



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

A G E N D A --- SPECIAL COUNCIL MEETING, EXECUTIVE SESSION, AND REGULAR COUNCIL MEETING

Date: JUNE 23, 1983

Day: THURSDAY

Time: 5:30 P.M. -- Special Council Meeting
6:30 P.M. -- Executive Session
7:00 P.M. -- Regular Council Meeting

Place: COUNCIL CHAMBER

SPECIAL COUNCIL MEETING

Approx.
Time

5:30 CALL TO ORDER

1. Discussion of Future Funding.

6:00 2. Discussion of Project Initiatives Program.

6:30 ADJOURN

EXECUTIVE SESSION (The Executive Session will be held in Conference Rooms A1 and A2.)

6:30 Executive Session regarding Labor Negotiations



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

A G E N D A -- REGULAR COUNCIL MEETING

Date: JUNE 23, 1983

Day: THURSDAY

Time: 7:00 P.M.

Place: COUNCIL CHAMBER

Approx.
Time

Presented By

7:00

CALL TO ORDER

ROLL CALL

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

7:20

6. CONSENT AGENDA

6.1 Minutes of the meetings of April 7 and April 28, 1983.

Development Committee Recommendations:

- | | |
|--|------------------------|
| 6.2 <u>Resolution No. 83-411</u> , for the purpose of amending the Transportation Improvement Program (TIP) to transfer Urban Mass Transportation Administration (UMTA) Section 5 funds from Capital Assistance to Operating Assistance. | Williamson/
Cotugno |
| 6.3 <u>Resolution No. 83-412</u> , for the purpose of amending the Transportation Improvement Program (TIP) to include a program of projects utilizing Section 9A funds. | Williamson/
Cotugno |
| 6.4 <u>Resolution No. 83-410</u> , for the purpose of amending the Transportation Improvement Program (TIP) to include a new Tri-Met Project--Human Resources Management. | Williamson/
Cotugno |
| 6.5 <u>Resolution No. 83-413</u> , for the purpose of allocating final Interstate Transfer Funding authorization for implementation in FY 1983. | Williamson/
Cotugno |

<u>Approx. Time</u>		<u>Presented By</u>
7:30	7. <u>Consideration of Ordinance No. 83-158, amending the Metro Urban Growth Boundary in Multnomah County for Contested Case No. 81-6 (Jenne Lynd Acres). (First Reading)</u>	Siegel/Brown
8:00	8. <u>Public Hearing on Metro/Tri-Met Relationship.</u>	
	8.1 Resolution No. 83-407, for the purpose of declaring the Metropolitan Service District Council's intent to develop a plan and bring about the merger of Metro and Tri-Met.	Bonner
	8.2 Resolution No. 83-408, for the purpose of declaring the Metropolitan Service District Council's intent to do nothing toward the merger of the Tri-County Metropolitan Transportation District and the Metropolitan Service District.	Van Bergen
	8.3 Resolution No. 83-409, for the purpose of declaring the Metropolitan Service District Council's intent to commence the evaluation of combined Metro/Tri-Met functions.	Hansen
	8.4 Other Proposals.	
9:00	9. <u>Consideration of Resolution No. 83-414, for the purpose of declaring the Metropolitan Service District Council's intent to proceed with the truck wash facility at Clackamas Transfer & Recycling Center, and directing staff to obtain construction bids and file for local permits.</u>	Hansen/Durig
9:20	10. <u>Consideration of Ordinance No. 83-156, relating to FY 1982-83 appropriations, transferring funds from the General Fund contingency, amending Ordinance No. 82-132, and declaring an emergency. (Second Reading)</u>	Kirkpatrick/ Sims
9:40	11. <u>Consideration of Ordinance No. 83-153, for the purpose of adopting the Annual Budget of the Metropolitan Service District for fiscal year 1983-84, making appropriations from funds of the District in accordance with said annual budget, and levying ad valorem taxes. (Second Reading)</u>	Kirkpatrick/ Sims
	12. Committee Reports.	
10:00	ADJOURN	



METRO

METROPOLITAN SERVICE DISTRICT

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

M E M O R A N D U M

Date: June 23, 1983

To: Cindy Banzer, Presiding Officer

From: Rick Gustafson, Executive Officer *RG*

Regarding: WORK PLAN FOR CONSIDERATION OF FUTURE FUNDING

This memo is a follow-up to the discussion at the June 13th Coordinating Committee meeting at which time there was discussion of the process to be followed for consideration of this issue. Staff was asked to prepare some more definitive ideas as to the work plan and process to be followed for Council discussion on June 23rd.

It's vital that the Executive Officer and Council develop a plan for providing a sufficient and stable funding base for current and proposed zoo and general government functions for a five-year time frame. The plan should cover a realistic assessment of needs, funding options and a strategy for achieving the desired option or options.

The plan should analyze the options for replacing revenue lost when the zoo serial levy expires at the end of FY 1983-84 and the local government dues assessment authority expires at the end of FY 1984-85. The following questions should be specifically addressed:

1. Should Metro seek voter approval of a tax base or serial levy to support zoo operating and capital expenses?
2. Should Metro seek voter approval of a tax base or serial levy to support general government activities before requesting authority from the State Legislature for either extending the dues or another funding source?
3. If the answer to either or both preceding questions is no, recommend an alternative strategy for funding the activity or activities mentioned.
4. If the answer is yes to either or both, which of the following options should be chosen?
 - a. Serial Levy:
 - combine a zoo and general government levy on the May primary ballot.
 - place separate zoo and general government serial levies on the May ballot.
 - Consider other options for placing separate serial levies on either the May or November ballots.

Cindy Banzer, Presiding Officer
June 23, 1983
Page Two

b. Tax Base:

- seek a tax base for both the zoo and general government activities on May ballot.
- seek a tax base for either the zoo or general government activities on the May ballot.
- consider other options for placing a tax base on either May or November ballots.

5. List and evaluate any other potential revenue sources.

I had earlier recommended that the major work on this issue be handled at the Coordinating Committee but after consulting with the Council Assistant who has polled members of the Council, I am changing my recommendation to the Council meeting as a whole to deliberate on this matter. It is proposed that the Council make a policy decision on the level of service to be provided (within the context of the zoo and general government functions), amount of funds to be raised and type of financing options to be used by the end of October 1983. To achieve this objective, I propose a series of at least four meetings of the Council to consider the questions outlined above. I suggest that we set aside time at regular upcoming Council meetings to discuss this subject. A brief outline and schedule is suggested below:

<u>Date</u>	<u>Objective</u>
July 28th	Generally agree on financial needs for zoo and general government activities for next five years. Establish basic funding framework for funding relationships (continuance of transfers for general government support services or fund support services in some other manner?) Data to be provided are 5-year revenue and expenditure projections for zoo activities and general government activities (General Fund).
August 25th	Discuss funding options to meet needs outlined in initial meeting. Options include various funding sources, i.e., property tax, income tax, other taxes, and other initial discussion on property tax strategy, i.e., tax base vs. serial levy. Council should narrow the options to two or three possibilities Data to be provided are analysis of various funding sources including Metro's legal ability to utilize the source, the equity of a proposed funding source, the cost of administration and the growth potential of the source.

Cindy Banzer, Presiding Officer
June 23, 1983
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September 22nd

Continued discussions on funding options with community input on selected options identified on August 25th. Community input could be in the form of oral discussions with interested persons or groups such as the Friends of the Zoo.

Data to be provided are information transmitted to staff by community groups or individuals on selected options.

October 27th

Decision by the Council on a plan for seeking funding for zoo and general government activities. It may not be possible to identify the specific dollar amount of a proposed tax levy (the specific dollar amount is not needed until March 1984) but the general strategy should be agreed upon at this meeting.

Data to be provided are a summary of Council decisions at earlier meetings as well as a summary of community input to the Council.

RG:ef



METRO

METROPOLITAN SERVICE DISTRICT

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

MEMORANDUM

Date: June 23, 1983
To: Metro Council
From: Ray Barker, Council Assistant
Regarding: Project Initiatives Program (PIP)

This is the second draft of a suggested work plan for the PIP. It reflects additional input from Councilors and staff since the June 2, 1983 draft. The major changes are the inclusion of additional checkpoints by the Council and greater opportunity for public input throughout the process.

PRINCIPLES

It is recommended that the following principles be adopted and followed throughout the PIP:

1. Metro will look at approaches to solving or mitigating regional problems within the parameters of ORS 268.
2. Metro will work closely with local governments and constituent groups to develop a regional perspective on key issues.
3. Metro will determine the appropriate level of resources necessary to address the problem professionally and identify the potential sources of funding, both internally and externally.
4. Metro will develop a regional program management plan which includes a specific financing strategy.

PROGRAM SELECTION

The Council has indicated its intent to look at specific programs during the FY 1983-84 including: parks, correctional facilities, libraries and drainage. Inasmuch as there are insufficient resources to review all four of these program areas at the same time, it is recommended that the Council determine the order in which they will be reviewed. The ranking could be based upon the perceived need, timeliness and external support for the program areas (see separate memo dated June 21, 1983).

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WORK PROGRAM

Task 1 Prepare a description of existing service for one of the following: parks, correctional facilities, libraries or drainage.

Work to be performed primarily by Council Assistant with support from Deputy Executive Officer, Executive Administrative Assistant and appropriate technical staff. Starting date: July 1, 1983. Estimated completion date August 31, 1983. Actual dates throughout the work program will depend upon Council actions, staff assignments given in addition to the PIP, etc.

The description of existing service should include the following information:

- a. Organization/Structure
- b. Current needs for this service
- c. Existing costs/budgets
- d. Existing resources (funding sources, people, buildings, property, etc.)
- e. Current problems/issues
- f. Existing contracts, charter
- g. Existing users/ supporters of service
- h. Identify trends
- i. Existing political boundaries
- j. Existing policies
- k. Rural versus urban aspects.

Report findings to Council. Opportunity for public input at Council meetings. Council approval necessary before beginning task "2."

Task 2 Analyze Metro's ability to solve or mitigate problems.

Work to be performed by Council Assistant supported by Deputy Executive Officer, Executive Administrative Assistant, General Counsel and appropriate technical staff. Starting date September 5, 1983. Estimated completion date September 23, 1983.

The analysis should address the following:

- a. Political Aspects
 - power
 - authority
 - boundaries
 - policies
 - goals

- b. Legal Aspects
 - existing statutes
 - legislation required
 - contracts required
 - vote required
- c. Economics
 - tax levy
 - grants
 - user fees
 - costs
 - Metro's resources
- d. Social
- e. Environmental Aspects
- f. Organizational Aspects (Metro structure)

Present findings and recommendations to Council.
Opportunity for public input at Council meetings.
Council approval necessary to proceed with task "3."

Task 3 Determine level of support for Metro's involvement in program.

Work to be performed by Council Assistant supported by Deputy Executive Officer, Executive Administrative Assistant, Metro Council. Metro could also consider contracting with a consultant to conduct a survey. Estimated starting date September 26, 1983. Estimated completion date October 14, 1983.

- a. Surveys
 - Local Officials
 - Community Leaders
 - Special Interest Groups
- b. Interviews
 - Local Officials
 - Community Leaders
 - Special Interest Groups
- c. Editorials, Correspondence, etc.

Report results to Council. Opportunity for public input at Council meetings.

June 23, 1983

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- Task 4 Determine if Metro should become involved in program. Decision to be made by Metro Council. Support from Council Assistant, Executive Management, Legal Counsel, Public Affairs, Development Services. Opportunity for public input at Council meetings.
- Task 5 Development of a strategy for Metro involvement (assumes decision has been made to become involved in program). Opportunity for public input at Council meetings.
- Task 6 Resources Development
- Grantsperson (Public Affairs) searches for funds to pay for preparation of a program management plan. Council determines whether or not a program management plan will be prepared.
- Task 7 Preparation of a regional program management plan to deliver services. (Assumes a grant has been obtained to finance study. No work to commence if funding is not available.) Conducted by Development Services. Council reviews first draft. Opportunity for public input at Council meetings. Plan completed then presented to Council. Another opportunity for public input.

RB/gl
8654B/D4

cc: Rick Gustafson
Don Carlson
Dan LaGrande
Steve Siegel



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

MEMORANDUM

Date: June 21, 1983
To: Metro Council
From: Ray Barker, Council Assistant
Regarding: Ranking Projects for Project Initiatives
Program (PIP)

During the budget process four projects were proposed for the PIP: jails, parks, libraries and drainage.

It is recommended that the Council rank the proposed projects to determine the order in which they will be reviewed. The ranking of projects could be based upon perceived need, timeliness, external support, legal authority, or some other criteria.

Steps

1. Individual Councilors rank the projects 1 through 4.
2. Scoring:
 - a. A project ranked #1 is given one point; a project ranked #2 is given two points; a project ranked #3 is given three points; and a project ranked #4 is given four points.
 - b. The individual Councilors' scores are added together.
 - c. The program with the least number of total points is ranked #1; the one with the highest number of points is ranked last.

(please see other side)

RB/gl
8890B/D4

EXAMPLE

Individual Rankings

<u>A</u>	<u>B</u>	<u>C</u>
1. Libraries	1. Parks	1. Jails
2. Parks	2. Jails	2. Libraries
3. Jails	3. Drainage	3. Parks
4. Drainage	4. Libraries	4. Drainage

Scoring

Individual Points

Total Points

Libraries	1, 4, 2	=	7
Parks	2, 1, 3	=	6
Jails	1, 3, 1	=	5
Drainage	4, 3, 4	=	11

Composite Ranking

1. Jails
2. Parks
3. Libraries
4. Drainage

8890B/D4

PLEASE RANK THE PROJECTS AND GIVE TO COUNCIL ASSISTANT:

N A M E: _____

1. _____

2. _____

3. _____

4. _____



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

METRO

MEMORANDUM

Date: June 22, 1983
To: Metro Council
From: Cindy Banzer, Presiding Officer
Regarding: Major Issues to be Addressed by Metro Council
During the Next Six Months

Based on Council discussions during the budget deliberations, a review of the major subjects being discussed by the various committees, and recent staff input, the following issues should be addressed during the next six months:

Finance/Budget

- Adoption of Budget for FY 1983-84.
- Decision on future funding for the Zoo/Metro General fund.
- Discussion on budget process for FY 1984-85.
- Completion of fixed assets inventory.
- Review of audit/Letter to Management (consider review of staffing level in financial affairs).
- Consideration of quarterly program progress and financial reports.

External Affairs

- Discussion of Metro/Tri-Met relationship.
- Implementation of the project initiatives program, including review of Metro's involvement in corrections, parks, libraries and drainage.

Policy and Plan Development

- Completion and adoption of Solid Waste Systems Plan.
- Completion and adoption of a Waste Reduction (Recycling) Plan.
- Completion and adoption of Zoo Master Plan.
- Decision on Westside Corridor project.
- Consideration of development of criteria to guide allocation of federal transportation funds.
- Adoption of Regional Bicycle Plan.
- Decision on viability of Milwaukie LRT and adoption of Highway/Transit Staging Plan; allocate McLoughlin Corridor Interstate Transfer Reserve.
- Adoption of an Affirmative Action Plan.

