\$33,125

REVENUES

FY 89 Sec. 9	\$16,500
FY 88 Sec. 8	10,000
Metro Match	<u>6,625</u>
	\$33,125

PUBLIC-PRIVATE TASK FORCE ON TRANSIT FINANCE

PROGRAM DESCRIPTION

This study was initiated in 1988 for the purpose of identifying innovative public-private coventure funding strategies to fund transit improvements. With the assistance of a task force comprised of representatives from both the public and private sectors, the following mechanisms are recommended for implementation for future LRT corridors:

1. implementation of benefit assessment districts around LRT stations;
2. funding from urban renewal districts existing or formed in proposed station areas;
3. developer contribution when station is integrated with development; and
4. public acquisition of land for lease to future developers.

During FY 90, UMTA approved a UWP amendment for the remaining \$70,146 in this grant for use in refining the recommendations of the Task Force.

RELATION TO PREVIOUS WORK

The Public-Private Task Force completed their recommendations in 1988 and submitted their final report to JPACT.

OBJECTIVES

1. Develop and execute a "Regional Compact" defining the policy framework for pursuing public-private coventure funding mechanisms in relationship to the overall financing plan for LRT.
2. Integrate the process for pursuing public-private coventure funding mechanisms into an overall regional transit financial plan and implementation schedule.
3. Develop model ordinances and policies for implementation of station area assessment districts, for use of urban renewal financing toward LRT and for seeking developer financing toward LRT stations.

PRODUCTS/MILESTONES

1. Define and document where station area benefit assessment districts should be pursued.

2. Provide a recommended model for implementing assessment districts in recommended locations including assessment method (i.e., square foot, acreage, front foot, etc.), land use types to include, land use types to exempt, coverage area, method for determining property benefit and other considerations recommended by the consultant.
3. Provide recommendations on procedures, timing and jurisdictional responsibility for implementation.
4. Define and document where station area tax increment financing districts (existing or proposed) would be enhanced by the construction of LRT. Define how the district could contribute toward the implementation costs of LRT. Provide recommendations on the level of funding appropriate to be contributed toward capital LRT projects. Provide recommendations on procedures, timing and jurisdictional responsibility for implementation.
5. Define and document where station cost-sharing is most appropriate. Provide recommendations on the level of funding projected for station cost-sharing. Provide recommendations on procedures, timing and responsibilities for implementation.

EXPENSES

Personal Services:	\$ 0
Materials & Services:	<u>45,000</u>
	\$45,000

REVENUES

Section 8 (0054)	\$36,000
Portland Match	4,000
Tri-Met Match	<u>5,000</u>
	\$45,000

SOUTHEAST CORRIDOR (WILLAMETTE RIVER BRIDGE CROSSING STUDY)

PROGRAM DESCRIPTION

The Sellwood Bridge has 15 to 20 years of useful life remaining. In addition, the Sellwood and Ross Island Bridges are operating over capacity. Previous consultant studies have found that construction of a new bridge may be more cost-effective than attempting major repairs of the Sellwood Bridge at significant expense to this aging structure. This study will examine the need for additional river crossing capacity across the Willamette River and the most practical locations to construct a new bridge. Ultimately, after an extensive public involvement process, the study will result in the selection of the preferred location for a new bridge or adding capacity to the Ross Island Bridge.

RELATION TO PREVIOUS WORK

A sketch analysis was conducted on a range of bridge crossing options during the Johnson Creek corridor phase of the Southeast Corridor Study to identify the relationship between bridge crossings and east/west traffic in the study area. Conclusions were that various bridge crossing options will impact traffic on the arterial system, but will not affect possible recommendations for east/west collectors in the Southeast study area.

This study is the second phase of a study which concluded in 1989. It is a multi-year study which will be completed in FY 92.

OBJECTIVES

This study will evaluate the adequacy of Willamette River bridge capacity south of downtown Portland and recommend needed improvements to the Ross Island Bridge or the Sellwood Bridge. It will also determine the need for, feasibility of and potential locations of a new bridge. In addition, the study will ensure that the capacity of the surrounding highway system is consistent with any river crossing improvements.

Tasks include:

- . Evaluate the role of transit and its ability to serve cross river transportation needs.
- . Evaluate the adequacy of existing Willamette River bridge crossings, options for upgrading or replacing existing bridges, and feasible locations of new bridge alternatives.
- . Measure the ability of the RTP highway system to handle projected (forecast) traffic demand.

- . Conduct problem assessment and identify capacity deficiencies for the existing bridge crossings (Ross Island and Sellwood Bridges).
- . Evaluate the performance of McLoughlin Boulevard from the Ross Island Bridge to Highway 22 and Macadam/Highway 43 north and south of the Sellwood Bridge, as well as I-5 between the Ross Island Bridge and the Sellwood Bridge.
- . Identify capacity deficiencies on the arterial system west of the Sellwood Bridge including the Terwilliger Extension and the Macadam/I-5 access.
- . Identify the significant environmental impacts and costs for each of the proposed alternatives.
- . Determine the impacts of increased bridge capacity on:
 - The need for other system improvements on both sides of the river to make the proposed alternatives work.
 - The ability of the alternative to solve problems identified in the RTP problem assessment.
 - The operation of the RTP arterial system.
 - The need for improvements to the RTP arterial system or additional arterial capacity.
- . Identify the significant environmental impacts and costs for each of the proposed alternatives.
- . Work with the jurisdictions and the Citizens Advisory Committee to gain consensus on the preferred alternative.
- . ODOT will provide support in defining the need for improvements to the Ross Island Bridge, I-405 and other roads in the area consistent with alternatives considered in this study.

PRODUCTS/MILESTONES

- . A report describing the study's overview, scope of work and assumptions for analysis.
- . A report documenting problems, needs and possible alternatives.
- . A report evaluating possible alternatives under consideration.
- . A report documenting recommendation.

EXPENSES

Personal Services:	\$110,360
Materials and Services:	<u>3,740</u>
	\$114,100

REVENUES

ODOT Direct	\$ 32,236
FY 91 FHWA e4	45,000
FY 90 FHWA e4	35,000
Metro Match	<u>1,864</u>
	\$114,100

HIGH CAPACITY TRANSIT PLANNING

The FY 91 Unified Work Program defines a multi-year effort to advance the implementation of high capacity transit services and facilities. This work program is defined within the context of the regional priorities established for high capacity transit development and includes the following components:

1. Westside Corridor -- The Westside Corridor from Portland to Hillsboro is the region's number one priority. The portion from downtown to 185th Avenue is in Preliminary Engineering under the jurisdiction of Tri-Met. Tasks are included (principally by Tri-Met and in a lesser support role by Metro and other jurisdictions) to complete Preliminary Engineering and the Final Environmental Impact Statement to allow negotiation of a Full-Funding Agreement with UMTA during FY 91.
2. Westside Corridor Extension to Hillsboro -- The extension of the Westside Corridor from 185th Avenue to Hillsboro is in Alternatives Analysis under Metro's jurisdiction. Tasks are included to complete the Alternatives Analysis, publish a Draft Environmental Impact Statement and select a preferred alternative during FY 91. It is through this process that the final decision will be made on whether to extend LRT to Hillsboro and where the terminus should be located. If the extension is approved, the process will be initiated to complete Preliminary Engineering and the Final Environmental Impact Statement by September 1991. This will require a separate Unified Work Program amendment and grant application for this purpose. The intent is to allow the extension to be included in the Full-Funding Agreement with UMTA if the decision is made to construct the corridor beyond 185th Avenue.
3. I-205/Milwaukie Corridors -- The initial phases of an Alternatives Analysis is included in the FY 91 Unified Work Program for the I-205 and Milwaukie Corridors under Metro's jurisdiction. This initial phase of work will be completed for the I-205 and Milwaukie Corridors in a coordinated fashion to allow the region to identify the corridor segments and the range of alternatives within these corridor segments that should proceed to the remaining phase of the full Alternatives Analysis/Draft EIS process. This will include identification of downtown Portland improvements needed to support the recommended alternatives. This work task will extend into FY 92. A request for formal UMTA authorization to proceed with Alternatives Analysis together with a Unified Work Program amendment and grant application will be submitted at that time. The specific work scope and the extent to which the "initial phase" products will be

used toward formal Alternatives Analysis/DEIS requirements are subject to further approval by UMTA.

It is the expectation of the region that LRT will not be advanced into Alternatives Analysis for all of the corridor segments (downtown Portland to Milwaukie to Clackamas Town Center to Gateway to Portland International Airport). As such, it is through this initial phase of work that the next regional priority corridor for consideration of LRT (after the Westside Corridor) will be determined.

4. Bi-State Study -- High capacity transit alternatives will be examined in the I-5 Corridor from downtown Portland to Vancouver, for extensions of the I-205 Corridor from Portland International Airport into Clark County. These studies will be used to determine which of these alternatives should be included in the Regional Transportation Plans of Metro and Clark County Intergovernmental Resource Center and the extent to which the RTP meets bi-state travel needs. In addition, at the conclusion of this study, a decision will be made on whether or not and when to initiate Alternatives Analysis/DEIS as the region's next priority after the I-205/Milwaukie priority. This will include identification of the downtown Portland improvements needed to support the recommended alternatives.
5. Regional High Capacity Transit Study -- This work element is intended to provide the basis for conducting each of the specific corridor studies in the context of plans for the rest of the regional transit system. Short-term tasks to be conducted during FY 91 include:
 - a. definition of criteria for making decisions on regional priorities in the I-205/Milwaukie Corridors, in the Bi-State Corridor and for staging of the remainder of the regional system.
 - b. delineation of full regional LRT system operating characteristics including headways, feeder bus requirements, bus and LRT fleet requirements and maintenance facilities.
 - c. delineation of the downtown Portland system needed to support the regional system, whether a subway is sufficiently viable to consider in downtown Portland and which regional corridors necessitate the addition of another downtown Portland LRT alignment beyond the existing cross-mall alignment.

Longer term tasks, to be programmed in FY 92 and/or FY 93, include:

- a. development of a staging plan for decisions beyond the I-205/Milwaukie Corridors and beyond the Bi-State Corridor.
- b. development of an overall financing strategy.
- c. evaluation of the feasibility of various extensions and branches.

This work program is intended to implement the regional corridor priorities recently established as follows:

- a. Reconfirmation that the Westside LRT to Hillsboro is the region's number one priority and will be the priority focus of attention locally, with UMTA and with our Congressional delegation.
- b. Reconfirmation that it is the region's intent to proceed with Alternatives Analysis in both the I-205 and Milwaukie corridors and that they will be conducted in a coordinated manner. In this work program, the initial phase of an Alternatives Analysis is programmed to allow selection of the I-205 or Milwaukie corridor segments that will proceed as the region's next priority after the Westside Corridor to the full Alternatives Analysis process.
- c. Confirmation that the I-205/Milwaukie conclusions regarding which segments will proceed to the full Alternatives Analysis/DEIS process will take into consideration local criteria (in addition to federal cost-effectiveness criteria) for corridor priorities.
- d. Reconfirmation that the region will proceed with the Bi-State Study to determine whether or when to initiate Alternatives Analysis in the I-5 and/or I-205 corridors into Clark County as the region's next priority after the I-205/Milwaukie corridor.

BI-STATE STUDY

PROGRAM DESCRIPTION

In cooperation with jurisdictions in Clark County, evaluate the adequacy of the existing transportation system to serve existing bi-state travel needs and the adequacy of the currently adopted Regional Transportation Plan (RTP) to serve projected travel needs. Further evaluate high capacity transit and bus options in the I-5 and I-205 corridors and evaluate the extent to which bi-state travel deficiencies are affected.