(see other side)

Memorandum
June 22, 1983
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- Review and adoption of Minority Business Enterprise policies.
- Implementation of results of personnel classification plan survey.

Other

- Extension of permits at St. Johns Landfill.
- Initiate work on methane gas recovery program at St. Johns Landfill.

CB/RB/gl
8894B/D4

cc: Don Carlson
Warren Iliff
Andy Cotugno
Steve Seigel
Dan Durig
Jennifer Sims
Dan LaGrande
Ray Barker



METROPOLITAN SERVICE DISTRICT

Providing Zoo, Transportation, Solid Waste and
other Regional Services

Rick Gustafson
Executive Officer

Metro Council

Cindy Banzer
Presiding Officer
District 9

Bob Oleson
Deputy Presiding
Officer
District 1

Richard Waker
District 2

Charlie Williamson
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

George Van Bergen
District 6

Sharon Kelley
District 7

Ernie Bonner
District 8

Bruce Etlinger
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

527 SW Hall St.
Portland, OR
97201
503/221-1646

May 25, 1983

Dr. Ron Cease
Portland State University
P. O. Box 751
Portland, OR 97201

Dear Ron:

Thank you for setting up the lunch with Rick Gustafson, Corky Kirkpatrick, Don Carlson and myself last Thursday. I appreciate you taking the time to discuss the Citizens' League's legislation, as well as a possible study of Metro.

I am very interested in your suggestion that the Metropolitan Citizens' League initiate an independent review of Metro's governance and relationship with other regional jurisdictions.

Would you mind putting in writing your thoughts regarding an independent review of Metro by the Metropolitan Citizens' League and, perhaps, request that the Metro Council indicate their support for the concept?

Thank you for your attention to this matter. Your assistance is greatly appreciated.

Sincerely,

Cindy
Cindy Banzer
Presiding Officer

CB/srb
8672B/D4



June 15, 1983

Ms. Cindy Banzer, Presiding Officer
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201

Dear Cindy,

This letter is in response to your letter dated May 25, 1983 in which you requested that I put in writing my thoughts regarding an effort to study the regional level of government in the Portland metropolitan area and develop recommendations to appropriate bodies for improvements which will lead to more efficient, effective and responsive delivery of services at the metropolitan level. Please excuse the tardiness of my response as I wanted to formulate my thoughts and meet with the Board of Directors of the Citizens League prior to communicating with you.

The Board of Directors met and thoroughly discussed the proposal described below on June 15, 1983. The Board unanimously approved the proposal, and instructed me to send it to you and the Council. I will appear at the Council's June 23, 1983 meeting to discuss it with your Council at greater length.

PROPOSAL TO ESTABLISH A METROPOLITAN STUDY COMMISSION

It is the Citizens League intent to pursue the establishment of a metropolitan study commission in the coming months.

The study commission would be an independent group of community leaders (civic, business, labor and government) with a broad gauged mandate. Its focus would be on metropolitan issues, problems and governments--a look at problems and needs with a realistic look at the future. The commission would be a continuation of the efforts of the metropolitan community to provide effective means to solve area-wide problems started 20 years ago through the creation of the old Metropolitan Study Commission. That Commission, created in 1963, brought about, among other things, the creation of the Metropolitan Service District, the Portland Boundary Commission, and a City-County Charter Commission. A second step towards metropolitan government reform was taken in 1976 through the creation

of the Tri-County Local Government Commission. That body brought about the enabling legislation which resulted in the merger of CRAG into the Metropolitan Service District, thus creating the "new" Metro.

Creation of Commission - We propose that the Citizens League Board of Directors appoint the members of the Commission from a list of names developed by an Ad Hoc Nominating Committee. The Ad Hoc Nominating Committee would be chaired by the President or another representative of the Citizens League and be made up of representatives from each of the four regional entities (Tri-Met, Metro, Boundary Commission, and the Port), plus the Tri-County League of Women Voters, the Metropolitan Area Chambers of Commerce, Labor Councils, the Futures Group, and other interested organizations. The responsibility of the Nominating Committee would be to develop a list of names of community leaders from business, civic, labor and government sectors. The Study Commission should consist of 30 to 40 members.

Scope of Review: It is important that the mandate of the study be broadly gauged yet specific enough to develop realistic recommendations for improvements to our metropolitan governance system. The Commission should study and make recommendations on the following:

1. Metropolitan Government Structure:

- o What are the current and suggested relationships among Tri-Met, Metro, the Port, and the Boundary Commission?
- o What are the current and suggested relationships between the metropolitan governments and agencies and the counties?
- o Are there changes necessary to improve the existing structures and to accommodate the provision of additional functions at the regional level, i.e., parks, libraries, jails, etc.?

2. Metropolitan Government Functions:

- o Given the current local government situation, are there additional functions or needs which realistically are suited to be provided at the metropolitan level?
- o What changes need to be made to build metropolitan response?

3. Metropolitan Government Finance:

- o What sources and amounts of revenue are needed to assure stable, long-term funding of metropolitan area-wide services?
- o What changes need to be made to tap these revenue sources?

Ms. Cindy Banzer
June 15, 1983
Page Three

Timing of Review - The study commission will likely make recommendations which will require changes in state legislation. It is imperative that the commission's work be completed by the end of August 1984.

Funding of study commission - In order to do a credible job it is imperative that the commission have staff support--a full-time staff director and part-time clerical support at a minimum. We suggest a budget of \$50-75,000, these funds to be contributed from the governmental sector by Tri-Met, Metro, the Port, the Boundary Commission, and the State of Oregon, and from the business community and private foundations.

Summary - It is time for this community to reassess the functions and organizational relationships at the metropolitan level. Recent publicity about problems of funding parks, libraries and jails in this region are testimony that new ideas and approaches are needed for the provision of public services. Metro's current discussion of "taking over" Tri-Met also shows that relationships are changing. It is crucial that all the current interest and activity be channeled into an orderly and coordinated effort for a constructive outcome to occur. The metropolitan area does not have the time, energy or resources for individual efforts at governmental reform to become a reality. The "next step" in our evolving metropolitan governmental system will require the cooperation of all positive interested parties for the thought to become a reality.

I hope the above information is of assistance to you and the Council. The League plans to move with all deliberate speed to establish this commission. If you have any additional questions, please let me know.

Sincerely,



Ronald C. Cease
President
Metropolitan Citizens League

cc: Metro Council
Rick Gustafson, Executive Officer



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

MEMORANDUM

Date: June 23, 1983
To: Metro Council
From: Cindy Banzer, Presiding Officer
Regarding: Portland Chamber of Commerce Report on Tri-Met

Frank Chown felt that you would be interested in the Portland Chamber's recent report on Tri-Met entitled "Portland Chamber of Commerce Comments on Tri-Met and Its 1983-84 Budget."

(Please note that the second page of the report is blank.)

CB/gl

Attachment



824 S.W. Fifth Avenue • Portland, OR 97204 • (503) 228-9411

May 23, 1983

PORTLAND CHAMBER OF COMMERCE COMMENTS
On The Tri-County Metropolitan Transit District Of
Oregon (Tri-Met) and Its 1983-1984 Budget

Board of Directors, Tri-Met:

Gerard K. Drummond, President
111 SW Columbia, Suite 800
Portland, OR 97201

William W. Wessinger, V-President
1133 West Burnside
Portland, OR 97209

Nellie Fox, Secretary
13190 SW Burlwood
Beaverton, OR 97005

John Frewing, Treasurer
121 SW Salmon St.
Portland, OR 97204

Anne Meyers
17618 South Crestline Drive
Lake Oswego, OR 97034

Robert Murray
1980 East Powell
Gresham, OR 97030

Gail Washington
2154 NE Broadway, Suite 204
Portland, OR 97232

The Portland Chamber of Commerce has actively supported the operation of a mass transit system for the Portland metropolitan area. It has also held that such a system must be operated in an efficient cost-effective fashion with minimal reliance on business tax subsidization.

In 1980, specific objectives for Tri-Met were established in the Five Year Transit Development Program (TDP) Fiscal Years 1981-1985. Key quantifiable objectives are: 1) increasing ridership to at least 230,000 passengers per week day by 1985; and 2) increase the farebox recovery ratio (percent of system operating cost recovered from passenger revenues) to 40% by 1985.



The Tri-Met Quarterly Line Performance Report for the Summer of 1982 indicated weekday ridership to be 113,369 and the farebox recovery ratio to be 26%.

In this report, of the 83 weekday lines operating, only 3 lines equaled or exceeded the 40% objective. 23 lines operated between 30-40%; 23 lines operated between 20-30%; and 34 lines operated below 20%. That is nearly 41% of the lines operated at less than half the revenues necessary to recover even 40% of costs with passenger revenues.

It appears that if these 34 lines operated for a 260 weekday year, they would have generated about \$2,300,000 in revenues while incurring over \$16,000,000 in cost for an average of only 14.4% revenue/cost. The average cost per boarding ride was \$2.64 while the average system fare was about \$.50. Only 22 of the 504 revenue hours of service equaled or were less than the system average of \$1.56 cost/ride. Cost/ride on some lines were found to be as high as \$74.53, \$52.38, \$51.86, \$39.75, and \$31.71. Whereas certain lines have been consolidated as a result of the September 5th introduction of the Grid, total revenue hours on those of the 34 lines still operating equals the hours of the 34 during the summer quarter.

For all weekday lines operating during that period, only 509 weekday revenue hours out of 1422 were found to have a cost/ride equal to or less than the system average of \$1.56. It should be noted that this \$1.56 refers to cost per boarding ride which included transfers. The actual cost per originating (and, therefore, paying in most cases) ride was \$1.98. To have maintained a farebox recovery ratio of 40% on this base of ridership and average fare would have required a system average of about \$1.01 cost/boarding ride.

The TDP set economic performance standards for determining adequate, marginal, and substandard operation of routes (lines). These standards were based on ridership per service hour and system costs per boarding rider utilizing percentages of system averages for determination. Of the 83 lines, only 31 appeared to be adequate, 35 appeared to be marginal, and 17 appeared to be substandard based on the average of \$1.56 cost/ride. If \$1.01 cost/ride were used, as reflective of the 40% goal, only three lines would have been adequate.

Tri-Met's Fiscal Year 1983-84 Budget targets a goal of 130,000 average weekday originating riders which would be a slight improvement on the past three years, but which would still be far below the objective of 230,000 by the next fiscal year. This despite increasing annual bus mileage over 105% from 1973 to 1983 and, in effect, decreasing fares so that the average fare, adjusted for inflation, is 40% below that charged in 1973.

The Budget sets a goal of 32% for Passenger Revenue to System Cost (farebox recovery) which would be up from the expected average of 27% for fiscal year 1983 but drastically short of the objective of 40% for the next fiscal year. To put this into perspective, if the proposed budget of \$75,000,000 is adopted then passenger revenues would have to equal \$30,000,000 to attain the 40%. This would be \$11,500,000 or 62% more than that generated during this current year. Conversely, if passenger revenues equal the \$20,000,000 projected in the budget, then Tri-Met's expenses would have to be \$50,000,000 or about \$25,000,000 less than the \$75 million proposed. This \$25 million is almost two-thirds of the amount of payroll taxes paid this year.

The budget is also reflective of a significant increase in annual route miles from approximately 21.8 million to nearly 24.3 million. Tri-Met plans to add 18 positions to its general and administrative staff for a total of 241. Additional drivers, mechanics, fare inspectors, etc. have increased the Operations total to 1567 at June, 1983 from the July, 1982 total of 1510.

Tri-Met's failure to even approach its two key objectives of 230,000 weekday riders and of 40% farebox recovery ratio warrants explanation.

- - - - -

In an effort to generate ridership, Tri-Met greatly increased scheduled service while actually depressing the average fare in non-inflationary terms over the past ten years. This drive for "volume business" reduced the farebox recovery ratio to such an extent that for the summer quarter of 1982, the passenger paid little more than one-fourth of the system cost and was subsidized for almost 75% of the fare. In spite of this high level of subsidization, ridership has not increased; in fact, it has decreased over the last three years.

The drive for "volume business" also led to expanding lines and to maintaining lines on a non-economic basis. As cost considerations decline in importance, "political" factors dominate so that an overwhelming number of expensive lines and/or runs are operated at "luxury" levels for minimal use.

Tri-Met's strategy of attempting to attract "volume business" requires at least two elements to be a financial success. It has to attract large numbers of paying (although at depressed rates) riders. Tri-Met also has to limit its "overhead" expenses while reducing, proportionate to each rider, its operating cost. But not only has Tri-Met not sufficiently increased ridership, it has not reduced operating cost. Operating cost/rider, which does not include "overhead", has increased by nearly four times during the past ten years.

Tri-Met's building of a greatly increased system has led to a greatly increased expense of operating the system so that envisioned economies of scale have yet to be realized. It has been suggested that Tri-Met's predilection for "top of the line" and "state of the art" equipment and projects have led in no small way to its expensive system.

- - - - -

Current and future transit developments that warrant comment include the Self Service Fare System, the Grid, the Banfield Light Rail Project, the trolley proposal, and certain bills under consideration in the Oregon Legislature.

The Self Service Fare System has disadvantages which possibly outweigh its projected reduced "dwell time" savings, they are: increased rider fare fraud, increased personnel expense due to need for fare inspectors, confusion over fares, and lack of ridership and revenue information.

The Grid ridership and revenue should be monitored on each line to determine acceptability.

The Banfield Light Rail Project was "sold" on the basis of handling increased ridership at a lower per rider cost than the existing system. Tri-Met is proceeding with plans for light rail transit (LRT) for the westside and for the southeast side. Such plans should remain only that pending financially successful operating results from the Banfield LRT. Experience has demonstrated that agency projections greatly overestimate ridership and revenues.

Another "capital" project being evaluated is trolley lines. It is unclear whether the justification for such a project is economic (purported lower cost of operation which would be projected to outweigh cost of equipment), environmental (less air pollution - more visual pollution?), energy (diesel fuel prices versus cost of electricity), or nostalgia.

State legislative issues affecting transit and the taxpayer are presently of concern. Three specific bills under consideration should be noted. HB 2226 would give transit districts the authority to borrow short term working capital without voter approval. Tri-Met has sufficient working capital at present and, as there is little seasonality to transit financing, there is not envisioned need for such a credit extension except to finance operating deficits.

HB 2228 would increase the authority of the state "umbrella agency" for transit bonding to \$250 million from its present \$50 million. The need for increasing transit's "mortgage" has yet to be demonstrated. Oregon already is the state with the highest State long-term debt (full faith and credit) as a percent of personal income at 20.7% in 1981.

HB 2781 would, in effect, prevent the Metropolitan Service District (Metro), a voter elected body, from taking over Tri-Met, a governor appointed agency. The present authority allowing Metro this alternative was a key part of the enabling legislation and such should be retained.

SUMMATION

Tri-Met has greatly and demonstrably failed in achieving its two key objectives: ridership and the farebox recovery ratio.