This joint Metro/IRC work program was adopted in FY 89-90 and the work initiated. The work will be completed by the end of FY 90-91 or early FY 91-92. The overall conclusion will result in refinements to the Metro and/or Clark County Regional Transportation Plan(s) and determination of whether or not to proceed to Alternatives Analysis/Draft EIS studies for LRT in the I-5 or I-205 corridors into Clark County and which alternatives should be considered further. Alternatives to be studied include 1) the TSM option, 2) busway options, 3) LRT options and 4) No Build.

RELATION TO PREVIOUS WORK

The scope of work, oversight committees and financial commitments were agreed to in FY 90 as part of a bi-state work task that was added to the Unified Work Program.

The analysis of existing travel, future travel demand and present/future transportation system adequacy will utilize information produced by the following work activities:

1. Forecasts produced in the model refinement tasks;
2. Update LRT ridership forecasts and evaluation of I-5 North LRT produced in the Regional LRT study task; and
3. Technical input on highway operating levels from WSDOT and ODOT.

In addition to this transportation system evaluation, Metro is coordinating the development of an Urban Growth Management Plan to guide future urban expansion in the Oregon portion of the metropolitan area. This activity is being done as a cooperative effort of the land use planning interests in the region under the supervision of the Urban Growth Management Policy and Technical Advisory Committees. This effort will result in development of regional goals and objectives in 1990 followed by a more detailed urban growth plan in 1991. Initial discussions have been undertaken to coordinate with and expand this activity into Clark County.

If at the conclusion of the bi-state analysis it is determined that the planned transportation system is inadequate, and upon completion of the long range land use planning activities described above, consideration will be given on whether or not to undertake an assessment of additional transportation improvements in the I-5/I-205 corridors.

Consideration of new highway bridges will not be undertaken until other alternatives have been thoroughly considered and a long range urban growth policy for the region has been developed.

OBJECTIVES

The objectives and products listed below have been jointly agreed upon by Metro's Joint Policy Advisory Committee on Transportation (JPACT) and IRC's Transportation Policy Committee.

1. Provide for policy, technical and public input to the Bi-State Transportation Study.
 - a. Metro and IRC staffs will report results at periodic joint meetings of JPACT and the IRC Transportation Policy Committee.
 - b. Metro and IRC staffs will jointly convene a technical advisory committee.
 - c. IRC staff will within Clark County develop a broad based community information program on high capacity transit and, under separate funding, Portland will develop a community information program within North Portland.
2. Evaluate and define existing bi-state travel needs and traffic impacts on I-5 and I-205 (May 1990).
 - a. Conduct a detailed capacity analysis and facility needs analysis based upon today's traffic volumes and roadway capacities.
 - b. Identify, segment and evaluate existing needs in terms of trucks, auto, transit and intraregional versus interregional.
3. Update and refine the travel forecasting models using the updated and calibrated models to produce regionwide travel forecasts for 2010 that are based on the "new" 2010 growth forecasts (May 1990).
4. Develop a methodology for assessing the impacts of bi-state accessibility on economic development to the region as a

whole, to the Clark County region and to the Portland region. This methodology will be provided to the land use planning jurisdictions for consideration (January 1991).

5. Evaluate the ability of the 2010 "committed" and "RTP" transportation system to meet the future year travel demands (October 1990).
 - a. Conduct a detailed capacity analysis of both the "committed facility improvements" and the "RTP" transportation system improvements.
6. Update LRT ridership data and cost data (August 1990).
 - a. Review 1988 bus ridership calibration using the most recent land use data and transit system data.
 - b. Produce 2010 bus versus LRT ridership estimates given the "new" 2010 land use and revised transit/LRT network in both Portland and Vancouver.
 - c. Update capital and operating costs.
 - d. Identify downtown Portland improvements necessary to support Bi-State Corridor transit improvements.
7. Examine alternative LRT options including a King Boulevard alternative and LRT extensions in Clark County (March 1991).

PRODUCTS/MILESTONES

Develop a report documenting the analysis and findings of the Bi-State Transportation Study to include the following:

1. Existing bi-state travel and capacity needs.
2. Identification of TSM strategies for immediate implementation.
3. Model calibration for bi-state travel, including the results of the external travel survey.
4. 2010 travel forecasts and costs for I-5 North LRT.
5. Evaluation of adequacy of RTP system to meet 2010 travel demands.
6. Evaluation of feasibility of I-5 North LRT extensions into Clark County.

The major policy matters to be addressed through this study include the following:

- A. Whether bi-state travel needs will be met through the current RTP calling for LRT in the I-5 corridor from Portland to Vancouver and the I-205 corridor from Portland International Airport to Clackamas Town Center. Amendment to the Clark County Regional Transportation Plan accordingly.
- B. Whether additional LRT alternatives will benefit or detract from effectively serving bi-state travel needs, such as: alternative alignments in the I-5 North corridor such as Martin Luther King, Jr. Boulevard, extension of the I-5 LRT corridor to Hazel Dell or Vancouver Mall or extension of the I-205 LRT to Vancouver Mall; amendment of the Metro and Clark County Regional Transportation Plans accordingly.
- C. If bi-state travel needs are not adequately met, delineation of the magnitude and character of unmet needs to enable determination of whether to proceed with additional studies of new transportation improvements (such as a third bridge). Consideration of new highway bridges will not be undertaken until other alternatives have been thoroughly considered and a long range urban growth policy for the region has been developed.
- D. Determination of whether LRT is sufficiently promising to initiate an Alternatives Analysis/DEIS under the federal funding process.

The following budget is for Metro and IRC staff support during FY 91. In addition, funding is provided from local sources for consultant support.

EXPENSES (FY 91)

REVENUES

Metro:			
Personal Services:	\$41,884	PL/ODOT	\$10,000
Materials and Services:	<u>3,116</u>	PL/WDOT	4,000
	\$45,000	ODOT Direct	10,000
		FY91 Sec. 8-Metro	8,000
IRC:		FY91 Sec. 8-IRC	4,000
Personal Services:	<u>\$18,000</u>	Bi-State Contract	15,000
		Metro Match	2,000
Total	\$63,000	IRC	<u>10,000</u>
			\$63,000

Following is a budget for the entire Bi-State Study for all participating jurisdictions. Portions of this work were completed in FY 1990. This budget includes work for all related tasks including other UWP activities such as model calibration, model refinement, developing regional 2010 travel forecasts, and developing light rail transit forecasts for the I-5 Corridor.

	<u>EXPENSES</u>	<u>REVENUES</u>
Metro	\$145,550	\$113,800
IRC	116,350	52,500
C-TRAN	23,400	206,000
Tri-Met	26,500	46,500
ODOT	9,500	18,500
WSDOT	14,700	14,700
Consultant	125,000	0
Portland	<u>\$150,000</u>	<u>\$159,000</u>
	\$611,000	\$611,000

REGIONAL HIGH CAPACITY TRANSIT STUDY

PROGRAM DESCRIPTION

The regional analysis of a high capacity transit system will extend over two to three years in coordination with separate UWP work elements dealing with 1) the Westside Corridor to Hillsboro, 2) the I-205 and Milwaukie Corridors, and 3) the I-5 and I-205 Corridors from Portland to Clark County. Tasks in this work element will focus on developing the regional framework, inter-relationships between corridors, development of criteria to compare corridors, evaluation of the impact of each corridor on downtown Portland and evaluation of corridors elsewhere in the region.

This work element will evaluate the full regional system in order to establish total system operating and ridership characteristics, particularly in the downtown. Bus and LRT fleet requirements and the need for maintenance facilities will also be evaluated. Within this context, the initial phase of the I-205/Milwaukie Corridor studies will provide the basis for determining which corridor is initiated after the Westside is completed. Similarly, the Bi-State Study will provide the basis for determining whether or not and when to initiate Alternatives Analysis for high capacity transit to Clark County. In each of these studies, consideration will be given to the need to include additions to the downtown high capacity transit system as part of the Alternatives that are advanced to the Alternatives Analysis/DEIS phase. This work element will complete the overall staging plan and financing strategy for the remainder of the regional system.

RELATION TO PREVIOUS WORK

The Regional Transitway Study Scope of Work (approved in FY 83) has served as an overall guide for the regional LRT studies, under which studies in the Milwaukie, Bi-State, I-205, Barbur and Macadam corridors have been undertaken.

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, McLoughlin, and I-205 corridors have the highest priority and should be advanced within a 10-year time frame. As a result, there is a separate program for these Alternatives Analyses. In addition, a Bi-State Study is currently underway to evaluate high capacity transit in the I-5 and I-205 Corridors to Clark County. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year time frame. The Macadam Corridor need was determined to be beyond the 20-year time frame. These previously identified corridors will be reexamined and updated based on the new 1988 travel forecast model and the newly forecast 2010 land use data.

In addition, through the Regional Transitway Study, the conclusion was reached that a multi-corridor LRT system could not operate on a single "cross-mall" alignment in the downtown area but that two alignments (a "mall" and "cross-mall" alignment) would probably be adequate. Since that study, further work related to the Central City Plan and the Westside Corridor Project concluded that:

- . a second downtown alignment is not needed for the Westside;
- . a transit loop should be examined to provide distribution to the various central city subdistricts; and
- . a subway should be considered as an alternative to the slower surface operations.

OBJECTIVES

Major tasks that will be undertaken as part of this program include:

1. Develop criteria for determining the cost-effectiveness and priority of alternative high capacity transit corridors. This will build on the UMTA cost-effectiveness criteria (which will also be used) but expand to take into consideration implementation of land use objectives, availability of public-private financing mechanisms and the impact on other parts of the transit and highway system. These criteria will be used to narrow corridors and alternatives to be considered further in the I-205/Milwaukie Alternatives Analysis/DEIS, in the Bi-State Study and for the remaining system.
2. Review of the primary light rail corridors identified in the RTP using the 1988 travel forecast models and new 2010 land use data. This assessment will examine in greater detail the identified corridors and document the performance of the light rail lines as one system, including the need for fleet expansion and maintenance facilities. The corridors to be considered include I-205, I-5 North, McLoughlin and Barbur in addition to the Banfield and Westside Corridors.
3. Analysis of the ridership impacts of adding light rail or a subway to the Portland transit mall or on other viable streets in the downtown. Work with Tri-Met to determine when such an improvement would be required from ridership, conceptual engineering and cost standpoints. Work with Portland to determine impact on land use and development policies. Based upon this evaluation, determine the ultimate central city system and the implementation steps required for this ultimate system.

4. Develop a "staging" plan for the regional high capacity transit system in the context of regional priorities focusing on the I-205/Milwaukie Corridors and the Bi-State Corridor. Upon conclusion of these corridor studies, determine the priority order of remaining corridors from a systems perspective. This analysis would look at the relationship between corridors, operational and maintenance facility issues, the need for and timing of an additional alignment in the downtown, bus fleet size issues, etc.
5. Development of an overall system financing strategy and staging plan. Determine relative priorities of the corridors based upon their relative cost-effectiveness. This will also involve ensuring compatibility between corridors and their effect on other parts of the LRT system.
6. Assessment of the feasibility of the branch extensions using the 1988 forecasting models. These include Portland to Lake Oswego, Milwaukie to Lake Oswego, Milwaukie to Oregon City, Clackamas Town Center to Oregon City via I-205, the Gresham Loop and Beaverton to Tigard or Tualatin. This will initially focus on ridership potential and will only include more detailed consideration of alignments, capital and operating costs if sufficiently viable.
7. Tasks to be undertaken through the City of Portland Regional Rail Study include:
 - . Evaluation of central city subway and surface alignments taking into consideration engineering "fatal flaw" analysis, comparative cost, land use impacts, conformance with adopted central city policies and ability to phase alternative improvements.
 - . Evaluation of Martin Luther King, Jr. Boulevard and Vancouver/Williams as alternatives in the I-5 North Corridor to determine whether or not they should be added to the range of alternatives to be considered in a later Alternatives Analysis/DEIS.
 - . Evaluation of integrating LRT with a replacement Sellwood Bridge.
 - . Evaluation of high density residential development along the Banfield LRT.
 - . Evaluation of alternatives in the Barbur Corridor to assist in defining which alternatives should be retained for further consideration in the Alternatives Analysis/Draft EIS process.