Ridership is at little more than half of the objective (126,000 out of 230,000) despite a 105% increase in bus miles and an effective 40% decrease in average fare over the past ten years.

The farebox recovery ratio continues to fall and hit 26% in summer of 1982 with an expected 27% for fiscal year 1982-83 against a target of 40%. This multimillion dollar shortfall is primarily the result of the expansion of "service" and its resultant dramatic increase in system cost. Yet this service, urged by many regardless of the cost, is not used by many as demonstrated by lower ridership and high operating cost/ride.

Tri-Met's operation of many marginal and substandard lines is a luxury that the business community and the workforce cannot afford. These excessive lines are financed by increased taxes on payroll creating another disincentive to employment in Oregon. As has been repeatedly proven, states with lower rates of taxation have higher rates of growth and greater economic prosperity.

Tri-Met's expansion of "service" has been based on disputable economic forecasts and optimistic ridership projections. The capital cost of this expensive expansion is largely borne by the Federal Government and, thus, by the federal income taxpayer. Expenditures on transit programs of questionable economic value have led to bloated federal budgets which, in the recent past, has led to high interest rates. It is not in Oregon's interest to promote practices leading to high interest rates. Further, it is not in Oregon's interest to have its economic future decided in the national political arena where its small population cannot hope to compete for long with larger population centers.

Tri-Met's financial deficiencies are of such a magnitude that unless it undertakes a major re-structuring of its system to reflect current operating and population realities, it will soon be operating at a deficit. Already the agency is expanding its financing options through legislative action to meet such an eventuality.

Tri-Met's legislative initiatives to increase its short and long-term borrowing abilities are major concerns in light of the failure of the agency to operate within the financial objectives it has set. Also a major concern is the agency's legislative attempt to further insulate itself from the paying electorate by eliminating Metro's authority to assume responsibility for the district.

- - - - -

The Portland Chamber of Commerce strongly recommends that Tri-Met establish a farebox recovery goal of 35% for fiscal year 1983-1984 and of 40% for fiscal year 1984-1985. It further calls on the agency to take immediate action to achieve these goals.

It also respectfully requests that the Board of Tri-Met reply in a timely fashion to this presentation and the particulars contained herein to the attention of the Chamber's Executive Committee and the Chairman of its Economic Principles and Policies Committee

HB 3017

P-1

LC 2500
6/7/83 (h2)
3 DW

MEASURE SUMMARY

Requires metropolitan service districts to establish commissions to establish policy for operation and maintenance of park, library and transit facilities of district.

Provides that metropolitan transit commission is formed only when district takes over transit facilities of mass transit district.

Establishes terms, qualifications, number and method of appointment of commission members.

Provides that commissions establish policy and provide advice and assistance to council of metropolitan service district with regard to park, library and transit matters.

Allows commission to present proposed budget to council for review, approval or disapproval by council.

A BILL FOR AN ACT

Relating to metropolitan service districts; creating new provisions; and amending ORS 268.312.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Sections 2 to 5 of this Act are added to and made a part of ORS chapter 268.

SECTION 2. (1) The council of a metropolitan service district, by ordinance, shall create a metropolitan park commission and a metropolitan library commission.

(2) When a metropolitan service district orders transfer of the transit system of a mass transit district to the metropolitan service district as authorized under ORS 268.370, the council of the metropolitan service district, by ordinance, shall create a metropolitan transit commission.

(3) A commission created by a council of a metropolitan service district under this section shall establish district policy for the planning, providing and financing of park, library or transit services within the district.

SECTION 3. (1) A commission created under section 2 of this 1983 Act shall consist of seven voting members appointed by the executive officer of a

1 shall appoint a successor whose term begins on the first Monday in the
2 January next following. A member is eligible for reappointment, but a
3 member shall not serve more than eight years on any particular commission.
4 If there is a vacancy for any cause, the executive officer of the district,
5 with the concurrence and approval of a majority of the members of the
6 council, shall make an appointment to become immediately effective for the
7 unexpired term.

8 (5) A member of a commission may be removed by the executive officer of
9 the district, upon the concurrence and approval of a majority of the members
10 of the council, for any of the following reasons:

11 (a) Insubordination.

12 (b) Neglect of duty.

13 (c) Physical or mental incapacity.

14 (d) Conviction of a felony or of a misdemeanor involving moral turpitude.

15 (6) The chairperson of a commission shall preside at all meetings of the
16 commission, if present, and shall perform all other duties and functions
17 assigned to the chairperson by the commission or by law. The commission
18 may appoint from among its members a vice-chairperson to act for the
19 chairperson during the temporary absence or disability of the chairperson.

20 SECTION 4. Notwithstanding the term of office specified in subsection (4)
21 of section 3 of this 1983 Act, of members first appointed to a commission:

22 (1) The members representing commission districts A, B and C shall
23 serve for terms ending in January 1986. The initial terms of members
24 representing commission districts A, B and C shall not count toward the eight
25 year limit on service established under subsection (4) of section 3 of this
26 1983 Act.

27 (2) The remaining members shall serve for terms ending in January 1988.

1 metropolitan service district. However, a majority of the members of the
2 council of the district must concur in and approve the appointment of each
3 commission member in order for the appointment to become effective. The
4 members of the commission shall be appointed as follows:

5 (a) One member shall be appointed from commission district A consisting
6 of council districts 1 and 2.

7 (b) One member shall be appointed from commission district B consisting
8 of council districts 3 and 4.

9 (c) One member shall be appointed from commission district C consisting
10 of council districts 5 and 6.

11 (d) One member shall be appointed from commission district D consisting
12 of council districts 7 and 10.

13 (e) One member shall be appointed from commission district E consisting
14 of council districts 8 and 9.

15 (f) One member shall be appointed from commission district F consisting
16 of council districts 11 and 12.

17 (g) One member, who shall be the chairperson of the commission, shall be
18 appointed from the district at large.

19 (2) Each member of a commission shall be a resident of the commission
20 district from which appointed or, in the case of the chairperson of the
21 commission, a resident of the district. During the term of office to which
22 appointed, a commission member shall not hold any judicial office or be a
23 councilor of the district or a member of another commission created under
24 section 2 of this 1983 Act.

25 (3) Each member of a commission shall qualify by taking and subscribing
26 the oath of office prescribed by law which shall be filed with the clerk of the
27 council.

28 (4) The term of office of a member of a commission is four years. Before
29 the expiration of the term of a member, the executive officer of the district

1 SECTION 5. (1) A commission created under section 2 of this 1983 Act

2 shall establish district policy for the planning and providing of park, library
3 or transit services within the district.

4 (2) A commission may present to the council plans, studies and reports
5 prepared for purposes of acquiring, improving and maintaining park, library
6 or transit services and may propose to the council for adoption such measures
7 as deemed necessary to improve the park, library or transit services provided
8 by the district.

9 (3) Notwithstanding ORS 268.210, a commission may employ whatever
10 administrative, clerical, technical and other assistance is necessary for the
11 proper functioning of the park, library or transit facilities of the district.
12 Decisions of a commission relating to personnel policy and the employment of
13 individuals are binding upon the council.

14 (4) A commission shall prepare a proposed budget for any fiscal year for
15 purposes of funding the park, library or transit services of the district and
16 shall submit the proposed budget to the council for review and approval not
17 later than April 15 of the preceding fiscal year. The council may alter the
18 budget in any manner which it deems necessary and proper for the provision
19 of park, library or transit service. A budget decision by the council is
20 binding upon the commission.

21 SECTION 6. ORS 268.312 is amended to read:

22 268.312. If either a tax base or income tax has been authorized the
23 district by its voters under ORS 268.315 or 268.505 or if the voters of the
24 district authorize a special tax levy for the purpose of performing any of the
25 functions set forth in this section, a district may also:

26 (1) Acquire, develop, construct, alter, maintain and operate metropolitan
27 aspects of water supply and distribution systems including local aspects of
28 systems of persons, public corporations, cities or counties transferred to the
29 district by agreement in accordance with this chapter.

- 1 (2) Plan, coordinate and evaluate the providing of human services,
2 including but not limited to, programs for the aging, health care, manpower,
3 mental health and children and youth.
- 4 (3) Acquire, develop, maintain and operate a system of parks, open
5 space, and recreational facilities of metropolitan significance.
- 6 (4) Provide facilities for metropolitan aspects of criminal and juvenile
7 detention and programs for metropolitan aspects of adult and juvenile justice
8 and, by agreement, local aspects of jails, corrections programs and juvenile
9 justice in accordance with this chapter.
- 10 (5) Provide metropolitan aspects of library activities including, but not
11 limited to, book acquisition and technical assistance for local libraries.
-



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

June 3, 1983

Cindy Banzer
COUNCILOR
DISTRICT 9

Mr. Gerald Drummond
Tri-Met
4012 S.E. 17th Avenue
Portland, Oregon 97202

Dear Jerry:

As you know, Representative Glenn Otto has written a letter to Metro and Tri-Met requesting that the "uncertainty" of the relationship between the two organizations be addressed. He suggested considering a mutually agreed upon committee of citizens, board members, and/or legislators to review the existing relationship and to recommend an appropriate and productive course of action.

You may also be aware that, in partial response to Representative Otto's urgings, the Metro Council is currently considering several resolutions regarding the Metro/Tri-Met relationship. These actions range from maintain the status quo regarding a Metro/Tri-Met merger to declaring Metro's intent to bring about a merger on or before July 1, 1985.

Inasmuch as any action by the Council obviously affects Tri-Met, I would like the opportunity to discuss with you the various options before the Council and urge your Board to share their ideas and thoughts on this issue during our deliberations.

I hope we may get together soon.

Sincerely,

Cindy
Cindy Banzer
Presiding Officer

CB/RB/srb

Seegal -
what letter.
are attached
ok

June 19, 1983

To: METRO

From: Bruce R. Burmeister
JENNE LYND NEIGHBORS
5926 S.E. Jenne Road

Regarding: Jenne Lynd Acres vs. METRO, City of Portland, etc., etc., etc.,
or; Contested Case 81-6

The first reaction of a letter from "METRO" was laughter, - sarcastic laughter - but then I began to think about the taxpayer cost for such an inept part of our state government. It has been eight months since the last meeting we had with you. We never were notified what your real decision was, but then we excuse you for that because we don't think you really knew what you really did, except give in to the City of Portland. During the almost 2 years that this thing has dragged on we have really wondered who controls "METRO", the City of Portland or outside pressure groups. Somewhere along the line the common citizen has lost out.

Your trade comments in your letter seem to be ludicrous. When this began the rules were that in any trade, an equal amount of land must be traded. Shoppee Acres has 170[±] acres, your Jenne lynd section has 85 acres. Our math says that is not equal. This is the question that we have wondered about for a long time. If 85 Jenne Lynd Acres = 170 Shoppee Acres then why didn't you say that 2 years ago. Think about the time, City of Portland expense, Mr. Andersons expense and all the grief -like erasing tapes of a hearing, - that could have been avoided.

Bruce Etlinger stated more than once during the proceedings of this Case 81-6 that "METRO" has "bungled" this case. We agree totally. It's too bad he couldn't have voted to support this majority of people in Jenne Lynd at that time, but maybe he had pressure being applied from elsewhere.

With our experience in this case we assume that the majority of these 15 letters we sent out will not be read by the recipient. But we hope there are a few people in "METRO" who are their own people and investigate how poorly the majority of people were treated by "METRO".

Last but not least our comment regarding your last "resolution," "final order," or whatever you may call it is this: Unless you have changed your own rules along the line, it doesn't hold any water. Someday we would really like to hear someone in authority from "METRO" explain to the people of Jenne Lynd why you treated us the way you did.

Bruce R. Burmeister

CONSIDERATION OF ORDINANCE NO. 83-153
ADOPTING THE FY 1983-84 BUDGET AND
APPROPRIATIONS SCHEDULE AND LEVYING TAXES

Date: June 22, 1983

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

This report comprises the complete package detailing recommended budget and appropriation amendments as indicated in the staff report of the same title dated June 14, 1983. The changes recommended in the attached pages are of three basic types:

1. Those required or recommended by the Tax Supervising and Conservation Commission (TSCC) following their review and public hearing.
2. Those responding to new information and conditions identified since the budget was approved.
3. Housekeeping items such as changes in the display of information and typographical errors.

The recommended amendments are organized by fund. A narrative description of the reason for each change precedes each fund. The specific changes are handwritten in the far right hand column on actual pages from the budget document.

Attachments are as follows:

Attachment A

Zoo Operating Fund Narrative and Budget Detail

Attachment B

Zoo Capital Fund Narrative and Budget Detail

Attachment C

Solid Waste Operating Fund Narrative and Budget Detail

Attachment D

Solid Waste Capital Fund Narrative and Budget Detail

Attachment E

Solid Waste Debt Service Budget Detail Only

Attachment F

St. Johns Reserve Fund Narrative and Budget Detail

Attachment G

Planning Fund Narrative and Budget Detail

Attachment H

Criminal Justice Assistance Fund Narrative and Budget
Detail

Attachment I

General Fund Narrative and Budget Detail

Attachment J

Proposed Amendments to Ordinance No. 83-153

Attachment K

Proposed Amendments to Appropriations Schedule Exhibit B

Attachment L

TSCC Letter and Summary Response

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the proposed amendments as indicated on the attached budget pages.

COMMITTEE CONSIDERATION AND RECOMMENDATION

These items have not been reviewed by a Council Committee due to time limitations.

JS/srb
8898B/349
06/22/83

ATTACHMENT A

ZOO OPERATING FUND

Resources

- p. 21 a. All tax revenues have been budgeted as resources to the Operating Fund as recommended by the TSCC (Comment #5).
- b. Prior year taxes have been recalculated for a total increase of \$112,500 over budgeted estimates.

Requirements

- p. 22 Dues and subscriptions, typographical error.
- p. 31 a. Tax revenues are budgeted as an increased transfer to the Capital Fund.
- b. Previously underestimated prior year taxes are reflected in an increased Contingency.

8898B/349
06/22/83

Fund: Zoo Operations
Division: Administration

Zoo Revenue



HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED	
ACTUAL \$		BUDGET		ACCOUNT # DESCRIPTION		FTE AMOUNT		FTE AMOUNT	
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
2,556,757	1,361,856		1,110,309		Resources				
0	0		33,500	5100	Fund Balance		1,697,394		1,697,394
1,966,800	2,583,680		4,650,000	5200	Grants		40,000		40,000
204,063	79,349		212,237	5210	Taxes, Current Year		2,457,000		2,457,000
238,882	141,388		65,000	5220	Taxes, Prior Year		101,250		101,250
715,701	957,198		1,015,200	5300	Interest Income		113,644		113,644
614,090	620,110		731,500	5310	Admissions		1,112,400		1,112,400
155,860	170,635		192,960	5320	Concessions, Food		720,000		720,000
14,205	0		7,700	5330	Concessions, Gifts		205,920		205,920
16,506	11,685		15,840	5340	Vending		2,000		2,000
0	80		700	5350	Rentals, Strollers		12,816		12,816
182,188	213,322		231,000	5360	Rentals, Building		220		220
2,697	3,268		3,140	5370	Railroad Rides		234,000		234,000
0	0		0	5670	Tuition/Lectures		16,054		16,054
506,215	57,012		44,000	5390	Zoo Parents		42,000*		42,000*
18,049	22,281		15,000	5400	Donations/Bequests		10,000		10,000
1,326	0		2,000	5410	Sale of Animals		20,000		20,000
11,364	96,959		4,000	5380	Sale of Equipment		2,000		2,000
1,351	0		0		Miscellaneous Income		4,000		4,000
7,206,054	6,318,823		8,334,086		Boat Ride		0		0
					Total Resources		6,790,698		6,790,698

4,550,000
300,000

9,082,448

*Previously budgeted with donations.