EXPENSES

Personal Services:	\$152,757
Materials and Services:	<u>3,740</u>
	\$156,497

REVENUES

FY 91 Sec. 9	\$ 87,550
FY 90 e4	40,000
Tri-Met Match	10,944
Metro Match	<u>18,003</u>
	\$156,497

HILLSBORO ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

Perform an Alternatives Analysis/DEIS in the Hillsboro Corridor from S.W. 185th Avenue to the Hillsboro Transit Center. Determine what mode of transit should best service the Hillsboro transit market and connect to the Westside light rail. Alternatives to consider include expanded bus service or extending the light rail line.

RELATION TO PREVIOUS WORK

This work is a continuation of the Hillsboro AA process from FY 90.

OBJECTIVES

Metro will be the lead agency in studying the potential for extending Tri-Met's Westside light rail project to Hillsboro. The target for completion of the process leading to selection of the Preferred Alternative is late spring 1991. Tasks to be completed include:

- A. Gaining concurrence from UMTA regarding detailed work scope.
- B. Providing overall project management responsibility.
- C. Preparing ridership estimates for all alignments under consideration.
- D. Assessing the land use impacts and development potential associated with each alignment.
- E. Identifying the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects.
- F. Determining LRT and bus operating costs for each alignment.
- G. Developing summary of costs, benefits and impacts for use by general public and local jurisdictions.
- H. Analyzing cost effectiveness of alternative termini east of Hillsboro Transit Center.
- I. Determining Preferred Alternative.
- J. Managing the environmental impact and traffic consultants.
- K. Overseeing the engineering and financial costing evaluations.

- L. Developing a public involvement plan and staffing a Citizens Advisory Committee.
- M. Managing Technical Advisory Committees and the Planning Management Group.

PRODUCTS/MILESTONES

- . Travel Forecasting Report
- . Capital and Operating Cost Reports
- . Financial Feasibility Reports
- . Draft Environmental Impact Statement
- . Preferred Alternative Report

The following is the estimated FY 91 portion of the overall project budget.

EXPENSES

Personal Services:	\$ 82,729
Materials and Services:	<u>227,243</u>
	\$309,972

REVENUES

Section 9	\$247,978
Local Match*	58,705
Metro Match	<u>3,289</u>
	\$309,972

*Total Local Match for Full Grant:

Tri-Met	\$ 64,800	50.0%
ODOT	15,000	11.6%
Metro	10,000	7.7%
Washington Co.	29,800	23.0%
Hillsboro	<u>\$ 10,000</u>	<u>7.7%</u>
	\$129,600	100.0%

I-205 ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

Perform first phase Alternatives Analysis for the I-205 Corridor. Determine the appropriate mode of public transit in the corridor -- LRT, expanded bus service, or busway. Examine the inter-relationship between the I-205 and Milwaukie corridors and the need for a major transit project in either or both, and recommend which segments should proceed to development of the full Alternatives Analysis/Draft Environmental Impact Statement process. This work program will be undertaken in a phased manner with the initial phase aimed at narrowing the choices between corridors and alternatives within corridors for both I-205 and Milwaukie. The initial phase will focus on ridership and costs with the later phase involving formal initiation of Alternatives Analysis and preparation of a DEIS. It is the region's intent to perform this work in sufficient detail to be of use in determining a priority corridor for implementation. The specific products and budget of the initial phase remain to be finalized with UMTA. Local decisions from the initial phase include:

- . identification of corridors and alternatives to be dropped from further high capacity transit improvement;
- . identification of corridors and alternatives to be retained in the RTP for long term consideration; and
- . identification of corridors and alternatives to proceed for the remaining Alternatives Analysis/DEIS work program.

RELATION TO PREVIOUS WORK

A Phase I study was completed in the I-205 Corridor in 1987. This study recommended that an Alternatives Analysis/DEIS be performed to determine the Preferred Alternative in the corridor.

OBJECTIVES

Metro will be the lead agency for performing an Alternatives Analysis in the I-205 Corridor. These tasks will be a multi-year effort, to be completed by the summer of 1992. Tasks to be completed include:

- A. Preparation of a detailed work scope.
- B. Providing overall project management responsibility.
- C. Preparing ridership estimates for all alignments under consideration.

- D. Assessing the land use impacts and development potential associated with each alignment.
- E. Identifying the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects.
- F. Determining LRT and bus operating costs for each alignment.
- G. Developing summary of costs, benefits and impacts for use by general public and local jurisdictions.
- H. Determining the interrelation between the I-205 and Milwaukie corridors.
- I. Recommend the Priority Corridor in coordination with the Milwaukie Corridor alternatives to proceed to the full Alternatives Analysis/Draft EIS process.
- J. Determine the scope of downtown Portland improvements necessary to support the alternatives under consideration.
- K. Managing the traffic consultant.
- L. Overseeing the engineering and financial costing evaluations.
- M. Developing a public involvement plan and staffing a Citizens Advisory Committee.
- N. Managing Technical Advisory Committees and the Planning Management Group.

PRODUCTS/MILESTONES

- . Methodology Reports
- . Travel Forecast Report
- . Capital and Operating Cost Reports
- . Financial Feasibility Reports
- . Priority Corridor Report

In addition to the full Alternatives Analysis, Metro will be conducting systems studies extending both the I-205 Corridor and Milwaukie Corridor analyses to Oregon City. These are less detailed studies which are intended to assess the ridership potential in each corridor, identify significant impacts which must be addressed, narrow alignment options and give a rough estimate of potential operating and capital costs.

The following is the overall project budget, a portion of which will be spent in FY 91.

EXPENSES

Personal Services:	\$118,718
Materials and Services:	<u>679,354</u>
	\$798,072

REVENUES

Interstate	
Transfer	\$678,361
Local Juris.	<u>119,711</u>
	\$798,072

MILWAUKIE ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

Perform a first phase Alternatives Analysis for the Milwaukie Corridor from downtown Portland through Milwaukie to the Clackamas Town Center. Determine the appropriate mode of public transit in the corridor -- LRT, expanded bus service or busway. Examine the interrelationship between the I-205 and Milwaukie Corridors and the need for a major transit project in either or both, and recommend which segments should proceed to development of the full Alternatives Analysis/Draft Environmental Impact Statement process. This work program will be undertaken in a phased manner with the initial phase aimed at narrowing the choices between corridors and alternatives within corridors for both I-205 and Milwaukie. The initial phase will focus on ridership and costs with the later phase involving formal initiation of Alternatives Analysis and preparation of a DEIS. It is the region's intent to perform this work in sufficient detail to be of use in determining a priority corridor for implementation. The specific products and budget of the initial phase remain to be finalized with UMTA. Local decisions from the initial phase include:

- . identification of corridors and alternatives to be dropped from further high capacity transit improvement;
- . identification of corridors and alternatives to be retained in the RTP for long term consideration; and
- . identification of corridors and alternatives to proceed for the remaining Alternatives Analysis/DEIS work program.

RELATION TO PREVIOUS WORK

A Phase I study was completed in the Milwaukie Corridor in 1984. This study concluded that LRT is promising in the corridor and narrowed the alternatives to be considered in the DEIS.

OBJECTIVES

Metro will be the lead agency for performing LRT Alternatives Analysis in the Milwaukie Corridor. These tasks will be a multi-year effort, to be completed by the summer of 1992. Tasks to be completed include:

- A. Preparation of a detailed work scope.
- B. Providing overall project management responsibility.
- C. Preparing ridership estimates for all alignments under consideration.

- D. Assessing the land use impacts and development potential associated with each alignment.
- E. Identifying the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects. (This work will be coordinated with the Willamette River Crossing study.)
- F. Determining LRT and bus operating costs for each alignment.
- G. Developing summary of costs, benefits and impacts for use by general public and local jurisdictions.
- H. Determining the interrelation between the I-205 and Milwaukie Corridors.
- I. Recommend the Priority Corridor in coordination with the I-205 Corridor alternatives to proceed to the full Alternatives Analysis/Draft EIS process.
- J. Determine the scope of downtown Portland improvements necessary to support the alternatives under consideration.
- K. Managing the traffic consultant.
- L. Overseeing the engineering and financial costing evaluations.
- M. Developing a public involvement plan and staffing a Citizens Advisory Committee.
- N. Managing Technical Advisory Committees and the Planning Management Group.

PRODUCTS/MILESTONES

- . Methodology Reports
- . Travel Forecast Report
- . Capital and Operating Cost Reports
- . Financial Feasibility Reports
- . Priority Corridor Report

In addition to the full Alternatives Analysis, Metro will be conducting systems studies extending both the I-205 Corridor and Milwaukie Corridor analyses to Oregon City. These are less detailed studies which are intended to assess the ridership potential in each corridor, identify significant impacts which must be addressed, narrow alignment options and give a rough estimate of potential operating and capital costs.

The following is the overall project budget, a portion of which will be spent in FY 91.

EXPENSES

Personal Services:	\$ 119,901
Materials and Services:	<u>1,033,108</u>
	\$1,153,009

REVENUES

103 (e)4	\$ 980,058
Local Juris.	150,348
Metro	<u>22,603</u>
	\$1,153,009

DATA RESOURCE CENTER

PROGRAM DESCRIPTION

The Data Resource Center is a cooperative data gathering and research program, supported by the dues of Metro's member jurisdictions, transportation grants, other sources of Metro funding and fees charged for products and services. The Center eliminates the need for costly duplication of its functions by individual governments and businesses. Information collected and maintained covers demographics, construction, employment and land development characteristics and potentials. Key census items are updated between the decennial U.S. census. Medium and long range forecasts of population, housing and employment are made on a four-year cycle.

The forecast is used by government and business for medium and long term planning. It is the only local source of small area (e.g., census tract) forecast data for this region.

Metro annually updates population and housing to small areas. Employment is updated biannually and Metro is the only source of this data for small areas.

A substantial portion of staff resources are devoted to providing data services. The principal client groups are Metro departments, member jurisdictions and paying customers.

Technical Assistance

Tri-Met	\$ 9,000
Port of Portland	2,070
Multnomah County	2,259
Clackamas County	3,012
Washington County	4,330
City of Portland	7,153
ODOT	<u>5,500</u>
Total	\$33,324

The Regional Land Information System (RLIS) will provide a comprehensive single source for land information in this metropolitan area. It uses computer technology to interpret data from multiple sources for regional/local government applications, economic development programs, land investment, market research and business location decision making. Metro is the lead agency among government and business entities committing to development of GIS systems.

RELATION TO PREVIOUS WORK

Population, households, housing, household income, persons by age, and households by age of head of household were updated to 1989 and used to produce the 1989 Regional Factbook.

The 2010 population/employment forecast conducted in FY 88-89 will be revised to 2011.

The demand for data products and services has risen as RLIS becomes operational. This is especially true during this interim period before member jurisdictions are capable of remote computer access to RLIS and are dependent on Metro for routine queries on the database.

Several key components of RLIS have been put in place. A digital street base map is on the system and the traffic zones have been overlain on it. This enables display and analysis of base and forecast socioeconomic data used for travel modeling. The RTP and TIP projects have also been entered into the computer mapping system, allowing spatial query and analysis.

The tax lot base map for RLIS is progressing. A contract with Portland General Electric to receive their digital base maps for use in RLIS is near being consummated. A pilot study has been completed which produced a fully functional working prototype of RLIS for a four square mile area in Washington County.