6969B/227-1-5/09
ZOO OP/ZOO/ADMIN



Zoo

Fund: Zoo Operations
Division: Administration

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
41,253	42,078	1.0	50,100	6010	Personal Services						
36,735	40,576	1.0	40,973	6020	Director	1.0	50,196	1.0	50,196		
0	0	.5	5,578	6030	Assistant Director	1.0	42,366	1.0	42,366		
32,224	34,588	2.0	35,587	6040	Legislative Assistant	.17	4,680	.17	4,680		
25,110	27,280	1.0	27,842	6050	Secretary 2	2.0	36,248	2.0	36,248		
0	2,251	.25	2,897	6300	Development Officer	1.0	27,687	1.0	27,687		
420	204		428	6500	Student Intern	.25	2,699	.25	2,699		
			6,192		Overtime		428		428		
			46,636	6700	Merit		6,572		6,572		
26,863	29,975		216,233		Fringe		47,846		47,846		
162,605	176,952	5.75			Total Personal Services	5.42	218,722	5.42	218,722		
4,586	7,428		8,009	7100	Materials & Services						
1,605	932		2,750	7110	Travel Expense		10,244		10,244		
1,217	415		1,720	7120	Meetings/Conferences		4,505		4,505		
2,815	9,272		6,493	7130	Training & Tuition		1,720		1,720		
181	377		385	7140	Dues & Subscriptions		6,883		6,883		
					Advertisements & Legal Notices		726		726		
8,903	4,730		8,800	7150	Printing		9,328		9,328		
36,716	0		0	7160	Election Expense		60,000		60,000		
32,994	35,178		37,816	7230	Telephone		45,385		45,385		
6,632	6,716		6,600	7300	Postage		8,268		8,268		
3,028	7,284		5,126	7330	Maintenance & Repairs - Equipment		7,650		7,650		
17,232	6,673		7,500	7410	Supplies - Office		8,480		8,480		
35,623	37,605		42,600	7500	Contractual Services		34,500		34,500		
51,818	61,323		84,676	7530	Insurance		75,000		75,000		
670	17,540		2,750	7900	Miscellaneous		3,000		3,000		
204,020	195,473		215,225		Total Materials & Services		275,689		275,689		
2,507	3,835		4,356	8400	Capital Outlay						
					Office Furniture & Equipment		4,617		4,617		
2,507	3,835		4,356		Total Capital Outlay		4,617		4,617		
369,132	376,260	5.75	435,814		Total Division	5.42	499,028	5.42	499,028		

6969B/227-2-5/09
ZOO OP/ZOO/ADMIN

Transfers & Contingency



HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED			
ACTUAL \$		BUDGET		ACCOUNT #		DESCRIPTION		APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT			FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
275,610	362,957		389,252	9100		Transfers & Contingency					
0	807,129		2,213,750	9200		Transfer to General Fund	418,280		418,280		418,280
0	0		316,454	9700		Transfer to Capital Fund	820,100		820,100		3051,100
275,610	1,170,086		2,919,456			Contingency	298,398		298,398		359,148
						Total Transfers & Contingency	1,536,778		1,536,778		3,828,528
1,361,856	1,412,106		986,304	9800		Unappropriated Fund Balance	600,000		600,000		600,000
						Total Expenditures					
7,206,054	6,318,823	106.94	8,334,086			Zoo Operations Fund	113.68 6,790,698	113.68	6,790,698		9082448

6969B/227-10-05/12
ZOO OP/ZOO/T&C

ATTACHMENT B

ZOO CAPITAL FUND

Resources

- p. 36 All property taxes received into the Operating Fund and then a portion is transferred into the Capital Fund. The net increase of \$51,750 is the result of revised prior year tax estimates.

Requirements

- p. 36 Additional prior year taxes identified in revised estimates are shown as an increase to the Contingency.

8898B/349
06/22/83



Zoo Capital Fund

HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
BUDGETED	0		1,033,209		Resources				
IN	0		0	5100	Fund Balance - Beginning	2,642,659	2,642,659		
ZOO	2,183,893		0	5200	Federal Grants	76,000	76,000		
OPERATIONS	96,488		300,000	5390	Property Taxes	2,179,250	2,179,250		(2179250)
FUND	165,011		103,000	5600	Donations & Bequests	100,000	100,000		
	807,129		2,213,750	5820	Interest on Investments	307,995	307,995		
					Transfer from Zoo				
					Operating Fund	820,100	820,100		3051,100
	3,252,521		3,649,959		Total Resources	6,126,004	6,126,004		6,177,754
					Capital Projects				
	107,048		5,000	01	Primate Project	40,000	40,000		
	746,298		70,000	02	Cascade Project	100,000	100,000		
	213,129		740,000	03	Penguinarium Project	140,000	140,000		
	367,168		5,000	04	Maintenance Building	0	0		
	22,500		1,320,000	05	Alaskan Exhibit	1,517,781	1,517,781		
	0		120,000	06	Visitor Services				
					Improvements	120,000	120,000		
	65		20,000	07	Elephant Museum	96,000	96,000		
	0		8,090	08	Steam Engine Boiler	0	0		
	57,027		0	09	Emergency Generator	0	0		
	4,792		6,000	10	Sculpture Garden	6,000	6,000		
	170,597		90,000	11	Lemur Island	20,000	20,000		
	10,647		215,000	12	Miscellaneous Exhibit				
					Improvements	210,000	210,000		
	0		150,000	13	Update Master Plan	120,000	120,000		
	0		314,699	14	African Plains Project	2,716,031	2,716,031		
	2,948		221,210	15	Sculpture Fountain	80,000	80,000		
	0		0		Dinosaur Park	40,000	40,000		
	0		0		Cascades Stream & Pond	30,000	30,000		
	0		0		Bear Grottos	350,000	350,000		
	0		364,960	9700	Contingency	540,192	540,192		
	1,550,302		0		Unappropriated Balance	0	0		
	3,252,521		3,649,959		Total Capital Projects	6,126,004	6,126,004		591,942
									6,177,754

6969B/227-11-5/09
ZOO CAP/ZOO/REV & CAP PJTS

ATTACHMENT C

SOLID WASTE OPERATING FUND

Resources

- p. 43 a. Disposal fee estimates have been broken into more detail. Therefore, the general disposal fee category is reduced and the categories of regional transfer fee, convenience fee and finance charge are displayed.
- b. A new revenue from concessions is recommended for inclusion. This would be derived from the sale of reusable tarps to cover loads brought for dumping.

Requirements

- p. 45 Expenses for the purchase of tarps for resale are shown. Corresponding revenue is shown above.
- p. 46 Format change - add transfer detail to program information.
- p. 47 Correct typo.
- p. 48, 50, 51 Format change - add transfer detail to program information.
- p. 56 a. Format change - display transfer detail as footnote.
- b. Reduce transfer to Capital Fund by \$171,800 and instead transfer to new St. Johns reserve fund. These monies are earmarked for perpetual maintenance. This action responds to TSCC Comment #4.

8898B/349
06/22/83

Solid Waste Revenue



HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED	
ACTUAL \$		BUDGET		ACCOUNT # DESCRIPTION		FTE AMOUNT		FTE AMOUNT	
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
1,233,273	749,396		711,762		Resources				
0	0		0	5030	Fund Balance - Beginning		326,000		326,000
1,056,470	1,152,644		1,300,000	5530	Documents & Publications		100		100
0	0		900	5520	User Fees		1,255,400		1,255,400
2,340,146	2,735,777		5,174,400	5500/10	Franchise Fee		500		500
0	1,201,685		198,185		Disposal Fees		7,790,802		7,790,802
0	0		0		Transfer from Solid				5650573
333	3,327		0		Waste Capital		0		0
99,192	167,772		0		City of Portland		0		0
0	0		59,000		Portland Recycling Fee		0		0
69,471	118,975		3,700	5540	Federal Grants		0		0
1,160	21,527		60,000	5600	Salvage Revenue		5,000		5,000
			0		Interest		30,000		30,000
					Other		0		0
4,800,045	6,151,103		7,507,947		Total Resources		9,407,802		9,407,802
6969B/227-15-05/12									94 33302
SW OP/SW									
					INSERT				
					Regional Transfer Fee				1,451,560
					Convenience Fee				687,669
					Finance Charge				1,000
					Concessions				25,500



Solid Waste

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED	
FY	ACTUAL \$	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82								
33,776	41,323	1.0	39,815	6010	Personal Services				
32,575	24,581	1.0	35,610	6020	Solid Waste Director	1.0	48,510	1.0	48,510
29,654	30,972	1.0	30,490	6030	Operations Manager	1.0	38,240	1.0	38,240
0	12,246	1.0	8,000		Engineering Manager	1.0	34,060	1.0	34,060
38,060	79,302	2.0	54,545	6040	Senior Planner	0	0	0	0
51,143	48,388	1.5	31,800	6050	Solid Waste Coordinator	1.0	28,860	1.0	28,860
45,381	36,288	.5	18,025	6060	Solid Waste Engineer	1.0	26,370	1.0	26,370
1,730	14,040	.5	5,275	6070	Solid Waste Technician	1.0	18,980	1.0	18,980
22,032	26,339	0	0	6080	Engineer Technician	0	0	0	0
0	0	1.0	24,070	6090	Operations Assistant	0	0	0	0
0	0	1.0	18,020	6100	Regional Planner 3	1.0	25,120	1.0	25,120
0	13,595	1.0	14,040	6110	Facilities Supervisor	1.0	18,980	1.0	18,980
0	18,928	.5	13,910	6120	Information Services Assistant	1.0	14,810	1.0	14,810
748	18,910	.25	4,970		Public Information Specialist	.75	16,070	.75	16,070
0	0	2.0	31,170	6130	Public Involvement Coordinator	0	0	0	0
0	0	.25	5,578	6140	Planner 1	2.0	32,840	3.0	49,260
0	22,970	.5	16,266		Legislative Assistant	.17	4,680	.17	4,680
0	11,170	1.0	21,830		Field Office Manager	0	0	0	0
20,870	35,309	1.875	30,165	6150	Senior Accountant	0	0	0	0
34,107	51,480	6.9	82,845	6160	Secretary 1	1.88	26,920	1.88	26,920
3,274	10,046	.5	10,490	6170	Landfill Attendant	8.35	100,750	8.35	100,750
6,854	0	0	0		Clerk Typist 2	1.0	11,110	1.0	11,110
23,941	13,695	0	0		Administrative Assistant 2	0	0	0	0
0	17,360	.5	20,795	6180	Chief Landfill Clerk	0	0	0	0
20,203	23,222	0	0		Administrative Assistant 1	1.0	18,980	1.0	18,980
0	0	0	0	6190	Environmental Planner	0	0	0	0
0	7,097	0	0		Waste Reduction Manager	1.0	26,020	1.0	26,020
15,924	19,734	0	0		Assistant Legal Counsel	0	0	0	0
0	0	0	0		Staff Assistant	0	0	0	0
0	7,552	1.25	15,320	6500	Engineer 1	0	0	0	0
0	0		22,630		Overtime		14,290		14,290
64,711	144,473		155,245	6700	Merit		20,240		20,910
444,983	729,020	27.025	710,904		Fringe		147,260		152,030
					Total Personal Services	25.15	673,090	26.15	694,950

6969B/227-16-05/12
SW OP/SW

Solid Waste



HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED	
ACTUAL \$		BUDGET		ACCOUNT # DESCRIPTION		FTE AMOUNT		FTE AMOUNT	
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
11,700	11,166		9,075	7100	Materials & Services				
4,967	10,638		8,875	7110	Travel Expense		14,325		14,325
849	2,110		1,450	7120	Meetings & Conferences		7,720		7,820
2,987	85,661		9,660	7130	Training & Tuition		1,350		1,350
35,011	38,020		27,305	7140	Dues & Subscriptions		4,020		4,020
					Advertisements &				
25,904	15,894		33,330	7150	Legal Notices		42,950		42,950
189	1,974		2,700	7200	Printing		29,195		29,195
0	0		100	7220	Utilities - Electricity		3,000		3,000
4,181	5,036		10,905	7230	Utilities - Other		0		0
44	2,252		4,670	7300	Telephone		11,600		11,600
195,984	10,136		54,700	7310	Postage		7,350		7,350
					Maintenance & Repairs -				
0	0		0	7330	Building		4,000		4,000
					Maintenance & Repairs -				
0	1,716		2,900	7360	Equipment		38,500		38,500
6,656	16,125		16,730	7410	Equipment Rental		500		500
0	0		0	7420	Supplies - Office		8,095		8,095
991,020	3,272,459		4,014,210	7500	Supplies - Other		2,100		2,100
25,669	32,393		12,700	7520	Contractual Services		5,389,725		5,372,725
1,000	5,135		13,000	7530	Data Processing		11,000		11,000
0	0		17,740	7600	Insurance		12,000		12,000
721	172,877		185,500	7750	Bad Debts		40,500		40,500
0	0		0	7770	Lease Payment - Building		220,800		220,800
53,482	511		2,250	7900	Lease Payment - Equipment		3,000		3,000
8,339	0		0		Miscellaneous		250		250
28,630	0		0		Rent		0		0
1,369,504	0		0		Legal Services		0		0
2,766,837	3,684,103		4,427,800		Landfill Cover/Operation		0		0
					Total Materials & Services		5,851,980		5,835,080
0			27,600	8300	Capital Outlay				
13,420	5,275		25,235	8400	Vehicles & Equipment		0		0
					Office Furniture &				
13,420	5,275		52,835		Equipment		15,200		15,200
					Total Capital Outlay		15,200		15,200

6969B/227-17-05/12
SW OP/SW

Insert [Merchandise for Resale

25,500]



Solid Waste

Transfers & Contingency

HISTORICAL DATA		FY 1982-83		FOR INFORMATION ONLY				COUNCIL			
ACTUAL \$		BUDGET		PROPOSED BUDGET FY 1983-84				APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
436,259	580,107		569,700	9100	Transfers & Contingency						
					Transfer to General Fund	635,610		635,610*		635,610	
					Support of Data Resources Center	(8,940)		(8,940)			
					Support of Administration	(626,670)		(626,670)			
389,150	440,836		719,000	9320	Transfer to Solid Waste						
0	0		753,250	9330	Debt Service Fund	824,700		824,700		824,700	
0	0		274,458	9700	Transfer to Solid Waste						
					Capital Projects Fund	861,400		861,400		689,600	
					Contingency	545,822		540,862		540,862	
825,409	1,020,943		2,316,408		Total Transfers & Contingency	2,867,532		2,862,572		2,862,572	
749,396	711,762		0		Unappropriated Fund						
					Balance	0		0			
4,800,045	6,151,103	27.025	7,507,947		Total Fund	25.15	9,407,802	26.15	9,407,802		9,433,302