OBJECTIVES

A new project is included for next year -- adapting a set of land use forecasting models being used in several other metropolitan areas (e.g., Seattle and Los Angeles) for use in this region. These models (DRAM/EMPAL) will be used by the Growth Allocation Workshop for the next round of population and employment forecasts. The source code for these models is available at no charge, but time will be spent adapting them to this region and producing the requisite database. They will serve the Workshops by providing a quantitative tool to augment what has essentially been a "delphi" process. Application of the model to Clark County will be coordinated with the Intergovernmental Resource Center of Clark County. Required resources are estimated to be a college intern (CEIP) to assist the staff economist for 5 to 7 months and a computer able to handle the computations required by the model. The computer could be a terminal connection to the Hewlett-Packard or a stand-alone workstation may be necessary.

A tracking survey of socioeconomic characteristics is proposed for key transportation model inputs to be conducted in FY 90-91. This is a supplement to the major household survey, to be con-

ducted in FY 89-90. It will allow more refined extrapolation of census data in future years between the 1990 and 2000 census years.

Building permits will continue to be collected on a monthly basis, using the services of an independent contractor. Over the years, this has proven to be the least costly and most efficient means of obtaining this information from the cities and counties.

PRODUCTS/MILESTONES

- . Updates of "provisional" population and housing estimates to 1991 - 3/91.
- . Revise 2010 population/employment forecast to 2011.
- . The Regional Factbook, 1991 edition - 6/91.
- . Development Trends Reports - Tri-annual.
- . Household survey - 4/91.
- . Employment geocode to census tract of State Employment Service records - 2/91.
- . Regional Land Information System (RLIS) -- Convert Portland General Electric parcel base maps and implement portions of region where local governments are participating. The Metro Council will be considering supplemental funding to accelerate the RLIS implementation schedule. If approved, this task will be completed in 12-14 months rather than 26 months.
- . Process 1990 U.S. Census Bureau products as they begin to arrive and carry out lead agency role.

EXPENSES

Personal Services:	\$502,382
Materials and Services:	302,361
Capital Outlay:	<u>45,200</u>
	\$849,943

REVENUES

PL/ODOT	\$ 69,653
ODOT Direct	5,000
FY 91 Sec. 8	60,000
FY 91 Sec. 9	7,200
Tri-Met Match	1,800
Metro	<u>706,290</u>
	\$849,943

TRAVEL MODEL REFINEMENT

PROGRAM DESCRIPTION

The purpose of the Model Refinement Program is twofold: 1) maintain the state-of-the-art travel demand forecasting models and up-to-date computer simulation networks for current, short range, and long range transportation plans; and 2) maintain up-to-date short and long-range travel forecasts which reflect changes in land use assumptions, projected highway and transit investments, and travel forecasts.

RELATION TO PREVIOUS WORK

During the past five years, major improvements have been made in the travel forecasting models. Data obtained from the 1985 and 1988 travel behavior surveys and the 1989 external cordon survey have been instrumental in that process. The methodology for forecasting commercial traffic is the next area targeted for improvement.

OBJECTIVES

The Model Refinement Program has several areas of focus for FY 91.

1. Monitor and summarize trends in transit fares, auto operating costs and parking costs. Assemble and tabulate transit patronage and traffic count data. These are important input and calibration data items needed in the travel forecasting process and are collected each year.
2. Update computer simulation networks to include a 1990 base, committed RTP, 10-year RTP and 20-year RTP. Update travel demand forecasts (i.e., trip matrices) to a 1990 base, 2007 short term forecast, and 2012 long term forecast. In order to keep the simulation data current, this task is ongoing.
3. Develop a methodology to better predict the amount of commercial traffic on the region's roadways. A consultant will be hired in FY 90 and carry forward into FY 91 to conduct a literature review and survey of prominent regions to determine various methodologies.
4. Complete the development of a new external cordon model. Based on results from the 1989 external survey, the model will more accurately estimate the travel entering and leaving the region.
5. For transit forecasting, continuing research into effects of transfers and various categories of out-of-vehicle time (walk, wait, transfer, etc.) will be carried out.

6. For the model structure as a whole, research into the effects of congestion on time-of-day travel decisions will be carried out. An ad hoc procedure to modify trip tables to avoid over-capacity results on the highway network and to give some peak spreading information will be investigated.

PRODUCTS/MILESTONES

- . A report will be produced which documents the various cost elements and auto/transit count trends. Completion -- Spring 1991.
- . Results will be summarized and documented at the completion of the update to the travel forecasts. Completion -- Spring 1991.
- . A consultant report summarizing the various methodologies of forecasting commercial traffic will be produced. Completion -- December 1990.
- . Metro staff will implement the recommended commercial traffic forecasting procedure into the modeling process. Completion -- Spring 1991.
- . A report will be produced which documents the cordon station survey findings and the external model formulation. The new model will be implemented into the travel forecasting process. Completion -- December 1990.

EXPENSES

Personal Services:	\$115,840
Materials and Services:	<u>31,530</u>
	\$147,370

REVENUES

PL/ODOT	\$ 22,500
ODOT Direct	62,807
FY 91 SEC. 9	45,650
Tri-Met Match	6,856
Metro Match	<u>9,557</u>
	\$ 147,370

TRANSPORTATION TECHNICAL ASSISTANCE

PROGRAM DESCRIPTION

Provide technical assistance to ODOT, Tri-Met, the Port of Portland and the cities and counties using Metro travel forecasts in local transportation studies and project design.

RELATION TO PREVIOUS WORK

Ongoing service provided as needed to other agencies.

OBJECTIVES

Assistance is provided in terms of: 1) staff support to obtain data and/or evaluate a particular transportation problem; 2) computer usage; and 3) training to jurisdictional staff.

Assistance to the jurisdictions will be based on a budget allocation as follows:

City of Portland	\$ 24,179
Multnomah County	40,765
Washington County	39,970
Clackamas County	24,847
Port of Portland	7,200
Tri-Met	13,000
ODOT	<u>12,500</u>
	\$161,463

Requests for services must be made through the appropriate TPAC members; suburban jurisdictions should channel their requests through the TPAC representatives of the cities of that county. Major tasks currently anticipated include:

- . Support to ODOT and Washington, Clackamas and Multnomah Counties on project development for numerous PE/DEIS studies.
- . Support to Tri-Met for TDP update.
- . Support to the City of Portland for evaluation of alternative high capacity transit improvements, particularly in the I-5 North and Milwaukie Corridors.
- . Support to the City of Hillsboro for the Hillsboro Transportation Plan update.
- . Support to Multnomah County and the City of Portland for the mid-county plan update.
- . Support to Lake Oswego/Clackamas County for plan update.

Cornell-Burnside (\$40,000)

Perform a subarea study in Northwest Portland and Multnomah and Washington Counties to examine existing and projected travel demand in the area. The analysis would include an examination of traffic volumes, capacities, classifications and/or origins/destinations on major streets in the area including Burnside, Barnes, Cornell, Skyline, Miller, Fairview and Germantown Road. The analysis would determine the nature of traffic problems in the study area (through versus local trips, peak versus all day, etc.) and recommend to the appropriate jurisdictions further analyses needed to develop solutions to problems. If problems are regional in nature, Metro would, with continued assistance of local governments, perform the next study. If the problems are local in nature, Portland and/or Washington and Multnomah Counties would perform further studies and develop mitigating projects or measures.

PRODUCTS/MILESTONES

1. Planning and project development data provided to jurisdictions on an ongoing basis.
2. Documentation summarizing the assumptions, travel forecasts and recommendations for the Tri-Met TDP.

EXPENSES

Personal Services:	\$180,833
Materials and Services:	<u>27,736</u>
	\$208,369

REVENUES

PL/ODOT	\$ 50,625
ODOT Supple.	13,000
FY 91 Sec. 8	11,500
FY 91 FHWA (e)4	34,000
FY 91 Sec. 9	9,600
FY 91 HPR	21,500
FY 89 HPR	50,463
Tri-Met Match	2,400
Metro Match	<u>15,281</u>
	\$208,369

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The Transportation Improvement Program (TIP) serves as a regional policy document describing which projects will be given priority, and is prepared in response to United States Department of Transportation (USDOT) regulations. The regulations state that a program of highway and transit projects which use federal funds is to be developed annually under the direction of the MPO and is to set forth cost estimates for the annual element year. Projects are developed through cooperative participation of the Oregon Department of Transportation (ODOT), the cities and counties in the region, and Tri-Met. In addition to including projects defined by the cities and counties, the TIP incorporates major regional actions such as Tri-Met's Transit Development Plan and ODOT's Six-Year Highway Improvement Program.

RELATION TO PREVIOUS WORK

The TIP is adopted on an annual basis with periodic amendments relating to the following activities:

- . to establish transportation project priorities
- . to allocate federal funds
- . to monitor funding status of projects and their federal funding
- . to periodically publish status reports
- . to amend previously approved funding allocations

OBJECTIVES

The TIP is an ongoing work task relating to the use of federal transportation funding in the Portland region. It is a combination of an existing program level, using ongoing transportation grants and is required by federal regulations as a prerequisite for receipt of federal highway and transit funding by ODOT, Tri-Met, the cities and counties. Because of the magnitude of federal funding affected, it is a high priority project.

In general, the TIP involves the following work activities:

1. Ongoing Maintenance -- Monitoring of past and current funding allocations relative to project status, current schedules and costs, and management of cost overruns and underruns on previously approved projects and funding.
2. Funding Allocation -- Selection of new projects to be funded with federal funding categories that are the direct responsibility of Metro.

3. Funding Priorities -- Establishment of regional priorities for funding categories that are the direct responsibility of ODOT or Tri-Met and approval of funding allocations established by those jurisdictions. The above three tasks are ongoing throughout the year.
4. Annual Update -- Annually, the overall TIP is updated and adopted to reflect current costs and schedules and incorporate funding actions approved throughout the year. The annual TIP update is adopted in August.
5. Federal-Aid Urbanized Boundary, Classification and Systems -- Boundaries are fixed by responsible local officials through the MPO and reviewed and approved first by the Oregon State Highway Division (State Highway Engineer) and then by the Federal Highway Division Administration. Where transit is involved in urbanized areas, the boundary is also approved by the Urban Mass Transportation Administration (UMTA). Updates cover amendments to the boundary and changes to the Functional Classification System and to the Federal-Aid System.

PRODUCTS/MILESTONES

- . Periodic amendments to the TIP Federal-Aid Urbanized Boundary, Functional Classification and Federal-Aid Systems.
- . Endorse annual Transit Development Plan.
- . Adopt Special Needs Transportation allocations to recipient agencies - 6/91.
- . Adopt the 1991 TIP and updates to the TDP, Six-Year Program, and jurisdictional projects - 8/90.
- . If no previous action, adoption of the TIP would also include Tri-Met's compliance with private sector participation, Metro's certification of compliance with federal requirements, evaluation of the financial ability of Tri-Met to construct and operate projects proposed in the TIP, and conformance of the TIP with the Oregon State Implementation Plan (SIP) for Air Quality.
- . Prepare annual report documenting all the above for distribution to city and county public works officials and other officials on the local, state and federal levels - 10/90.

EXPENSES

Personal Services:	\$104,650
Materials and Services:	<u>350</u>
	\$105,000

REVENUES

PL/ODOT	\$ 25,000
ODOT Direct	26,957
FY 91 Sec. 8	42,434
Metro Match	<u>10,609</u>
	\$105,000

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

Provide for overall ongoing department management including budget, Unified Work Program (UWP), contracts, grants, personnel and activities required by the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

RELATION TO PREVIOUS WORK

Ongoing work element.

OBJECTIVES

Ensure compliance with all federal requirements for receipt of grants and maintain "certification" of the region for continued receipt of transit and highway construction funds and provide documentation to the Federal Highway Administration (FHWA) and Urban Mass Transportation Administration (UMTA) of such activity.

Provide support to JPACT, TPAC and subcommittees to ensure coordination between state, regional and local transportation plans and priorities.

Provide departmental management including personnel matters, management of expenditures for materials, services and capital, contract compliance and departmental work programs. Particular products and activities are as follow:

1. FY 91 Unified Work Program.
2. Management of department staff time, budget and products.
3. Required documentation to FHWA and UMTA such as quarterly narrative and financial reports.
4. Monthly progress reports to the TPAC.
5. Minutes, agendas and documentation.
6. Execution and monitoring of various pass-through agreements.
7. Interdepartmental coordination.
8. Periodic review with FHWA and UMTA on UWP progress.

PRODUCTS/MILESTONES

1. Budget adoption (June).

2. UWP adoption (April).
3. Grant approvals (June and December).
4. Contract approvals (as needed).
5. Annual self-certification (May 1991).
6. Progress reports for Council and federal agencies (quarterly).
7. TPAC/JPACT mailings, monthly; monthly reports.

EXPENSES

Personal Services:	\$128,411
Materials and Services:	46,435
Capital Outlay:	<u>29,085</u>
	\$203,931

REVENUES

FY 91 PL	\$ 32,600
FY 91 Sec. 8	36,500
Metro	<u>134,831</u>
	\$203,931

Program Specific Requirements for MPOs

1. Assessment of Title VI Planning Efforts

Metro works with Tri-Met to assure that the provision of existing transit service is non-discriminatory. While the responsibility for planning actual routes and service headways is at Tri-Met, Metro provides Tri-Met with data based on the 1980 census showing where concentrations of minority populations are throughout the region. Tri-Met examines the zones with high minority populations and analyzes how accessible transit is in those areas, as compared to the general population. This analysis indicates that minority residents in the Portland metropolitan area do, in most instances, receive equal or better transit accessibility than predominantly non-minority areas with similar local characteristics, and significantly better accessibility than the regional average.

With respect to capital improvements, Tri-Met prepares impact analyses for fixed facility projects as required by UMTA regulations. Any project which requires an environmental assessment or an environmental impact statement includes an analysis of the impact on minority populations. To date, there have been no Title VI concerns raised during either compliance reviews or other activities.

2. Monitor Title VI Activities

- a. With technical assistance from Metro, Tri-Met performed a transit accessibility analysis which enabled the population data (general and minority) to be converted to traffic analysis zones and census tracts. By allocating the minority population to traffic analysis zones and to census tracts, Tri-Met was able to accurately locate minority communities. With that knowledge, Tri-Met is able to target information concerning changes in transit service to the affected areas.
- b. In 1987, Metro assisted Tri-Met in developing an information base for use in addressing Title VI issues. This information was included by Tri-Met in a report to UMTA titled Title VI Report Update, September 30, 1987, Route Revisions Due to Light Rail (included in the FY 1989 Section 8 application). The data prepared by Metro included a population and employment update, transit travel time data and transit accessibility measures.

The transit accessibility data and travel time data were used to provide information on minority and non-

minority travel times to employment, shopping and major public facilities. Using existing travel behavior data, Metro can provide Tri-Met with updates of this information as needed.

3. Information Dissemination

Tri-Met has an established public involvement process which is used when service changes are proposed. The process involves the steps listed below:

- . Notification of the proposed change and pending community workshops. Notification is placed on buses in the affected areas, in the general circulation newspaper and in minority-oriented newspapers. In addition, neighborhood associations are informed of upcoming community workshops.
- . Community workshops are held at public facilities (i.e., schools, community centers, etc.) in the affected neighborhoods. These workshops are informal gatherings at which Tri-Met staff solicits opinions of those in attendance regarding proposed route changes. Revisions to the proposals are then made based on public comment from the workshops.
- . Public hearings before the Tri-Met Board of Directors are then held on the revised service modification proposals. At this time, the Board makes a final decision.

Many Tri-Met decisions must be approved additionally by Metro. Those items are included in the Metro public awareness process. Tri-Met projects are included on TPAC, JPACT and Council agendas. Public meeting notices and meeting agendas are sent to the general circulation and minority-focused newspapers such as the Skanner. Metro projects are subject to the public meeting and public hearing process. Information is disseminated through the media, newspapers and mass mailings. Metro's information dissemination process is fully explained in the FY 88 Title VI submittal. Metro's Title VI submittal has been certified by UMTA through September 1992.

- 4. Both Metro and Tri-Met focus their decision-making processes on a subject or project rather than a particular group or community. When a project is being considered, a Citizens Advisory Committee (CAC) is formed with membership made up of affected citizens. All citizens within the affected area are encouraged to participate in the citizen process.

Members for CACs are solicited through neighborhood groups, public service announcements, and ads in the daily newspaper and minority publications. Formed at the beginning of the project, the CAC is encouraged to develop alternatives and make recommendations to staff throughout the decision-making process of the project or study. Citizen recommendations are a critical part of the entire process and play an important role in determining the recommended project.

5. In 1990, Metro has one non-elected committee that deals with transit issues:

TPAC, the Transportation Alternatives Committee on Transportation, deals with all transportation issues facing the region. TPAC has 20 members, four of whom are women. TPAC has six citizen members who are the only ones Metro has authority to appoint. Openings for those positions are advertised in the daily and weekly newspaper (Skanner). Press releases are mailed to special interest groups such as the League of Women Voters, neighborhood groups, Chambers of Commerce, etc. Applicants are screened and interviewed before new members are chosen. Terms are for two years.

Other citizen committees will be formed in 1990 if the Environmental Impact Statements are performed in the Milwaukee/I-205 Corridors and when the Willamette River Crossing Study commences. All affected interest groups and populations will be recruited to sit on these committees.

ODOT PLANNING ASSISTANCE

PROGRAM DESCRIPTION

Major accomplishments for FY 91 by the Metro region include supporting Metro and other agencies in the RTP Update. Major assistance will also be given to the local plan updates and completing corridor studies. Work activities will include:

FY 1991 HPR PROGRAM

1. Access Management Studies for Sherwood/South Tigard area.
2. RTP -- Subarea analysis support for Burnside/Cornell, Willamette River Crossing and CBD I-405 Loop areas.
3. Traffic count updates as needed for model refinement and subarea studies.
4. Local land use and development traffic impact reviews.
5. Other subarea and corridor analyses including Lincoln Center (Highway 217), Sandy Boulevard, Powell Boulevard and Canyon Road areas.
6. Park-and-ride developmental reviews.
7. Participate in Hillsboro, I-205 and Milwaukie LRT Alternatives Analyses and Regional High Capacity Transit Systems Studies.
8. Continue state/regional highway jurisdictional study.
9. Participate in the Regional Bi-State Transportation Analysis.
10. Participate in Statewide Highway Plan update.
11. Provide reconnaissance engineering support to the Southeast Corridor Study.
12. Policy and technical coordination with regional planning, local agencies, TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), State of Washington regional planning (Regional Resource Center), Washington County Transportation Coordinating Committee (WCTCC), Clackamas County Transportation Committee, East Multnomah Transportation Committee and coordination of administration of programs with Metro.

EXPENSES

ODOT:	
Personnel	\$168,100
Materials & Services	<u>11,000</u>
	\$179,100

REVENUES

HPR/ODOT	\$179,100
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FINANCIAL PLANNING

Program Objectives:

1. Support policy analysis by providing management with financial projections of policy alternatives. Policy areas supported would be: budget planning, five-year financial forecast, additional revenue planning, labor cost projections, fare analysis and planning, long-range financial planning support for the Regional Transportation Plan, Transportation Development Plan, analytical support for labor negotiations, and support for Westside Light Rail capital and operating financial planning.
2. Continue refinement of financial and economic forecasting models. Build new labor rules into cost model.
3. In fulfillment of new UMTA requirements, develop a fully allocated bus route costing model. Improve peak/off-peak cost model.
4. Continue financial capacity analysis. Supplement analysis with financial capacity indicators, in fulfillment of new UMTA requirements for Section 3 and 9 applicants.

Relation to Previous Work:

1. Tri-Met has developed several cost models under several grants. These include the financial forecasting system, a marginal cost model, and a peak/off-peak variable cost model. The development of a fully allocated bus route costing model would build on these efforts and would also fulfill new UMTA requirements for contracted service decisions.
2. Existing financial and economic forecast models were developed with assistance from Grants OR-90-2003 and OR-90-2005. This work both continues model refinement and also serves policy planning in ongoing agency efforts to plan and implement cost containment measures, to develop adequate local operating and capital funding, and to accurately assess Tri-Met's financial condition and five-year financial capacity.

Products:

1. Five-year financial and economic forecast reports used in budget planning, new revenue, planning, short range (TDP) planning.
2. Financial condition and financial capacity analysis.
3. Revenue estimates, including fare revenues and Westside funding.

4. Fully allocated cost model for bus route costing.
5. Financial analysis of legislative issues.
6. Two economic forecasts of payroll tax revenues, CPI, diesel fuel costs, self-employment and state in-lieu-of tax revenues.
7. Labor cost analysis.

Expenditures:

Tri-Met \$21,250

Revenues:

OR-90-X028	\$ 17,000
Tri-Met	<u>4,250</u>
	\$ 21,250

CAPITAL PROGRAM PLANNING

Program Objectives:

Comprehensive planning for development, management and maintenance of Tri-Met's capital projects, facilities and equipment using the following emphasis areas -

A. Capital Development Program Planning -

1. Coordinate scheduling, funding, siting and conceptual design of Tri-Met's capital program with other jurisdictions and internally within the agency.
2. Enhance short and long term capital acquisition program for Tri-Met.
3. Prepare the capital components for the annual update of the TDP and the Strategic Plan.
4. Work with local jurisdictions on proposed transit centers, park & ride lot, transit priority measures, TSM measures, road improvements, and transportation plan revision.
5. Refine a Capital Improvement Program process for annual updating.

B. Capital Program and Facilities Management Planning -

1. Coordinate a process for review, prioritizing and approval of capital projects as part of the annual capital budget development.
2. Collect and analyze data relating to facilities maintenance. Manage a system of facilities maintenance.
3. Conduct on-going space use studies for Tri-Met's strategic sites to determine their best use.

Relation to Previous Work:

A. Capital Development Program Planning -

The capital program is prepared annually and revised as necessary throughout the year to meet updated requests and needs. Capital program components are also included in the annual update of the TDP and the Strategic Planning process.

B. Capital Program and Facilities Management Planning -

A capital improvement program process was defined in FY '89 to be refined in FY '90.

The planning for the operation of a vintage trolley and possible storage of cars at Tri-Met's strategic site adjacent to the Coliseum Transit Center along with construction of the Convention Center and the deterioration of some existing Tri-Met facilities suggests that a comprehensive plan should be developed to guide the agency's use of strategic sites.

Products:

A. Capital Development Program Planning -

1. Annual Tri-Met capital budget.
2. Input to state and federal capital grant applications.
3. Capital component of the TDP and the Strategic Plan.
4. Site and conceptual design work with supporting documentation and local approvals for newly proposed projects.
5. Transit revisions to regional and local jurisdictional plan updates.

B. Capital Program and Facilities Management Planning -

1. Up to date long range capital improvement and management plan including goals and objectives for the management of capital facilities after their construction.
2. Detailed proposal for capital funding of the long range capital plan.
3. Refinement of the right of way and facilities' components of the Maintenance Management Information System, with accurate tracking of the facilities maintenance activities and effective programming of preventative maintenance needs.
4. Space use study for strategic sites owned by Tri-Met to determine best use including preliminary design and cost estimate.
5. Plan for deploying field based function (road supervisors, fare inspectors, transit police, facility maintenance personnel) that optimizes their coordination and cooperation.