6969B/227-18-05/12
SW OP/T&C

delete &
display as footnote

insert transfer to St Johns
Reserve fund

171,800



Solid Waste

Division: Management & Administration

HISTORICAL DATA		FY 1982-83		FOR INFORMATION ONLY				COUNCIL APPROVED			
ACTUAL \$		BUDGET		PROPOSED BUDGET FY		1983-84		FTE		AMOUNT	
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
					Personal Services						
			39,815	6010	Director of Solid Waste	.60	29,210	.60	29,210		
			18,020	6180	Administrative Assistant	.85	16,070	.85	16,070		
			22,485	6150	Secretary 1	.99	14,270	.99	14,270		
			21,180	6090	Regional Planner 3	.76	18,980	.76	18,980		
			5,260	6060	Solid Waste Technician	.33	6,250	.33	6,250		
			0	6120	Public Info. Spec.	.14	3,010	.14	3,010		
			6,025	6030	Engineering Manager	.06	2,120	.06	2,120		
			0	6100	Facilities Supervisor	.10	1,820	.10	1,820		
			12,255	6040	Solid Waste Coordinator	.08	2,210	.08	2,210		
			12,040	6130	Regional Planner 1	.26	4,320	.26	4,320		
			7,000	6080	Operations Manager	.02	920	.02	920		
			5,578	6140	Legislative Assistant	.17	4,680	.17	4,680		
			2,280		Solid Waste Engineer		0		0		
			21,830		Solid Waste Accountant		0		0		
			2,650		Engineer Technician		0		0		
			8,340		Merit		4,160		4,160		
			51,375		Fringe		30,250		30,250		
			236,133		Total Personal Services	4.36	138,270	4.36	138,270		
					Materials & Services						
			2,000	7100	Travel Expense		4,400		4,400		
			2,200	7110	Meetings & Conferences		3,900		3,900		
			750	7120	Training & Tuition		1,100		1,100		
			1,200	7130	Dues & Subscriptions		1,625		1,625		
			700	7140	Advertisements & Legal Notices		700		700		
			4,000	7150	Printing		2,325		2,325		
			300	7310	Maintenance & Repairs - Building		300		300		
			200	7360	Equipment Rental		500		500		
			4,350	7410	Supplies - Office		3,620		3,620		
			16,400	7500	Contractual Services		20,500		20,500		
			1,800	7520	Data Processing		1,000		1,000		
			3,000	7600	Bad Debts		6,500		6,500		
			250	7900	Miscellaneous		250		250		
			500		Postage		0		0		
			37,650		Total Materials & Services		46,720		46,720		
			0		Capital Outlay						
			0	8400	Office Furniture/Equipment		1,200		1,200		
					Total Capital Outlay		1,200		1,200		
					Transfers						
					to Gen'l Fund-Admin		442670		442670		
					to Data Resources		3130		3130		

6969B/227-57-05/12
SW OP/MGMT & ADMIN

6969B/227-58-05/12
SW OP/MGMT & ADMIN

Division: St. Johns Landfill

Solid Waste



HISTORICAL DATA		FY 1982-83		FOR INFORMATION ONLY				COUNCIL			
ACTUAL \$		BUDGET		PROPOSED		BUDGET		APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
					Personal Services						
		0		6010	Director of Solid Waste	.10	4,880	.10	4,880		
		2,060		6090	Regional Planner 3	.19	4,820	.19	4,820		
		25		6150	Secretary 1	.23	3,300	.23	3,300		
		905		6060	Solid Waste Technician	.13	2,540	.13	2,540		
		0		6120	Solid Waste Info. Spec.	.09	2,010	.09	2,010		
		0		6180	Administrative Assistant	.05	1,000	.05	1,000		
		8,085		6050	Solid Waste Engineer	.44	11,620	.88	23,210		
		6,525		6030	Engineering Manager	.51	17,450	.25	8,550		
		12,815		6100	Facilities Supervisor	.44	8,440	.44	8,440		
		0		6190	Waste Reduction Manager	.02	500	.02	500		
		3,215		6130	Regional Planner 1	.38	6,060	.38	6,060		
		2,100		6040	Solid Waste Coordinator	.23	6,740	.23	6,740		
		13,150		6020	Operations Manager	.47	17,720	.47	17,720		
		66,165		6160	Landfill Attendant	5.20	61,760	5.20	61,760		
		4,900			Senior Planner		0		0		
		1,950			Engineering Technician		0		0		
		9,190			Overtime		8,930		8,930		
		5,245			Merit		6,310		6,420		
		38,170			Fringe		145,950		146,730		
		174,500			Total Personal Services	8.48	210,030	8.66	213,610		
					Materials & Services						
		2,800		7100	Travel Expense		4,475		4,475		
		1,400		7110	Meetings & Conferences		2,120		2,120		
		1,760		7130	Dues & Subscriptions		1,500		1,500		
		3,050		7140	Advertisements & Legal Notices		5,300		5,300		
				7150	Printing		11,230		11,230		
		11,300		7200	Utilities - Electricity		3,000		3,000		
		2,600		7230	Telephone		4,400		4,400		
		3,360		7300	Postage		3,850		3,850		
		250		7310	Main. & Repairs - Buildings		1,000		1,000		
		0		7330	Main. & Repairs - Equipment		25,200		25,200		
		37,000		7410	Supplies - Office		2,000		2,000		
		3,600		7420	Supplies - Other		1,500		1,500		
		0		7500	Contractual Services		3,466,900		3,466,900		
		2,910,400		7520	Data Processing		3,000		3,000		
		5,600		7530	Insurance		12,000		12,000		
		10,000		7600	Bad Debts		19,000		19,000		
		12,640									

same

46730



Solid Waste

Division: St. Johns Landfill

HISTORICAL DATA		FY 1982-83		FOR INFORMATION ONLY				COUNCIL			
ACTUAL \$		BUDGET		PROPOSED BUDGET		FY 1983-84		APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
			185,500	7750	Materials & Services - continued						
			0	7770	Lease Payment - Building		220,800		220,800		
			1,500		Lease Payment - Equipment		1,500		1,500		
			3,192,760		Equipment Rental		0		0		
					Total Materials & Services		3,788,775		3,788,775		
					Capital Outlay						
			8,600	8400	Office Furniture/Equipment		7,500		7,500		
			8,600		Vehicles & Equipment		0		0		
					Total Capital Outlay		7,500		7,500		
Transfers											
to Gen'l Fund-Admin 92,000											
to Gen'l Fund-Data Res. 890											

6969B/227-56-05/12
SW OP/ST. JOHNS



Solid Waste

Division: Clackamas Transfer
& Recycling Center

HISTORICAL DATA		FY 1982-83		FOR INFORMATION ONLY				COUNCIL			
ACTUAL \$		BUDGET		PROPOSED BUDGET		FY 1983-84		APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
			1,000		Materials & Services - continued						
			3,000		Meetings & Conferences		0		0		
			1,200		Insurance		0		0		
			2,000		Equipment Rental		0		0		
			705,125		Miscellaneous		0		0		
					Total Materials & Services		1,821,300		1,821,300		
					Capital Outlay						
			19,000		Vehicles & Equipment		0		0		
			12,235	8400	Office Furniture/Equipment		4,500		4,500		
			31,235		Total Capital Outlay		4,500		4,500		

6969B/227-54-05/12
SW OP/CTRC

Transfers
to Gen'l Fund - Admin 92,000
to Data Resources 890

92,000 92,000
890 890

Division: Waste Reduction

Solid Waste



HISTORICAL DATA		FY 1982-83		FOR INFORMATION ONLY				COUNCIL			
ACTUAL \$		BUDGET		PROPOSED		BUDGET		APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
					Personal Services						
			14,040	6110	Information Svs. Asst.	1.0	14,810	1.0	14,810		
			2,705	6060	Solid Waste Technician	.04	730	.04	730		
			9,740	6120	Public Info. Spec.	.20	4,120	.20	4,120		
			0	6180	Administrative Assistant	.05	910	.05	910		
			8,455	6050	Solid Waste Engineer	.51	13,490	.07	1,900		
			10,490	6170	Clerk Typist 2	1.0	11,110	1.0	11,110		
			0	6030	Engineering Manager	.01	490	.01	490		
			0	6010	Director of Solid Waste	.10	4,880	.10	4,880		
			0	6100	Facilities Supervisor	.01	270	.01	270		
			26,100	6190	Waste Reduction Manager	.86	22,400	.86	22,400		
			4,770	6130	Regional Planner 1	.27	4,560	.77	12,770		
			0	6040	Solid Waste Coordinator	.01	270	.01	270		
			1,765	6150	Secretary 1	.34	4,800	.34	4,800		
			200	6020	Operations Manager	.01	550	.01	550		
			3,330		Merit		3,340		3,210		
			24,245		Fringe		24,290		23,300		
			4,970		Public Involvement Coord.		0		0		
			110,810		Total Personal Services	4.41	111,020	4.47	106,520		
					Materials & Services						
			1,000	7100	Travel Expense		2,075		2,075		
			1,000	7110	Meetings & Conferences		750		750		
			500	7120	Training & Tuition		250		250		
			300	7130	Dues & Subscriptions		500		500		
			19,000	7140	Advertisements & Legal Notices		33,300		33,300		
			7,020	7150	Printing		6,400		6,400		
			1,525	7230	Telephone		2,800		2,800		
			1,000	7300	Postage		1,500		1,500		
			0	7330	Maintenance & Repairs - Equipment		100		100		
			0	7410	Supplies - Office		455		455		
			171,005	7500	Contractual Services		110,600		93,600		
			202,350		Total Materials & Services		158,730		141,730		
			0		Capital Outlay						
			0	8400	Office Furniture/Equipment		2,000		2,000		
					Total Capital Outlay		2,000		2,000		

transfer

to Gen'l Fund-Data Res 450

450

450

6969B/227-52-05/12
SW OP/WASTE REDUCT.



Solid Waste

Division: Systems Planning

HISTORICAL DATA		FY 1982-83		FOR INFORMATION ONLY				COUNCIL			
ACTUAL \$		BUDGET		PROPOSED BUDGET		FY 1983-84		APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
					Personal Services						
		0		6010	Director of Solid Waste	.10	4,880	.10	4,880		
		3,095		6030	Engineering Manager	.34	11,550	.60	20,450		
		0		6190	Waste Reduction Manager	.10	2,490	.10	2,490		
		0		6040	Solid Waste Coordinator	.05	1,390	.05	1,390		
		6,860		6130	Regional Planner 1	.93	15,320	1.43	23,530		
		5,405		6060	Solid Waste Technician	.40	7,640	.40	7,640		
		0		6150	Secretary	.05	750	.05	750		
		1,895		6050	Solid Waste Engineer	.05	1,260	.05	1,260		
		0		6090	Regional Planner 3	.03	720	.03	720		
		0		6120	Solid Waste Info. Spec.	.12	2,510	.12	2,510		
		0		6020	Operations Manager	.02	730	.02	730		
		690			Merit		1,970		2,660		
		5,025			Fringe		14,340		19,320		
		22,970			Total Personal Services	2.19	65,550	2.95	88,330		
					Materials & Services						
		100		7100	Travel Expense		550		550		
		300		7110	Meetings & Conferences		350		450		
		100		7130	Dues & Subscriptions		95		95		
		0		7140	Advertisements & Legal Notices		150		150		
		500		7150	Printing		240		240		
		0		7230	Telephone		50		50		
		200		7410	Supplies - Office		220		220		
		0		7500	Contractual Services		10,000		10,000		
		0		7520	Data Processing		4,000		4,000		
		200			Training and Tuition		0		0		
		200			Postage		0		0		
		1,600			Total Materials & Services		15,655		15,755		

6969B/227-51-05/12
SW OP/SYSTEM PLAN

Transfer
to Gen'l Fund-Data Res. 3580

3580

3580

ATTACHMENT D

SOLID WASTE CAPITAL FUND

Resources

- p. 60 a. The revised fund balance estimate includes \$190,000 received in FY 1982-83 a settlement with the City of Portland.
- b. The reduced transfer from Operating will go to the proposed new St. Johns Reserve Fund.

Requirements

- p. 60 a. Funds are added for possible construction of new scales at St. Johns to alleviate traffic back ups.
- b. The final cover account is increased due to the receipt of a settlement from the City of Portland which is earmarked for this purpose. This was proposed as a "final cover reserve" item when presented to the Services Committee in June. However, budget law prevents budgeting reserves as a line item, so the amount has been added to the total final cover account.
- c. In response to TSCC Comment No. 4, a new St. Johns Reserve Fund is proposed to provide for perpetual maintenance. The expense is eliminated from the Capital Fund.
- d. Part of the monies currently carried in the fund balance of this fund are earmarked for St. Johns perpetual maintenance. This amount is shown as a transfer to the new fund.

8898B/349
06/22/83



Solid Waste Capital Fund

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED	
ACTUAL \$		BUDGET		ACCOUNT # DESCRIPTION		FTE AMOUNT		FTE AMOUNT	
FY 1980-81	FY 1981-82	FTE	AMOUNT			FTE	AMOUNT	FTE	AMOUNT
3,814,715	5,446,149		2,226,111		Resources				
2,990,870	400,000		7,901,900	5700	Fund Balance - Beginning		1,092,300		1,092,300
461,366	1,169,619		871,124	5110	DEQ Loan Proceeds		5,078,400		5,078,400
0	0		753,250	5830	DEQ Grant		0		0
					Transfer from Solid				
364,358	395,351		150,000	5600	Waste Operating		861,400		861,400
470,894	0		0		Interest		40,000		40,000
	8,113		0		EPA Federal Grant		0		0
8,102,203	7,419,232		11,902,385		Miscellaneous		0		0
					Total Resources		7,072,100		7,072,100
12,232					Requirements				
-	0		35,000	8000	Clackamas Center				
-	3,445,635		3,410,000	8100	Land		0		0
-	0		250,000	8100	Construction		100,000		100,000
					Engineering Services		35,000		35,000
0	0		1,306,800	8000	Transfer Stations				
0	0		4,000,000	8100	Land		653,400		653,400
0	0		530,000	8100	Construction		0		0
					Engineering Services		265,000		265,000
1,641,323	316,992		0	8100	St. Johns				
63,246	78,809		0	8100	Construction (Methane)		0		0
117,930	0		904,000	8200	Engineering Services (Methane)		260,000		260,000
0	0		150,000		Final Improvements (Cover)		1,436,200		1,436,200
0	0		166,000	8200	Final Cover Reserve		0		0
					Perpetual Maint. Reserve		337,500		337,500
0	0		0	8000	Wildwood				
387,762	0		375,000	8100	Land		3,000,000		3,000,000
					Engineering Services		410,000		410,000
413,561	0		0		Troutdale Landfill Design				
20,000	0		0		Engineering & Technical Services		0		0
0	1,201,685		198,185	9310	Bottlewasher		0		0
					Transfer to Solid Waste				
0	150,000		0	9320	Operating		0		0
0	0		577,400	9700	Transfer to Solid Waste		0		0
					Debt Service		0		0
5,446,149	2,226,111		0		Contingency		575,000		575,000
8,102,203	7,419,232		11,902,385		Unappropriated Fund Balance		0		0
					Total Requirements		7,072,100		7,072,100

1,282,300
~
689,600
~
7090300

Same
~
30,000
240,000
1,546,200
-0-
-0-

Same
~

7090300
165,700

INSERT
Transfer to St Johns
Reserve Fund

ATTACHMENT E

SOLID WASTE DEBT SERVICE

p. 64 Correction of typo and prior year history data.