Expenditures:

Tri-Met \$ 80,000

Revenues:

OR-90-X026	\$ 5,000
OR-90-X028	59,000
Tri-Met	<u>16,000</u>
	\$ 80,000

SERVICE PLANNING ANALYSIS AND EVALUATION

Program Objectives:

Identify, develop, undertake, and evaluate appropriate Service Planning efforts which promote efficient, convenient and adequate service for Tri-Met's customers and potential users in the following emphasis areas:

A. Service Development -

1. Complete Design With Transit Handbook: provides planners, developers and design professionals with information to improve transit and land use coordination.
2. Develop automated database to utilize results of spring 1990 on-board passenger census.
3. Collect patronage and on-time performance data that will be used to develop annual service plans.

B. Automated Customer Contact System -

1. Increase transit service quality control and productivity.
2. Improve research data for service planning and scheduling.

C. Market Research, Analysis and Evaluation -

1. Evaluate new and existing market programs for effectiveness in increasing market share and meeting the objectives of the Marketing Plan.
2. Research and analyze service quality from the customer's perspective using customer satisfaction measures.

Relation to Previous Work:

A. Service Development -

The Design With Transit will update the 1979 version of Planning With Transit. A background research paper has been drafted.

Annual Service Plan for FY '91 is being developed in conjunction with the budget process. Completion of a Comprehensive Service Analysis will be part of the plan.

B. Automated Customer Contact System -

Manual Customer Contact Report system has been in place for four years. Reports have proven effective for quality control for

response to customer complaints, commendations and suggestions. A by-product of the system is an invaluable database which if automated would be a cost effective resource for service and personnel problem solving and planning.

C. Market Research, Analysis and Evaluation -

For the past two years Tri-Met has vigorously tested promotional efforts for effectiveness. This has led to targeted, successful and cost effective promotions. This effort will continue in order to achieve the best use off our marketing resources.

Customer satisfaction measures have not been tracked on a consistent basis at Tri-Met. Some work in this area was conducted last year under the Long Range Planning project.

Products:

A. Service Development -

1. Completed handbook.
2. Annual Service Plan.

B. Automated Customer Contact System -

1. Commuter reports by problem category including but not limited to problems by route number, time of day and location.
2. Commuter reports equating service or customer problems as they relate to specific transit employee performance by route, time of day and nature of problem.
3. Increased productivity in transit service and personnel through automation of the system.
4. Improved quality of service to the user of the system as well as improved response time to customers and management staff seeking information from the system.

C. Market Research, Analysis and Evaluation -

1. Research reports on the promotional efforts of the year, evaluating the success of the promotion and areas that could be improved in the future.
2. An evaluation of the perception of service quality from the customer's viewpoint. This will include areas where Tri-Met is doing well, needs improvement, and an analysis of perceptions that have changed over the year.

Expenditures:

Tri-Met \$121,631

Revenues:

OR-90-X019	\$ 5,305
OR-90-X028	92,000
Tri-Met	<u>24,326</u>
	\$121,631

LONG-RANGE PLANNING

Program Objectives:

1. To annually revise the TDP and update all technical information and five year plans in light of Tri-Met's strategic planning process.
2. To review the TDP draft document with local jurisdictions prior to the Board's approval.
3. To analyze the impacts of the FY '89-93 TDP and make appropriate modifications.
4. To review and distribute the draft and final document to interested parties.

Relation to Previous Work:

The process of reviewing, revising and updating the previous FY '89-93 TDP is underway. The policy direction for the updated TDP will build on Tri-Met's Strategic Plan for 1990-95. Basic questions to be addressed include "What markets to expand into?", "What types of service?", and "Operated by whom?." As part of the analysis, staff will review and incorporate ongoing work in a variety of areas including: capital needs (both new and replacement); service standards; the marketing plan; and financial planning.

Products:

1. Updated five year operating and capital development plan consistent with Tri-Met's strategic plan.
2. Service Development Program for Tri-Met. The program will balance regional expectations for service and financial aspects of service expansion.
3. Tri-Met Planning Annual Report.

Expenditures:

Tri-Met \$30,000

Revenues:

OR-90-X028	\$ 24,000
Tri-Met	<u>6,000</u>
	\$ 30,000

SPECIAL AREA PLANNING

Program Objectives:

A. Civil Rights -

1. Continue analysis of DBE participation in Tri-Met contracts.
2. Refinement of computerized DBE contract monitoring process.
3. Identify areas of strengths and weaknesses in current DBE program for further efforts.
4. Refine procedures developed for establishing project specific DBE goals.
5. Review and update, as necessary, Tri-Met's DBE policy statement.
6. Continue development of a procedure for implementation and administration of the district's Equal Employment Opportunity (EEO) Program.
7. Develop and implement an EEO training program for Tri-Met staff.

B. Labor Productivity -

1. Analyze the impact that new incentive programs, benefits programs and workers' compensation programs have had on improving labor productivity.
2. Develop cost/benefit studies which yield recommended courses of action for productivity improvements.

Relation to Previous Work:

A. Civil Rights -

This program continues on-going efforts in DBE/EEO policy formation which require annual updating and revision as well as meeting annual requirements for Title VI reporting.

B. Labor Productivity -

This program continues to expand upon the work accomplished to date and will provide for evaluation of productivity enhancements.

Products:

A. Civil Rights -

1. Program for improving Tri-Met's overall DBE level of participation in contracted services.
2. Revised agency DBE policy statement.
3. Refined DBE contract monitoring system for submittal to UMTA.
4. Procedure for implementation and administration of the district's EEO program.

B. Labor Productivity -

1. A plan for implementing a health and safety incentive program.
2. Description of recommended changes in the program which could maximize the effectiveness.
3. Evaluation of potential savings from implemented programs.

Expenditures:

Tri-Met \$36,194

Revenues:

OR-90-X028	\$28,955
Tri-Met	<u>7,239</u>
	\$36,194

PROGRAM ADMINISTRATION

Program Objectives:

1. Monitor and ensure that planning project activities and expenditures conform with the UWP.
2. Ensure that appropriate grant file documentation of activities and expenditures is provided for.
3. Provide quarterly financial and progress reports for all UWP planning projects.
4. Initiate requests for any required budget revisions, and UWP amendments.

Relation to Previous Work:

During FY '90 work is continuing on the management of the cash flow monitoring system for planning studies projects. On-going grant administration activities continue from year to year.

Products:

1. Quarterly financial and progress reports.
2. Budget revisions, UWP amendments.

Expenditures:

Tri-Met \$5,000

Revenues:

OR-90-X028	\$4,000
Tri-Met	<u>1,000</u>
	\$5,000

WESTSIDE CORRIDOR PROJECT

Project Objectives:

The Westside Corridor PE/FEIS Project is the major outgrowth of Alternatives Analysis of the Westside Corridor Project. There are four major objectives of the Westside Corridor Project:

1. Undertake engineering studies sufficient to specify a final alignment, profile and cost estimate.
2. Investigate the environmental impacts of the project and measures to mitigate them.
3. Put together a feasible financial plan to construct and operate the project.
4. Involve local citizens and jurisdictions in the decision-making process and gain political support for the project.

A more detailed Work Program is available and has been approved by UMTA. Tri-Met is the lead agency for the Westside Corridor PE/FEIS project. Metro will provide input data regarding ridership forecasts for reports required for submission to UMTA for the Final EIS and cost-effectiveness ranking. Each of the local jurisdictions will provide land-use and economic development planning assistance as well as coordination with technical design standards of their agencies. ODOT will provide technical assistance in the areas of alignment design, traffic-analysis and possibly structural analysis and right-of-way impacts.

Relation to Previous Work:

By July 1, 1983, the Westside Corridor Project had completed the (a) alternative analysis, (b) DEIS, (c) public hearings, (d) selection of preferred alternatives, and (e) the PE/FEIS grant application. Between 1983 and 1986, Tri-Met updated its patronage and service assumptions in a regional framework which confirmed the viability of the project.

Approval to continue into an expanded PE program was given to UMTA on January 31, 1988, and Tri-Met spent the first part of 1988 mobilizing resources, hiring staff and forming the necessary local committee structure. Activities from mid-1988 through the end of 1989 have involved an extensive re-evaluation of the previous DEIS, a decision to produce Supplemental DEIS, analysis and selection of options to carry into the SDEIS, and the hiring of four major consultants to assist in developing the preliminary designs and in producing the environmental documents.

The process over the next 12 months is intended to produce material for review by the participating agencies, general public

and decision making bodies including:

1. A supplement to the DEIS which analyzes changed conditions and new considerations since 1983;
2. The Final Environmental Impact Statement;
3. The Westside LRT Preliminary Design which addresses the environmental concerns and designs sub-options raised during local jurisdiction public hearings;
4. A feasible funding package to construct and operate the Westside LRT Project and an implementation plan/strategy; and
5. Final cost-effectiveness Indices suitable for submission to UMTA.

The following related activities have taken place during this past year:

1. The Banfield LRT Project (MAX) continued successful operations on schedule and has continued to exceed ridership expectations;
2. All involved local jurisdictions continue to support moving ahead with the project as the region's top transit priority;
3. SDEIS options have been defined and selected. A detailed definition of Alternatives Analysis Report has been submitted to UMTA;
4. A basic work flow chart illustrating all aspects of the project has been submitted to UMTA;
5. Preliminary designs for all SDEIS alignment options have been developed and serve as the basis for all cost estimating and environmental analyses;
6. Consulting assistance has been hired in certain specialized areas such as:
 - (a) Design;
 - (b) Architectural services;
 - (c) Systems engineering; and
 - (d) Environmental Analyses.

Preparation of the SDEIS and supporting documentation has well advanced.

7. Financial planning activities for the Westside LRT have been fully coordinated with the Public/Private Task Force on Transit Finance. Investigations of various revenue sources, cashflow scenarios and financial

capacity considerations have progressed.

8. Federal grants approved through February 1990 total \$3,807,000.

Products:

1. An assessment of Tri-Met's financial condition and capability consistent with UMTA's Circular of March 30, 1987.
2. Engineering drawings at 1" = 20' and 1" = 100' of the Westside LRT alignment, detailed site plans, designs of stations, and related systems. A design criteria book for final design.
3. Cost estimates of right-of-way, alignment and track construction, overhead wires, signals, stations, vehicles, and maintenance facilities, and all other components of the project.
4. LRT operating plan including string charts and labor build-up staffing table.
5. FEIS for the project.
6. A project management plan for final design and construction.
7. Inventory of public and private sector financing options together with recommended funding models for the Westside LRT by the Public/Private Task Force on Transit Finance.
8. A financial plan recommending public and private sources to construct and generate the Westside LRT. Support materials required for implementation of the financial plan will be prepared along with a detailed strategy to secure implementation of the recommended package.
9. An ongoing community involvement program to ensure a high level of citizen participation throughout the project.

Expenditures:

Tri-Met	\$7,884,550
METRO	178,450
City of Portland	60,000
City of Beaverton	60,000
Washington Co.	60,000
ODOT	60,000
	<u>\$8,303,000</u>

Revenues:

State of Oregon	\$ 651,288
OR-90-X011	917,020
OR-23-9002	500,004
OR-90-X026	1,657,988
OR-90-X028	1,123,200
OR-90-X031	1,863,200
FY '91 Sec. 9	610,400
Tri-Met	927,865
METRO	4,035
City of Portland	12,000
City of Beaverton	12,000
Washington Co.	12,000
ODOT	<u>12,000</u>
	<u>\$8,303,000</u>

PRIVATIZATION
NON-FEDERAL FUNDED PROJECT

Program Objectives:

1. Analyze existing and proposed transit service to determine what could be privately provided.
2. Restructure and competitively select providers for existing privately contracted services.
3. Evaluate quality and cost of contracted service relative to Tri-Met operated service.
4. Plan and implement regionally adopted strategy for private and public sector contributions to transit expansion based on conclusions of the Public/Private Task Force on Transit Finance.
5. Determine optimum footprint for private development at selected transit stations for incidental surface and air rights.