8898B/349
06/22/83



Solid Waste Debt Service

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED	
ACTUAL \$		BUDGET		ACCOUNT #		FTE		FTE	
FY	FY	FTE	AMOUNT	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	AMOUNT
1980-81	1981-82								
0	(5,224)		(2,110)	Resources					
0	150,000		0	Fund Balance - Beginning		0		0	
389,150	440,836		719,000	Transfer from SW Capital		0		0	
5,223	3,114		0	Transfer from SW Operating		824,700		824,700*	
394,373	588,726		716,890	PRT Loan Repayment		0		0	
				Total Resources		824,700		824,700	
				Requirements					
193,880	211,895		135,000	DEQ Loan SW 115		-		-	
-	-		39,030	Principal Due		150,000		150,000	
-	-		35,925	Interest Due		68,475		68,475	
10,900	10,300		0	Interest Due		0		0	
194,818	190,400		-	DEQ Loan SW 116		0		0	
-	-		145,000	DEQ Loan SW 117		-		-	
-	-		1,358	Principal Due		155,000		155,000	
-	-		1,155	Interest Due		38,630		38,630	
0	8,892		-	Interest Due		-		-	
-	-		7,000	DEQ Loan SW 117A		-		-	
-	-		25,709	Principal Due		8,000		8,000	
-	-		21,504	Interest Due		2,000		2,000	
0	169,349		-	Interest Due		-		-	
-	-		30,000	DEQ Loan SW 118		-		-	
-	-		114,423	Principal Due		86,700		82,700	
-	-		160,786	Interest Due		315,895		319,895	
(5,225)	←(2110)		0	Interest Due		-		-	
394,373	590,836 588,726		716,890	Unappropriated Fund Balance		-		-	
				Total Requirements		824,700		824,700	

*\$405,700 is derived from disposal fees and \$419,000 is from user fees.

6969B/227-20-05/12
SW DEBT SER/SW

ATTACHMENT F

ST. JOHNS RESERVE FUND

The TSCC has objected to budgeting funds earmarked for perpetual maintenance, a reserve, as an expense item. It is recommended that a new fund be established to separately account for and monitor St. Johns perpetual maintenance monies.

Resources are drawn from the fund balance of the Capital Fund and new monies flowing into the operating fund but earmarked for this purpose.

8898B/349
06/22/83

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET FY 1983-84				COUNCIL		COUNCIL	
ACTUAL \$		BUDGET						APPROVED		ADOPTED	
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
					Resources						
					Transfers						
					From Solid Waste Operating Fund	0		0		171,800	
					From Solid Waste Capital Fund	0		0		165,700	
0	0		0		Total Resources	0		0		337,500	
					Requirements						
0	0		0		Unappropriated Balance	0		0		337,500	
0	0		0		Total Requirements	0		0		337,500	

6969B/227-62-06/22
ST. JOHNS RESERVE FUND

ATTACHMENT G

PLANNING FUND

Resources

- p. 70 Most current ODOT PL Match information.
- p. 71
 - a. FHWA PL monies, increased carryover due to deferred computer purchase, all additional funds earmarked for computer.
 - b. Minor estimate adjustments to Development Services, net change consistent with staff reduction.
 - c. Allowable interest earnings on criminal justice monies are displayed as direct revenue to the Planning Fund rather than as a transfer from the Assistance Fund.
 - d. Other Criminal Justice estimates refelect most recent information. The net reduction to the department is due to a reduced overhead rate.

Requirements

- p. 73, 74 Minor computational adjustment.
- p. 75
 - a. Staff reduction due to revised staffing needs and uncertain revenues.
 - b. Monies from reduced overhead costs are transferred to Contractual Services.
- p. 77 Format change - display transfer detail as footnote. Transfer detail reflects overhead rate reduction from 58% to 55.5% and deferred computer purchase.

8898B/349
06/22/83

Planning Fund Revenue

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
					Resources - Transportation						
		143,359		5810	Transfer from General Fund						
					To Transportation	82,240		82,240			
				5120	Grants						
					Tri-Met						
		1,100			OR-29-9007 Match	0		0			
		4,881			FY 83 (e) (4) Match	0		0			
		25,619			FY 83 Sec 8 Match	6,000		6,000			
		1,925			McLoughlin Match - Rideshare	1,925		1,925			
		0			McLoughlin Alt. Anal.	20,281		20,280			
		6,000			Data Support	0		0			
		1,500			FHWA (e) (4)	0		0			
		399			Milw. Transf. Station	0		0			
		4,446			FY 83 (e) (4) TSAP Match	0		0			
		1,070			OR-09-0026 Jt. Dev. Match	0		0			
		100,000			OR-23-9001 FY 83 (e) (4)	0		0			
		0			Sec. 8 Discretionary Match	1,750		0			
		0			FY 84 (e) (4) Match	15,125		13,950			
		0			FY 84 Sec 8 Match	8,759		11,740			
				5110	ODOT						
		7,140			FY 83 (e) (4) Match	0		7,000			
		33,084			FY 83 PL Match	0		0			
		0			FY 84 PL Match	40,000		39,750			
		6,000			Data Support	0		0			
				5100	UMTA						
		228,650			FY 83 Sec 8	24,000		24,000			
		23,200			Discretionary Funds	24,000		24,000			
		28,879			OR-19-0004 (EPA) 175	5,000		5,000			
		0			FY 84 (e) (4)	200,000		200,000			
		119,245			FY 82 (e) (4) Carryover	0		0			
		8,400			FY 82 Sec 8	0		0			
		19,000			OR-19-0005 (EPA) 175	5,000		5,000			
		25,195			FY 83 (e) (4) TSAP	0		0			
		4,280			OR-09-0026 Jt. Dev.	0		0			
		0			FY 84 Sec 8	200,000		200,000			
		0			Sec. 9A	0		28,244			
		0			McLoughlin Alt. Anal./						
					Phase I	160,000		40,500			
		0			McLoughlin Alt. Anal./						
					DEIS	144,846		144,840			
		20,000		5020	Documents & Publications	0		0			

Same

32550

Same

6969B/227-59-05/12
PLANF/REV

Planning Fund Revenue

HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82										
			41,732	5880	Resources - Criminal Justice						
			88,930	5100	Transfer from Criminal						
			3,654	5100	Justice Assistance Fund		25,000		25,000		- 0 -
			0	5100	82 J 2 - OJJDP		0		0		same
			0	5100	OLEC 80.3		0		0		
			0	5100	90-CA - Project LUCK		8,158		10,000		52,569
			0	5100	84A.2 - OJJDP		71,187		54,774		30,534
			0	5100	National Council on Crime		35,504		35,504		5000
			20,000	5130	University of Illinois		0		0		
			0		83J.2 - OJJDP		0		7,571		same
			0		Tri-County Youth						
					Services Consortium		0		7,000		
			154,316		Total Criminal Justice Resources		139,849		139,849		137,674
			2,054,412		Total Resources		1,659,495		1,557,538		25,000

6969B/227-61-05/12
PLANF/REV

INSERT interest

Planning Fund Revenue

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED			
ACTUAL \$		BUDGET							
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82								
Resources - Transportation - continued									
					FWHA				
	0				FY 84 PL	160,000	159,000		184,450
132,329					FY 83 PL	0	0		
204,094					TSM (Bike/Flex)	58,000	41,500		
155,776					TSM (Rideshare)	5,775	5,775		
8,500					(e) (4)	0	0		
-		5120			Misc. FY 82 e(4) Match	-	-		
1,100					Multnomah County	0	0		
1,100					Portland	0	0		
1,833					Clark County	0	0		Same
1,833					Vancouver	0	0		
1,833					Washington DOT	0	0		
4,682					Clackamas County	0	0		
4,683					Washington County	0	0		
2,600					Clark Co. RPC	0	0		
6,054		5120			SANDAG	0	0		
52,097		5670			Miscellaneous	10,000	10,000		
1,391,886					Total Transportation Resources	1,172,701	1,070,744		1,088,944
Resources - Development Services									
		5810			Transfer from General Fund				
93,114					To Development Services	80,929	80,929		
		5120			Grants				
					Tri-Met				
3,000					OR-29-9004 Match	0	0		
100,000					OR-23-9001 FY 83 (e) (4)	63,750	63,750		Same
0					Westside PE Grant	20,642	20,642		
0					Tri-Met Support for				
					Development Services	11,643	11,643		
161,508		5100			UMTA				
0					OR-29-9004 - Westside	15,000	15,000		
20,000					FY 84 (e) (4)	100,000	100,000		
10,000					Section 3	0	0		
0		5030			UGB Fees	14,050	14,050		19,000
		5040			Conferences & Workshops	800	800		-0-
8,500					FWHA				
22,500		5100			(e) (4)	0	0		?
51,088		5110			EPA 205(j) Sewers	0	0		Same
38,500					LCDC	30,000	30,000		
508,210		5670			Miscellaneous	10,131	10,131		6122
					Total Development Services				
					Resources	346,945	346,945		

69B/227-60-05/12

Fund: Planning

Transportation



FOR INFORMATION ONLY, BUDGETED IN GENERAL FUND HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED			
FY	FY	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
1980-81	1981-82								
39,868	37,149	1.0	37,148	6010	Personal Services				
0	0	.25	9,249		Transportation Director	1.0	39,108	1.0	39,499
0	38,038	.7	27,489	6030	Development Planner	0	0	0	0
16,992	18,236	.9	16,936	6020	Technical Manager	.5	19,335	.5	19,528
26,085	13,192	1.0	13,437	6040	Administrative Assistant	1.0	19,711	1.0	19,908
24,562	26,541	3.25	92,532	6050	Secretary 1	1.0	14,282	1.0	14,424
21,914	25,293	0	0		Senior Planner	2.0	59,863	2.0	60,461
23,913	27,472	0	0		Computer System Manager	0	0	0	0
139,895	122,187	3.25	78,851	6060	Air Quality Manager	0	0	0	0
38,239	43,369	2.0	40,227	6070	Planner 3	3.0	78,216	3.0	78,998
41,362	48,057	4.0	64,553	6080	Planner 2	2.0	38,484	2.0	38,868
45,590	46,261	1.0	11,690		Planner 1	2.82	46,281	2.82	46,743
0	0	0	0		Planning Technician	0	0	0	0
0	4,025	.5	11,055	6090	Interdepartmental Assistance	0	0	0	0
0	0	0	0		Public Involvement Coordinator	.5	11,547	.5	11,662
0	0	0	0		Computer Specialist 1	0	0	0	0
45,133	0	0	0		Staff Assistant 1	0	0	0	0
33,021	0	0	0		Principal Planner	0	0	0	0
3,488	0		20,000	6300	Project Manager	0	0	0	0
			15,135		Temporary Employees	0	0	0	7,192
88,979	116,720		116,933	6700	Merit		13,067		13,203
589,041	566,540	17.85	555,235		Fringe		95,171		96,841
					Total Personal Services	13.82	435,065	13.82	447,327
									Same
8,108	3,116		5,600	7100	Materials & Services				
0	841		2,250	7110	Travel Expense		5,000		5,000
939	1,781		2,400	7120	Meetings & Conferences		1,800		1,800
345	320		650	7130	Training & Tuition		2,000		2,000
0	0		150	7140	Dues & Subscriptions		500		500
0	2,087		16,600	7150	Advertisements & Legal Notice		0		0
0	0		1,500	7410	Printing		10,000		10,000
363,838	159,603		167,682	7500	Supplies - Offices		1,500		1,500
69,127	49,770		0	7520	Contractual Services		328,000		178,500
0	106		15,000	7900	Data Processing		49,000		35,452
442,357	217,624		211,832		Miscellaneous		0		3,500
					Total Materials & Services		397,800		238,252
									35655
									238,455

6969B/227-22-05/12
PLANF/TRANS



Transportation

Fund: Planning

FOR INFORMATION ONLY, BUDGETED IN GENERAL FUND		HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
1,765	0		1,000	8400	Capital Outlay Office Equipment		0		0	same	
1,033,163	784,164	17.85	768,067		Total Department	13.82	832,865		685,579		685,782

6969B/227-23-05/12
PLANF/TRANS

Fund: Planning

Development Services



FOR INFORMATION ONLY; BUDGETED IN GENERAL FUND HISTORICAL DATA				PROPOSED BUDGET FY 1983-84				COUNCIL APPROVED			
ACTUAL \$											
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Personal Services											
38,857	35,402	1.0	37,440	6010	Director	1.0	38,805	1.0	38,805		
67,741	23,232	1.0	24,895	6020	Planner 3	2.0	49,089	2.0	49,089		
0	0	1.0	27,000	6030	Engineer 3	1.0	26,998	1.0	26,998		
25,121	15,382	1.0	27,040	6040	Senior Planner	0	0	0	0		
12,366	13,595	1.0	15,746	6050	Secretary <i>x2</i>	1.0	16,119	1.0	16,119		
5,981	21,533	1.0	13,797	6060	Planning Technician	1.0	13,843	1.0	13,843		
0		.5	10,830	6070	Public Invol. Coord.	.5	11,546	.5	11,546		
16,581	1,707	.1	1,843	6080	Administrative Assistant	0	0	0	0		
14,098	0	0	0		Principal Reg. Planner	0	0	0	0		
31,762	0	0	0		Urban Economist	0	0	0	0		
35,406	0	0	0		Planner 2	0	0	0	0		
33,410	0	0	0		Planner 1	0	0	0	0		
1,250	0	0	0		Staff Assistant	0	0	0	0		
13,717	0	0	0		Development Director	0	0	0	0		
32,650	0	0	0		Temporary	0	0	0	0		
			4,913		Merit	0	6,213	0	6,213		
59,147	28,903		46,781	6700	Fringe		45,544		45,544		
388,087	139,754	6.6	210,285		Total Personal Services	6.5	208,157	6.5	208,157		
Materials & Services											
3,232	2,085		4,000	7100	Travel Expenses		7,000		7,000		
1,366	0		1,500	7110	Meetings & Conferences		2,000		2,000		
1,684	80		350	7120	Training & Tuition		250		250		
0	0		250	7130	Dues & Subscriptions		250		250		
0	0		13,750	7140	Advertisements & Legal Notices		0		0		
0	68		2,652	7150	Printing		2,000		2,000		
0	550		87	7300	Postage		100		100		
0	0		500	7360	Equipment Rental		0		0		
310	1,154		750	7410	Supplies - Office		750		750		
219,552	109,747		96,530	7500	Contractual Service		40,044		40,044		
0	115		11,034	7520	Data Processing		500		500		
0	0		6,250	7900	Miscellaneous		1,000		1,000		
226,144	113,799		137,653		Total Materials & Services		53,894		53,894		
846	0		0		Total Capital Outlay		0		0		
615,077	253,553	6.6	347,938		Total Department	6.5	262,051	6.5	262,051		

?
same
}
.5 6922

same

43606
199,298

same

48620
same

62470
0

261768

Transfers & Contingency

Planning Fund

FOR INFORMATION ONLY, BUDGETED IN GENERAL FUND		HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED			
ACTUAL \$				BUDGET		ACCOUNT #		DESCRIPTION		FTE		AMOUNT	
FY 1980-81	FY 1981-82	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
0	0					9100		Transfers & Contingency					
0	0		320,619			9100	475,186	Transfer to General Fund			520,515		527,811*
0	0		81,214			9100	(339,837)	From Transportation Dept.			(385,166)		
0	0		55,730			9100	(84,893)	From Development Services Dept.			(84,893)		
						9100	(50,456)	From Criminal Justice Dept.			(50,456)		
								Transfer to Transportation					
								Technical Assistance					
0	0		303,200				0	From Transportation Dept.			0		
0	0		79,058				0	From Development Services			0		
0	0		839,821				0	Department			0		
								Total Transfers &					
							475,186	Contingency			520,515		527,811
0	0	27.45	2,054,412				1,659,495	Total Planning Fund	23.07		1,557,538		1,564,754

6969B/227-46-05/12
PLANN/T&C

delete

* Transfer detail

From Transportation Dept

Overhead

Computer Purch & Maint.

Data Resources

From Development Services Dept.

From Criminal Justice Dept.

248,264

104,948

50,000

76,318

48,281

527,811

ATTACHMENT H

CRIMINAL JUSTICE ASSISTANCE FUND

Resources

- p. 86 Delete interest revenues from this fund, instead shown as a resource in the Planning Fund.

Requirements

- p. 86 Delete the transfer of interest to the Planning Fund.

8898B/349
06/22/83



Criminal Justice Assistance Fund

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED	
ACTUAL \$		BUDGET		ACCOUNT #		DESCRIPTION		FTE	
FY 1980-81	FY 1981-82	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
775,163	519,419					Resources			
-	-		60,000	5100		Federal LEAA Grants	200,000		200,000
-	-		25,000			80A2.1			
-	-		180,000			80J2.1			
-	-		155,000			81J2.1			
0	0		180,000			82J2.1			
0	0			5100		Detention Alternative			
0	0		0			Project 81-149	0		
0	0		0	5100		Project LUCK - Dept. of		0	
27,441	56,322		0			Health & Human Services	100,000		100,000
802,604	575,741		41,732	5100		Justice System Improvement Act	150,000		150,000
			641,732	5600		Interest	25,000		25,000
						Total Resources	475,000		475,000
1,109,704	530,741		600,000			Requirements			
0	0		41,732	7510		Payments to Other Agencies	450,000		450,000
				9420		Transfer to Criminal Justice			
24,224	45,000		0			Planning Fund	25,000		25,000
(331,324)	0		0			Transfer to General Fund	0		0
802,604	575,741		0			Unappropriated Fund Balance	0		0
			641,732			Total Requirements	475,000		475,000

6969B/227-28-5/09
CJA

Handwritten notes on the right side of the table:

- Same
- 450,000
- 450,000
- 0 -
- 0 -
- 0 -
- 450,000

ATTACHMENT I

GENERAL FUND

Resources

- p. 100 a. Revised Planning Fund transfer reflects reduction in overhead rate from 58 percent and 55.5 percent plus deferred computer purchase costs from FY 1982-83.
- b. Format change - display transfer detail as a footnote.

Requirements

- p. 103 Correct prior year history.
- p. 104 Typo.
- p. 105 Correct prior year history.
- p. 106 Increase Capital Outlay for computer purchase deferred from FY 1982-83. No additional General Fund cost.
- p. 107 a. Correct prior year history.
- b. New total department charges due to above listed revisions.
- p. 108 Typo.
- p. 116 a. Reduced Contingency reflects reduced overhead rate.
- b. Format change - display transfer detail as footnote.

8898B/349
06/22/83

General Fund Revenue

HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED	
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT
318,411	2,503		25,700		Resources		
559,722	555,064		579,070	5010	Fund Balance-Beginning		40,000
-	1,219,748		2,700	5020	Dues Assessment		592,545
69,275	-		-		Documents & Publications		16,650
112,018	-		0		Federal Grants		
232,927	-		0		HUD		0
113,953	-		0		EDA		0
1,085,069	-		0		EPA		0
7,873	-		0		LEAA		0
50,000	-		0		UMTA		0
-	615,507		0		FHWA		0
56,600	-		0		DOT		0
364,075	-		0		State & Local Grants		0
184,706	-		0		LCDC		0
15,731	-		0		Tri-Met		0
16,779	-		0		ODOT		0
3,500	-		0		DEQ		0
8,007	0		0		Washington DOT		0
0	17,263		0		State IGRD Grant		0
0	0		0	5130	Clark County		0
0	0		0		Professional & Contract		0
11,719	26,471		0	5140	Services		10,000
275,610	362,957		389,252	5600	Conferences & Workshops		2,000
436,259	580,107		569,700	5670	Interest		7,000
					Miscellaneous		1,000
					Transfers		
				5820	From Zoo Operating Fund		418,280
				5830	From Solid Waste		418,280
					Operating Fund		635,610
					From Planning Fund		475,186
				5850	From Transportation		520,515
					Planning		
				5860	From Development		(385,166)
					Services		
				5870	From Criminal Justice		(84,893)
					Planning		
					From Criminal Justice		(50,456)
					Assistance Fund		
				5890	From Sewer Assistance Fund		5,000
					License, Fees & Permits		0
					Total Resources		2,203,271
3,946,458	3,424,620		2,030,385				2,248,600

same

527,811

-0-
5000
-0-

2255896

delete

insert detail from p.77

6969B/227-40-05/12
GF/REV

Fund: General
Division: Accounting

Finance & Administration

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED	
ACTUAL \$		BUDGET		ACCOUNT # DESCRIPTION		APPROVED	
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	FTE AMOUNT	FTE	AMOUNT
0	0	0	0	6020	Personal Services		
21,398	29,933	1.0	32,279	6030	Deputy Executive Officer .17 6,826	.17	6,894
20,070	19,861	1.0	25,024	6040	Accounting Manager 1.0 32,406	1.0	32,730
11,154	14,463	1.0	14,060	6050	Senior Accountant 2.0 48,880	2.0	49,369
31,755	35,042	3.0	39,603	6060	Accounting Clerk 2 3.0 43,158	3.0	43,590
0	0	0	0	6070	Accounting Clerk 1 1.0 12,841	1.0	12,969
21,962	16,719	0	0		Secretary 1 .25 3,059	.25	3,090
0	27,540	0	0		Director of Management Services		
0	17,007	0	0		Management Analyst 0 0	0	0
1,472	8,302	.25	5,454	6300	Senior Fiscal Analyst 0 0	0	0
			4,439		Temporary .25 4,894	.25	4,942
28,355	41,230		32,312	6700	Merit 6,083		6,143
136,166	210,097	6.25	153,171		Fringe 42,911		43,773
					Total Personal Services 7.67 201,058		203,500
38	0		600	7100	Materials & Services		
202	0		500	7110	Travel Expense 0		0
253	540		900	7120	Meetings & Conferences 1,098		1,098
0	0		200	7130	Training & Tuition 2,345		2,345
0	0		2,000	7410	Dues & Subscriptions 415		415
91,102	109,112		38,900	7500	Supplies - Office 3,450		3,450
40,771	54,129		0	7520	Contractual Services 30,000		30,000
132,366	163,701		43,100		Data Processing 0		0
					Total Materials & Services 37,308		37,308
159	0		0		Total Capital Outlay 0		0
268,691	373,870	6.25	196,271		Total Division 7.67 238,366	7.67	240,808

6969B/227-24-5/09
GF/F&A/ACCT

Finance & Administration

Fund: General
Division: Budget &
Administrative Services

HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET		FY 1983-84		COUNCIL APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
0	0	0	0	6020	Personal Services						
0	0	1.0	35,402	6030	Deputy Executive Officer	.17	6,826	.17	6,894		
0	0	1.0	26,998	6040	Manager, Budget & Administrative Services	1.0	36,959	1.0	37,329		
0	0	1.0	18,018	6050	Management Analyst	1.0	28,731	1.0	29,018		
14,214	15,915	1.0	15,215	6060	Personnel Assistant	1.0	19,000	1.0	19,190		
16,452	15,821	1.0	15,581	6080	Offset Print Operator	1.0	16,119	1.0	16,360		
18,430	19,419	1.0	12,792	6090	Lead Word Processor	1.0	15,806	1.0	15,964		
9,838	12,954	1.0	12,800	6070	Word Processor	1.0	13,363	1.0	13,497		
5,002	5,657	.5	5,241	6100	Secretary 1	.35	4,448	.25	3,077		
17,208	0	0	0	6110	Maintenance Aide	.5	5,575	.5	5,631		
11,214	0	0	0		Administrative Assistant	1.0	16,412	1.0	16,576		
22,819	0	0	0		Receptionist	1.0	11,588	0	0		
28,995	0	0	0		Graphics Coordinator		0		0		
10,853	19,248	0	0		Graphic Design		0		0		
					Director of Management Services		0		0		
26,974	28,564	0	1,600		Manager of Personnel & Support Services		0		0		
13,035	4,289	0	0		Temporary		0		0		
			5,681		Merit		6,993		6,538		
38,035	30,556		41,563	6700	Fringe		50,910		47,598		
233,069	152,423	7.5	190,891		Total Personal Services	9.02	232,730	7.92	217,592		
9,441	0		375	7100	Materials & Services						
2,941	0		150	7110	Travel Expenses		375		375		
5,336	393		300	7120	Meetings & Conferences		150		150		
20,138	5,812		13,070	7130	Training & Tuition		450		450		
28,667	3,819		5,000	7140	Dues & Subscriptions		13,000		13,000		
50,096	20,610		25,000	7150	Advertising		5,000		5,000		
0	0		0	7160	Printing		14,000		14,000		
52,896	51,771		50,000	7160	Election Expense		50,000		50,000		
0	0		0	7230	Telephone		51,500		51,500		
41,721	19,730		25,000	7250	Fuels		5,000		5,000		
24,033	23,901		0	7300	Postage		18,310		18,310		
0	0		17,130	7320	Maintenance & Repairs - Vehicles		3,000		3,000		
				7330	Maintenance & Repairs - Equipment		18,700		18,700		

same

217672

Fund: General
Division: Budget &
Administrative Services

Finance & Administration

HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
45,882	45,733 28746		50,634	7360	Materials & Services - continued				
69,783	20,800-19555		15,100	7410	Equipment Rental	1,900	1,900		
0	0		0	7420	Supplies - Office	6,400	6,400		
94,429	9,342 12746		5,045	7500	Supplies - Other	3,300	3,300		
0	0		0	7520	Contractual Services	11,800	11,800		
40,484	36,429		31,120	7530	Data Processing	2,000	2,000		
246,664	271,875		262,032	7750	Insurance	25,200	25,200		
0	0-19952		0	7760	Lease Payments - Buildings	284,845	284,845		
0	0-16987		0	7770	Lease Payments - Vehicles	8,740	8,740		
8,112	15,832 -0-		36,000		Lease Payments - Equipment	17,180	17,180		
740,623	526,126 562916		535,956		Miscellaneous	0	0		
					Total Materials & Services	540,850	540,850		
0	675		0	8300	Capital Outlay				
10,670	1,047		500	8400	Vehicles & Equipment	0	0		
					Office Furniture & Equipment	0	0		
10,670	1,722		500		Total Capital Outlay	0	0		
984,362	680,271 717061	7.5	727,347		Total Division	9.02	773,580	7.92	758,442

same

same

same

6969B/227-26-5/09
GP/PLA/BLA

Finance & Administration

Fund: General
Division: Data Processing

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET FY 1983-84				COUNCIL APPROVED			
ACTUAL \$		BUDGET		ACCOUNT #		DESCRIPTION		APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT				FTE	AMOUNT	FTE	AMOUNT	
						Personal Services					
		0	0	6020		Deputy Executive Officer	.17	6,825	.17	6,893	
		.3	11,782	6030		Technical Manager	.3	11,601	.3	11,717	
PREVIOUSLY BUDGETED IN		1.0	26,562	6040		Computer System Manager	1.0	27,478	1.0	27,753	
IN TRANSPORTATION		1.0	24,959	6050		Planner 2/Prog. Spec.	1.0	25,098	1.0	25,349	Same
DEPARTMENT			0	6070		Secretary 1	.25	3,059	.25	3,089	
			2,533			Merit		2,962		2,992	
			18,433	6700		Fringe		21,567		21,782	
		2.3	84,269			Total Personal Services	2.72	98,590	2.72	99,575	
						Materials & Services					
			500	7100		Travel Expense		1,000		1,000	
			1,195	7110		Meetings & Conferences		1,500		1,500	
			1,000	7120		Training & Tuition		1,000		1,000	
			200	7130		Dues & Subscriptions		300		300	
			1,500	7230		Telephone		2,000		2,000	Same
			12,500	7330		Maintenance & Repairs -					
						Equipment		15,000		20,400	
			4,000	7410		Supplies - Office		6,000		6,000	
			5,000	7500		Contractual Services		2,000		2,000	
			63,427	7520		Data Processing		0		0	
			39,240	7770		Lease Payments - Equipment		69,400		44,400	
			2,000	7900		Miscellaneous		2,000		2,000	
			130,562			Total Materials & Services		100,200		80,600	
						Capital Outlay					
			0	8400		Office Equipment		0		69,280	97,155
		2.3	214,831			Total Division	2.72	198,790	2.72	249,455	277,330