Relation to Previous Work:

Continuation of privatization efforts completed under UMTA Section 9 planning grants. The Public/Private Task Force on Transit Finance has recommended a broad menu of financing methods to assist capital expansion of transit. Some of the methods include the creation of tax increments by local jurisdictions and transit center and high capacity transit station cost sharing by private developers. These proposals are in the planning stage, adoption and implementation will follow.

Products:

1. Evaluation of savings from and quality of contracted services.
2. Development plan for promising new opportunities for privatization including the utilization of bus shelter advertising dollars to fund shelter maintenance.
3. Review of private provider proposals and services available.
4. Description of areas or routes which are candidates for contracting services.
5. Discussions with ATU regarding contracted services using ATU members.
6. A plan for implementing recommendations of the Public/Private Task Force for Transit Finance regarding creation of special assessment districts around light rail stations, sharing of high capacity transit station costs in conjunction with real estate development, tax increment financing where high capacity transit is an important element of an urban renewal plan, and joint development where publicly owned land is private development.

FY 91 UNIFIED WORK PROGRAM FUNDING SUMMARY

91sup
04/04/90

	91 PL\000T	91 000T	91 Sec 0	91 IRR (e)(4)	91 Sec 9	90\91 Sec 9 x031	Bi-State LRT\Sec 9	Hillsboro LRT\Sec 9	I-205 LRT\Sec 9	Milwaukee LRT\Sec 9	09\90 Sec 9 x020	90 IRR (e)(4)	CARRY OVER 29-9017 90(e)(4) Sec 9 x026	09 IRR	00-005 00Sec0	00-00 00Sec0	07\00 Sec 9 x019	03/0 Sec x011	04/0 Sec 9002	91 IRR	Local Match	TOTAL	
METRO																							
RTP Update/Refinement	7623		27814	71000																	41141	147570	
RTP Privatization													16500		10000		36000				6625	33125	
Public/Private Task Force																					9000	45000	
Southeast Corridor		32236		45000								35000									1064	114100	
Bi-State Study	10000	10000	0000				15000														2000	45000	
Westside Bypass	21500	30000												40000							10000	61500	
Regional LRT					07550	0	0														20947	156497	
Hillsboro LRT								247970													61994	303372	
I-205 RA/DEIS									670361												119711	790072	
Milwaukee RA/DEIS										900050											172951	1153009	
Data, Growth Monitoring	69653	5000	60000		7200	0															700090	049943	
Travel Model Refinement	22500	62007			45650	0															16413	147370	
Technical Assistance	50625	13000	11500	55500	9600	0									55160						17601	213074	
Trans Improvement Program	25000	26957	42434																		10609	105000	
Coord & Management	32600		36500																		134031	203931	
Metro Subtotal	239501	180000	106248	171500	150000	0	15000	247970	670361	900050	0	35000	40000	16500	55160	10000	36000		0	1341057	4383171		
000T PLANNING ASSISTANCE																				179100		179100	
TRIMET																							
Financial Planning											17000										4250	21250	
Capital Program Planning											59000				5000						16000	80000	
Service Planning											92000										24326	121631	
Long Range Planning											24000										6000	30000	
Special Area Planning											20955										7239	36194	
Program Administration											4000										1000	5000	
Westside LRT					610400	1063200					1123200			1657900				917020	5000004		1631180	0303000	
TriMet Subtotal	0	0	0	0	610400	1063200	0	0	0	0	1348155	0	0	1662900	0	0	0	5305	917020	5000004	0	1690003	0597075
GRAND TOTAL	239501	180000	106248	171500	760400	1063200	15000	247970	670361	900050	1348155	35000	40000	1679100	55160	10000	36000	5305	917020	5000004	179100	3031860	13159346

Note: PL/000T is \$239,501
comprised of \$179,272(89.05%)
fed share, \$22,044(10.95%)
000T & \$30,185 FY89 carryover

*separate
contract

WASHINGTON PORTION

INTRODUCTION: FISCAL YEAR 1990 UNIFIED PLANNING WORK PROGRAM

Purpose

The Unified Planning Work Program (UPWP) is prepared annually to detail the technical activities to be completed as a part of the continuing transportation planning process in the Clark County urban area. It describes the transportation-related planning activities anticipated within the next year. The planning activities described are related to several modes of transportation, including activities which are considered significant to the Regional Transportation Plan. The UPWP focuses on the transportation work tasks which are priorities to Federal or state transportation agencies, and those tasks considered necessary by locally elected officials. The UPWP also provides a summary of local, state, and Federal funding sources to support these planning efforts.

Objective

The UPWP describes the transportation planning activities and funding sources required to meet the major transportation policy issues of the upcoming year. It reflects the regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area with a useful basis for improving regional coordination.

Participants, Coordination, and Funding Sources

The primary transportation planning participants in Clark County include the following: Intergovernmental Resource Center, C-TRAN, Washington State Department of Transportation, Port of Vancouver, Port of Camas-Washougal, Port of Ridgefield, Clark County, Vancouver, Camas, Washougal, Ridgefield, and Battle Ground. Two federal agencies, UMTA and FHWA, are also key participants. As the designated MPO for the Clark County Urban Area, IRC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. IRC is also responsible for the development and endorsement of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies.

The Clark County Public Transportation Benefit Area Corporation (C-TRAN) is responsible for operational and near term transit planning. In June of 1986, the C-TRAN Board of Directors adopted the 1986-1990 Transit Development Plan. The TDP serves as the planning document that provides the guidelines for improving transit service over the next five years.

WSDOT and the Public Works Departments of Clark County and the City of Vancouver perform project planning for the highway and street systems related to their respective jurisdictions. WSDOT is also responsible for preparing a State Transportation Plan.

The coordination of planning includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (IRC's CTAC and METRO's TPAC). Mechanisms for local, regional, and state coordination are spelled out formally in a series of Memoranda of Agreement. These memoranda are intended to assist and complement transportation planning process:

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
3. Agreed upon base data, statistics, and projections (social, economic, demographic) on the basis of which planning in the area will proceed.

Issues of Interstate Significance

Both IRC and METRO have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning properly. Currently several locations on the I-5 and I-205 north corridors are at or near capacity with long traffic delays occurring frequently. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. JPACT and the IRC Transportation Policy Committee agreed on a workscope for the Bi-State Transportation Study which was incorporated into the FY90 UPWP. Throughout FY90 the study of High Capacity Transit in the I-5 and I-205 corridors will be the major issue of interstate significance.

Transportation Policy Committee

Paul Grattet (Chairman)	Vancouver City Manager
Commissioner Dave Sturdevant	Clark County
Mayor T. Mason Smith	City of Washougal
Commissioner Jim Kosterman	Port of Vancouver
Les White, Executive Director	C-TRAN
Gary Demich, WSDOT Administrator	
District Four	WSDOT
Mike Ragsdale, JPACT Chairman	METRO
Don Adams, ODOT Portland Regional Engineer	ODOT

Consolidated Transportation Advisory Committee Members

Keith Ahola	WSDOT
Ron Anderson	City of Camas
Andy Cotugno	METRO
Steve Hill	Port of Vancouver
Murl Jones	Clark County
Mike Conway	City of Washougal
Gil Mallery	Intergovernmental Resource Center
Frank DeShirlia	City of Battle Ground
Kim Chin	C-TRAN
Thayer Rorabaugh	City of Vancouver
Barry Cavanaugh	C-VAN
Dave Williams	ODOT
Sheldon Tyler	Port of Camas-Washougal
Vacant	Citizen

I. REGIONAL TRANSPORTATION PLAN

A. RTP Update

The Regional Transportation Plan is the principal transportation planning document. Its goals, objectives, and policies help to guide the work of agencies throughout Clark County that are involved in transportation planning and programming of projects. Federal transportation funding for individual projects is dependent upon their consistency with the RTP. The RTP Update was not adopted in FY90 as expected and will be carried over into FY91.

Work Element Objectives

1. Complete the final review of the RTP with the individual jurisdictions, agencies, and interested individuals.
2. Adopt the RTP Update.
3. Review local comprehensive plans for consistency with the RTP and monitor the development of the regional transportation system.

Relationship to Other Work Elements

The RTP takes into account the reciprocal effects between growth patterns and the transportation system. It also identifies the mix of transportation strategies to solve future problems. The RTP is interrelated to all other work elements.

Products

1. An adopted RTP Update.
2. Policies for reviewing local comprehensive plans for consistency with the RTP.
3. Coordination of the development of the regional transportation system.

Expenses

IRC \$23,000

Total \$23,000

Revenues

FY91 PL \$ 6,000
FY91 Sec. 8 5,000
Local 12,000

Total \$23,000

I. REGIONAL TRANSPORTATION PLAN

C. I-205 Corridor High Capacity Transit Study

On September 19, 1989, the C-TRAN Board of Directors approved the workscope and funding for the I-205 Corridor High Capacity Transit Study. The study will be conducted by IRC and include the participation of interested Oregon jurisdictions, Clark County jurisdictions and citizens. The study includes feasibility and systems planning analysis in preparation for a future Alternatives Analysis.

Work Element Objectives

1. Analyze and make recommendations in regard to the connectivity and compatibility of the transit alternatives being proposed as a part of METRO's Alternatives Analysis and draft E.I.S. (AA/DEIS) for the I-205 corridor between Clackamas Town Center and Portland International Airport (PDX).
 - a. Transitway Engineering - Identify and analyze the design elements (i.e., subgrade, facility, transit station and support facilities) for the AA/DEIS alternatives to potentially be extended north of the Airport Way Interchange.
 - b. Transit Patronage Analysis - Develop generalized forecasts of transit patronage for all transit alternatives proposed in METRO's AA/DEIS as they would be extended north from PDX.
 - c. Traffic Impacts - Evaluate the impacts of each proposed transit alternative on the performance of I-205.
2. Conduct a systems planning analysis of a range of "plausible" HCT alternatives for the I-205 corridor as it extends into Clark county in order to select a refined set of "feasible" alternatives for further study.
 - a. Define and locate all "plausible" transit options to include no build, do nothing, exclusive busway, and light rail transit (LRT) alternatives.
 - b. Conduct interjurisdictional workshops (e.g., C-TRAN, IRC, WSDOT, Clark County, Cities) to determine alternative options that are potentially cost-effective.
 - c. Conduct a public participation and information process to review "feasible" HCT options and potentially move further into Alternatives Analysis.

Relationship to Other Work

The I-205 Corridor HCT Study will be coordinated with the Bi-State/I-5 Corridor HCT Study and with METRO's AA/DEIS for I-205 between Clackamas Town Center and PDX. This work element will also be coordinated closely with the RTP and the model development activities.

Products

1. A Stage I Report on I-205 between Airport Way and to the Washington side of the I-205 Bridge. The report will include compatibility/connectivity recommendations for extending north the transit alternatives continued in METRO's AA/DEIS.
2. A Stage II Report on the HCT Systems Planning "feasible" alternatives on I-205 north of PDX and up to Vancouver Mall.

Expenses

Revenues

IRC	\$167.7	C-TRAN	\$401,000
Consultant	233.3		
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Total	\$401,000 ¹	Total	\$401,000 ¹

Note: ¹Includes the 18-month C-TRAN contract.

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

A. EMME/2 Regional Travel Forecasting Model Development and Maintenance

During Fiscal Year 1990 the EMME/2 program was converted to include the travel demand and traffic assignment steps. The regional model serves as the forecasting tool to estimate and analyze future transportation needs.

Work Element Objectives

1. Develop and maintain the regional travel model to include: network changes, speed-flow relationships, land use changes, and interchange/intersection refinements.
2. Coordinate the development and utilization of the Clark County regional travel forecasting model with Metro, Clark County and WSDOT.

Relationship to Other Work Elements

This element advances work toward the development and maintenance of the regional travel forecasting model which is the underlying tool for long-range transportation planning.

Products

1. Refined development of the EMME/2 travel forecasting program.
2. Refined interchange/intersection network configurations and capacity relationships.
3. Report documenting travel forecasting methodology.

Expenses

IRC	\$12,600
<hr/>	
	\$12,600

Revenues

FY91 PL	\$ 4,000
Local	8,600
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Total	\$12,600

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

B. Transit Survey

The annual transit ridership survey may change in focus and approach from year to year, depending on information needs. Types of survey information to be collected include the following: (1) passenger characteristics; (2) passenger counts; (3) travel patterns; (4) attitudes; (5) transfer counts; (6) transfer patterns; (7) boarding/alighting counts; (8) passengers by fare category; and (9) non-rider attitudes.

Work Element Objectives

1. Identify transit ridership characteristics and monitor changes. The survey information will be used to resolve short-term planning problems, guide longer term development decisions, and provide modal split data for regional transportation planning.

Relationship to Other Work Elements

The transit survey represents an ongoing data task which is important to evaluating the current transit component of the regional transportation system and to forecasting the future role of transit.

Products

1. Transit ridership data for short and long-term transportation planning.
2. A transit survey report documenting the survey procedure and findings.

Expenses

IRC	\$14,000
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Total	\$14,000

Revenues

FY91 Sec. 8	\$ 8,000
Local	6,000
	<hr/>
Total	\$14,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

C. Traffic Count Program

The traffic count program will be continued in FY91. The program will continue to update and maintain the traffic count database. The program will also continue to incorporate permanent traffic recording data and turning movement data.

The major effort for FY91 will be the conversion and redevelopment of the traffic count software program. The SMART spreadsheet is currently used to "house" the traffic count program. All the traffic count data would be converted into a new database that would include the UTM geocodes for the traffic count stations. This conversion would provide for a wide range of GIS transportation applications and for an automated EMME/2 calibration process.

Work Element Objectives

1. Maintain a comprehensive, continuing, and coordinated traffic count program.
2. Continued implementation of seasonal and daily factorization on 1990 raw counts based on updated permanent traffic recording (PTR) information, continue implementation of turning movement counts, and update jurisdictional count requests.
3. Convert traffic data from a spreadsheet format to a database traffic count program.
4. Incorporate UTM geocodes for all traffic count locations.
5. Enhance the graphic display of count data both for GIS system and EMME/2.
6. Improve the utility and efficiency of traffic data for transportation planning and analysis in the calibration of the regional travel forecasting model.

Relationship to Other Work Elements

The traffic count program is an ongoing data activity that is critical in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecasting model in EMME/2.

Products

1. Update Traffic Count Manual, maps, and count locations.
2. Traffic count program that is automated with GIS and EMME/2.

Expenses

IRC	\$22,000
Total	<u>\$22,000</u>

Revenues

FY91 PL	\$ 7,000
Local	15,000
Total	<u>\$22,000</u>

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

D. Data Development and Management

This element includes the development and management of the regional transportation database. The database includes travel data, travel related demographic, employment, land use information, and transit ridership data. The 2010 forecast developed in FY90 will be reviewed and compared to the most recent growth trends. New in FY91 will be the development and incorporation of a complete (interstate, state, arterial, neighborhood) roadway network that is geographically correct and compatible with GIS.

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.
2. Incorporate and update the new ETAC highway network.
3. Review the new 2010 population and employment estimates and compare them to the most recent trend.
4. Continue to incorporate the transportation planning data elements into the Arc/Info GIS system.
5. Continue to collect and analyze transit ridership statistics.
6. Collect 1990 census data and pursue the development of the Census Transportation Planning Package (CTPP).

Relationship to Other Work Elements

This element is the key to interrelating all the data activities and provides data to local jurisdictions, as well as supports the data base for the Regional Transportation Plan.

Products

1. Regional transportation database.
2. New Geographically correct highway network and local street system.
3. Monthly, weekly, and year-to-date transit ridership data (reports and graphs).
4. Monitoring of 2010 population and employment forecasts.
5. Transportation planning data and Arc/Info data integration.
6. 1990 census data.

Expenses

IRC \$16,500

\$16,500

Revenues

FY91 PL \$ 5,000
FY91 Sec. 8 3,000
Local 8,500

Total \$16,500

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

E. Computer Operation

Computer maintenance and application problems develop while completing the work elements identified in the Unified Planning Work Program. This element addresses those needs as well as computer training and research into computer improvements. In order to efficiently and effectively apply current hardware and software to transportation projects, a continued evaluation and revision process is followed to mesh computer capabilities/constraints to project needs.

Work Element Objectives

1. Apply micro computer hardware and software for transportation planning.
2. Incorporate new transportation planning software tools into the program to include staff training, evaluation of software, and software adaptation.
3. Continue to integrate the transportation travel forecasting with the GIS data base.
4. Investigate application of the ETAC highway network and U.S. Census "Tiger" file to improve the transportation planning capabilities.

Relationship to Other Work Elements

The computer operations activity is related to all UPWP elements requiring the use of the computer.

Products

1. Efficient and effective use of existing computer system capabilities and research into future needs.

Expenses

IRC	\$12,400
INRO	1,900

Total	\$14,300
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Revenues

FY91 PL	\$ 3,000
Local	11,300

Total	\$14,300
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III. TRANSPORTATION PROGRAM MANAGEMENT

A. Coordination and Management

This element provides for the management of the transportation section, coordination of transportation planning activities, and support to various committees.

Work Element Objectives and Procedures

1. Develop meeting packets, addenda, minutes, and reports for Intergovernmental Resource Center committees (Transportation Policy Committee, RTP Advisory Committee, CTAC, and IRC Board of Directors) and special purpose transportation committees (WSDOT Commission, TPAC, JPACT and Bi-State Policy Committee).
2. Continue to involve private sector issues and the business community in the transportation planning process including attendance and participation at various community meetings.
3. Continue to update Title VI documentation, address DBE requirements, and indirect cost plans.
4. Participate in key transportation seminars and training.
5. Certification of the transportation planning process.

Relationship to Other Work Elements

Coordination and management is related to the administrative aspects of the regional transportation planning process.

Products

1. Coordination and management of the regional transportation planning process and activities.
2. Required documentation to FHWA and UMTA and response to planning requirements.
3. Involvement of the business community in the transportation planning process.
4. MPO certification.

Expenses

IRC \$36,750

\$36,750

Revenues

FY91 PL	\$13,000
FY91 Sec. 8	8,750
Local	15,000

\$36,750

III. TRANSPORTATION PROGRAM MANAGEMENT

B. Competitive Contract Planning

The integration and utilization of competition and the private sector in the provision of public mobility continues to be the top priority policy objective of UMTA. IRC has adopted a policy to promote the early involvement of the private sector into the transportation planning process. IRC and C-TRAN jointly continue to consider how private operators can provide new and existing transit services. A process is in place to systematically analyze private sector opportunities.

Work Element Objectives and Procedures

1. Develop TIP/AE privatization documentation including the following elements: 1) description of involvement of private sector in development of projects, 2) description of private sector proposals for transit service, 3) description of improvements to putting service out for competition, and 4) description and status of private sector complaints.
2. Continue to notify and consult private providers in plans for new service.
3. Continue to coordinate with C-TRAN in the examination of existing and new transit services for competitive contracting opportunities.
4. Continue to evaluate which sectors of the transit system could be more effectively provided by private sector.
5. Continue to use fully allocated costs in the private/ public decision.
6. Continue the dispute resolution process.

Relationship to Other Work Elements

This element is related to the Coordination and Management element, but specifically addresses the UMTA private enterprise participation regulation.

Products

1. The integration and utilization of competition and the private sector throughout transportation planning activity areas.
2. The TIP/AE privatization documentation.

Expenses

IRC \$ 6,500

\$ 6,500

Revenues

FY91 Sec. 8 \$ 5,000
Local 1,500

\$ 6,500

III. TRANSPORTATION PROGRAM MANAGEMENT

C. MPO Bulletin, Public Information and Transportation Forum

Work Element Objectives and Procedures

1. Publish three issues of the MPO Bulletin and provide a communication link with residents and community leaders. The bulletin will be mailed to citizens, agencies, and businesses in the county.
2. Consistently throughout the year requests are received from various groups, agencies and organizations to provide information and give presentations on a series of regional transportation topics. These requests provide an important opportunity to gain public discussion on a variety of transportation issues.
3. Provide a regional transportation forum for public discussion of transportation policy issues, technical issues, and transportation projects. One public forum and/or one technical seminar will be sponsored by IRC including the development of the theme, the agenda, advertising, and the local coordination.

Relationship to Other Work Elements

This element interrelates the pencil and paper aspects of the transportation program to community issues and information needs.

Products

1. Increased awareness and information about regional and transportation issues.
2. Public information and input on transport issues and activities affecting the regional transportation system in Clark County and the Portland area.
3. Publication and distribution of three issues of the MPO Bulletin.

Expenses

IRC \$18,000

\$18,000

Revenues

FY91 PL \$ 4,000
FY91 Sec. 8 4,000
Local 10,000

\$18,000

III. TRANSPORTATION PROGRAM MANAGEMENT

D. Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP)

The UPWP and TIP are developed in cooperation with CTAC members. Recommend IRC adoption of the UPWP in April-May of each year and adoption of the TIP in September of each year.

Work Element Objectives and Procedures

Develop and adopt a UPWP that describes all transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. Develop and adopt a staged multi-year listing of transportation projects scheduled for the next 6 years.

Relationship to Other Work Elements

The UPWP represents a coordinated program that responds to regional transportation planning needs. The TIP represents the implementation tool for the needs identified in the RTP.

Products

1. Documentation and coordination of transportation planning activities and transportation improvement projects. Both reports are key elements to maintaining the area's eligibility for federal capital and operating transportation funds.
2. An adopted UPWP.
3. An adopted TIP.

Expenses

IRC \$12,000

\$12,000

Revenues

FY91 PL	\$ 5,040
FY91 Sec. 8	5,000
Local	2,100

\$12,140

FY91 UNIFIED WORK PROGRAM

CLARK COUNTY SUMMARY OF EXPENDITURES
BY FUNDING SOURCE (\$000'S)

	<u>Base MPO Activities</u>			<u>Special MPO Contracts</u>			<u>TOTAL</u>
	<u>FY91 PL</u>	<u>FY91 UMTA</u>	<u>IRC LOCAL</u>	<u>C-TRAN</u>	<u>WSDOT</u>	<u>OTHER</u>	<u>(\$000's)</u>
I. REGIONAL TRANSPORTATION PLAN							
A. RTP Update	6.0	5.0	12.0				23.0
B. Bi-State/I-5 Corridor HCT	4.0	4.0	10.0	211.5 ¹			229.5
C. I-205 Corridor HCT				401.0 ¹			401.0
II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT							
A. EMME/2 Regional Travel Forecasting Model Development and Maintenance	4.0		8.6				12.6
B. Transit Survey		8.0	6.0				14.0
C. Traffic Count Program	7.0		15.0				22.0
D. Data Development and Management	5.0	3.0	8.5				16.5
E. Computer Operations	3.0		11.3				14.3
III. TRANSPORTATION PROGRAM MANAGEMENT							
A. Coordination and Management	13.0	8.75	15.0				36.75
B. Competitive Contract Planning		5.0	1.5				6.5
C. MPO Bulletin and Transportation Forum	4.0	4.0	10.0				18.0
D. Unified Work Program (UMP) and Transportation Improvement Program (TIP)	5.04	5.0	2.1				12.14
TOTAL	51.04	42.75	100.0	612.5			806.19

Note: ¹ Full contract, including IRC and consultant costs.