6969B/227-14-05/12
GF/F&A/DP

Fund: General
Division: Data Resource
Center

Finance & Administration

HISTORICAL DATA		FY 1982-83		PROPOSED BUDGET		FY 1983 - 84		COUNCIL APPROVED			
ACTUAL \$		BUDGET		ACCOUNT # DESCRIPTION		FTE AMOUNT		FTE AMOUNT		FTE AMOUNT	
FY 1980-81	FY 1981-82	FTE	AMOUNT								
PREVIOUSLY BUDGETED AS PART OF TRANSPORTATION											
				6030	Personal Services						
				6050	Technical Manager	.2	8,012	.2	8,092		
				6060	Senior Planner	1.12	32,744	1.12	33,071		
				6080	Planner 3	1.0	24,388	1.0	24,632		
				6070	Planner 1	.18	2,955	.18	2,985		
				6070	Secretary 1	.25	3,059	.25	3,090		
				6300	Temporary	1.05	13,038	1.05	13,168		
					Merit		2,846		2,874		
				6700	Fringe		22,025		22,232		
					Total Personal Services	3.8	109,067	3.8	110,144		
Materials & Services											
				7110	Meetings & Conferences		1,100		1,100		
				7130	Dues & Subscriptions		500		500		
				7150	Printing		4,900		4,900		
				7300	Postage		500		500		
				7410	Supplies - Office		700		700		
				7500	Contractual Services		5,000		5,000		
				7520	Data Processing		2,500		1,000		
				7900	Miscellaneous		150		150		
					Total Materials & Services		15,350		13,850		
					Total Division	3.8	124,417	3.8	123,994		
					Total Department	23.21	1,335,153	22.11	1,372,699		
1,253,053	1,036,149	16.05	1,138,449								
6969B/227-49-5/09											
DRC											
1400654											

Same

1,400,654

1,253,053 ~~1,034,149~~ 16.05 1,138,449
1092,861
6969B/227-49-5/09
DRC

General Fund

Transfers & Contingency

HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET FY 1983-84		COUNCIL APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT
	0		81,228	9700	Transfers & Contingency				
					Contingency		126,380		110,343
0	0		143,359	9400	Transfer to Planning Fund		163,169		163,169
0	0		93,114	9410	Transfer to Transportation Planning		(82,240)		(82,240)
0	0		317,701		Transfer to Development Services Planning		(80,929)		(80,929)
					Total Transfers & Contingency		289,549		273,512
2,503	37,388		0		Unappropriated Fund Balance		0		0
3,946,458	3,424,620	30.9	2,030,385		Total General Fund	36.56	2,203,271	36.61	2,248,600

6969B/227-41-05/12
GF/T&C

should be
footnote

Public Affairs

Fund: General

HISTORICAL DATA ACTUAL \$		FY 1982-83 BUDGET		PROPOSED BUDGET FY 1983-84				COUNCIL APPROVED			
FY 1980-81	FY 1981-82	FTE	AMOUNT	ACCOUNT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
0	30,246	1.0	35,401	6010	Personal Services						
46,748	7,696	1.0	25,290	6020	Public Affairs Director	1.0	35,538	1.0	35,893		
19,556	22,821	1.0	22,297	6030	Local Gov't Asst. 3	1.0	26,406	1.0	26,670		
0	23,744	1.0	23,088	6040	Local Gov't Asst. 2	1.0	24,774	1.0	25,022		
23,466	19,504	1.0	12,792	6050	Graphics Coordinator	1.0	24,096	1.0	24,337		
0	15,563	.6	9,136	6060	Secretary 1	1.0	13,092	1.15	14,762		
16,772	7,450	.25	4,732	6070	Graphics Designer	.6	8,919	.6	9,008		
					Public Information						
0	10,324	1.0	11,971	6080	Specialist	.25	4,645	.25	4,691		
28,788	25,380	0	0		Receptionist	0	0	1.0	11,705		
61,192	553	0	0	6000	Local Government Manager	0	0	0	0		
					Public Involvement						
10,578	0	0	0	6000	Coordinator 1	0	0	0	0		
					Local Government						
26,705	28,625	0	0	6000	Assistant 1	0	0	0	0		
					Public Information						
17,216	0	0	0	6000	Officer	0	0	0	0		
					Community Relations						
0	4,061	0	0	6000	Specialist	0	0	0	0		
31,163	5,950	0	0		Planner 2	0	0	0	0		
			5,954		Temporary Help	0	0	0	0		
			42,129		Merit		5,499		6,083		
53,194	79,769				Pringe		38,492		44,288		
335,378	281,686	6.85	192,790		Total Personal Services	5.85	181,461	7.0	202,459		
					Materials & Services						
1,542	1,145		525	7100	Travel Expenses		1,750		1,750		
3,362	1,149		3,600	7110	Meetings & Conferences		4,500		4,500		
4,256	656		450	7120	Training & Tuition		800		800		
0	1,317		4,200	7130	Dues & Subscriptions		2,720		2,720		
21,576	3,616		2,800	7140	Advertising & Legal Notices		2,800		2,800		
0	4,418		4,588	7150	Printing		11,900		11,900		
0	0		0	7300	Postage		3,370		3,370		
0	2,682		3,850	7410	Supplies - Office		4,200		4,200		
1,653	11,956		7,600	7500	Contractual Services		11,400		11,400		
0	0		2,500	7900	Miscellaneous		2,700		2,700		
32,389	26,939		30,113		Total Materials & Services		46,140		46,140		
613	0		0		Total Capital Outlay		0		0		
368,380	308,625	6.85	222,903		Total Department	5.85	227,601	7.0	248,899		

Same

Same

248,599

6969B/227-30-5/09
GF/FF

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CREATING A)
RESERVE FUND, ADOPTING THE ANNUAL)
BUDGET OF THE METROPOLITAN SERVICE)
DISTRICT FOR FISCAL YEAR 1983-84)
MAKING APPROPRIATIONS FROM FUNDS)
OF THE DISTRICT IN ACCORDANCE)
WITH SAID ANNUAL BUDGET AND LEVY-)
ING AD VALOREM TAXES

ORDINANCE NO. 83-153

Introduced by the Council
Coordinating Committee

WHEREAS, The Multnomah County Tax Supervising and Conservation Commission (TSCC) held its public hearing June 10, 1983, on the annual budget of Metro for the fiscal year beginning July 1, 1983, and ending June 30, 1984; and

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

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

1. A Reserve Fund is created for the purpose of receiving and monitoring monies earmarked for the perpetual maintenance of the St. Johns Landfill.

[1.] 2. The "FY 1983-84 Budget of the Metropolitan Service District" as attached hereto as Exhibit A, and the schedule of appropriations attached as Exhibit B to this ordinance are hereby adopted.

[2.] 3. The Council of the Metropolitan Service District does hereby levy ad valorem taxes for the Zoo fund as provided in the budget adopted by Section 1 of this Ordinance in the amount of FIVE MILLION (\$5,000,000) DOLLARS for the Zoo Operations and Capital Funds, said levy being a three-year serial levy outside the six percent constitutional limit approved by district voters on May 20, 1980, said taxes to be levied upon taxable properties within the

Metropolitan Service District as of 1:00 a.m., January 1, 1983.

[3.] 4. The Council hereby authorizes expenditures and personnel positions in accordance with the annual budget adopted by Section 1 of this Ordinance, and hereby appropriates funds for the fiscal year beginning July 1, 1983, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit B.

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

a. Multnomah County Assessor

- 1) An original and one copy of the Notice of Levy marked Exhibit C, attached hereto and made a part of this Ordinance.
- 2) Two copies of the budget document adopted by Section 1 of this Ordinance.
- 3) A copy of the Notice of Publication provided for by ORS 294.421.

b. Clackamas and Washington County Assessor and Clerk

- 1) A copy of the Notice of Levy, marked Exhibit C.
- 2) A copy of the budget document adopted by Section 1 of this Ordinance.

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

Presiding Officer

ATTEST:

Clerk of the Council

JS/gl/8898B/349

EXHIBIT B

SCHEDULE OF APPROPRIATIONS

<u>GENERAL FUND</u>	<u>Appropriation FY 1983-84</u>	<u>Proposed Amendment</u>	<u>Revised Appropriation</u>
Council			
Personal Services	\$ 58,897	0	\$ 58,897
Material & Services	54,520	0	54,520
Capital Outlay	0	0	0
Subtotal	<u>\$113,417</u>	<u>0</u>	<u>\$113,417</u>
Executive Management			
Personal Services	\$226,223	0	\$226,223
Material & Services	12,800	0	12,800
Capital Outlay	1,350	0	1,350
Subtotal	<u>\$240,373</u>	<u>0</u>	<u>\$240,373</u>
Finance & Administration			
Personal Services	\$ 630,891	\$ 80	\$ 630,911
Material & Services	672,608	0	672,608
Capital Outlay	69,280	27,875	97,155
Subtotal	<u>\$1,372,779</u>	<u>\$27,955</u>	<u>\$1,400,654</u>
Public Affairs			
Personal Services	\$202,459	0	\$202,459
Material & Services	46,140	0	46,140
Capital Outlay	0	0	0
Subtotal	<u>\$248,599</u>	<u>0</u>	<u>\$248,599</u>
General Expense			
Contingency	\$110,343	\$ (20,659)	\$ 89,684
Transfers	163,169	0	163,169
Subtotal	<u>\$273,512</u>	<u>\$ (28,659)</u>	<u>\$252,853</u>
Total General Fund Requirements	\$2,248,600	\$7,296	\$2,255,896
<u>PLANNING FUND</u>			
Development Services			
Personal Services	\$208,157	\$ (8,859)	\$199,298
Material & Services	53,894	8,576	62,470
Capital Outlay	0	0	0
Subtotal	<u>\$262,052</u>	<u>\$ (283)</u>	<u>\$261,768</u>
Transportation			
Personal Services	\$447,326	\$ 0	\$447,326
Material & Services	238,252	203	238,455
Capital Outlay	0	0	0
Subtotal	<u>\$685,578</u>	<u>\$203</u>	<u>\$685,782</u>

<u>PLANNING FUND</u>	<u>Appropriation FY 1983-84</u>	<u>Proposed Amendment</u>	<u>Revised Appropriation</u>
Criminal Justice			
Personal Services	\$86,993	0	\$86,993
Material & Services	2,400	0	2,400
Capital Outlay	0	0	0
Subtotal	\$89,393	0	\$89,393
General Expense			
Transfers	\$520,515	\$7,296	\$527,811
Subtotal	\$520,515	\$7,296	\$527,811
Total Planning Fund Requirements	\$1,557,538	\$7,216	\$1,564,754
<u>TRANSPORTATION TECHNICAL ASSISTANCE FUND</u>			
Materials & Services	\$367,500	0	\$367,500
Total Transportation Technical Assistance Fund Requirements	\$367,500	0	\$367,500
<u>CRIMINAL JUSTICE ASSISTANCE FUND</u>			
Materials & Services	\$450,000	\$ 0	\$450,000
Transfers	25,000	(25,000)	0
Total Criminal Justice Assistance Fund Requirements	\$475,000	\$ (25,000)	\$450,000
<u>SEWER ASSISTANCE FUND</u>			
Materials & Services	\$2,000,000	0	\$2,000,000
Transfers	5,000	0	5,000
Contingency	1,315,000	0	1,315,000
Total Sewer Assistance Fund	\$3,320,000	0	\$3,320,000
<u>ZOO OPERATING FUND</u>			
Personal Services	\$2,729,321	\$ 0	\$2,729,321
Material & Services	1,648,533	0	1,648,533
Capital Outlay	276,066	0	276,066
Transfers	1,238,380	2,231,000	3,469,380
Contingency	298,398	60,750	359,148
Total Zoo Operating Fund			
Appropriation	\$6,190,698	\$2,291,750	\$8,482,448
Unappropriated Balance	600,000	0	600,000
Total Zoo Operating Fund Requirements	\$6,790,698	\$2,291,750	\$9,082,448

<u>ZOO CAPITAL FUND</u>	<u>Appropriation FY 1983-84</u>	<u>Proposed Amendment</u>	<u>Revised Appropriation</u>
Capital Projects	\$5,585,812	0	\$5,585,812
Contingency	<u>540,192</u>	<u>0</u>	<u>591,942</u>
Total Zoo Capital Fund	\$6,126,004	0	\$6,177,754
Personal Services	\$ 694,950	\$ 0	\$ 694,950
Material & Services	5,835,080	25,500	5,860,580
Capital Outlay	15,200	0	15,200
Transfers	2,321,710	0	2,321,710
Contingency	<u>540,862</u>	<u>0</u>	<u>540,862</u>
Total Solid Waste Operating Fund Requirements	\$9,407,802	\$25,500	\$9,433,302
<u>SOLID WASTE CAPITAL FUND</u>			
Capital Projects	\$6,497,100	\$18,200	\$6,515,300
Contingency	<u>575,000</u>	<u>0</u>	<u>575,000</u>
Total Solid Waste Capital Fund	\$7,072,100	\$18,200	\$7,090,300
<u>SOLID WASTE DEBT SERVICE FUND</u>			
Materials & Services	<u>\$824,700</u>	<u>0</u>	<u>\$824,700</u>
Total Solid Waste Debt Service Fund Requirements	\$824,700	0	\$824,700
<u>SOLID WASTE ST. JOHNS RESERVE FUND</u>			
Unappropriated Balance	<u>\$337,550</u>	<u>\$(337,500)</u>	<u>0</u>
Total St. Johns Reserve Fund Requirements	\$337,550	\$(337,500)	0

JS/srb
8898B/227
06/22/83

TAX SUPERVISING & CONSERVATION COMMISSION

Multnomah County, Oregon

1510 Portland Building

Portland, Oregon 97204

1120 S.W. Fifth Avenue

503/248-3054

June 16, 1983

Board of Directors
Metropolitan Service District
527 S.W. Hall
Portland, Oregon 97201

Ladies and Gentlemen:

The Tax Supervising and Conservation Commission has reviewed, given careful consideration to and on June 10, 1983 met to discuss and conduct a public hearing on the 1983-84 budget for the Metropolitan Service District.

The budget is certified with the following objections and recommendations.

1. The Financial Summary contained several mistakes and omissions about which the budget officer was advised prior to publication in the newspaper. We assume that a corrected Summary Statement was published and added to the budget document.

Response: The financial summary was revised as directed by TSCC staff on May 31. The corrected notice of the public hearing was published on June 2, 1983.

2. The budget document does not include evidence of publication of the notice required for the first budget committee meeting.

Response: An affidavit of publication will be provided to the TSCC and included in the budget document.

3. The budget document must include an explanation supporting the estimates made for Beginning and Ending Working Capital for each fund.

Response: Explanations of the beginning and ending working capital have been prepared and will be included in the budget document.

4. An objection is noted with reference to the Perpetual Maintenance Reserve \$337,500 estimate in the Solid Waste Capital Fund, page 60. If it is intended that the amount be available for expenditure in future years it must be budgeted in the unappropriated balance. The amount could also be placed in contingency, if the purposes are unknown, or it could be budgeted in categories specified in ORS 294.352 (6)

Response: This comment is appropriate. The creation of a new fund, St. John's Reserve, is proposed to separately account for and monitor money set aside for perpetual maintenance.

5. The Zoo Operating and Zoo Capital Funds report \$187,500 as the estimated income from prior year property tax levies. We believe the estimate is understated and recommend that new estimates be made. Our computations suggest an estimate of \$300,000.

If it is intended to credit tax revenues directly to the Zoo Capital Fund it will be necessary to include separate estimates for current year levy collections and prior year levy collections. However, we recommend, as we did last year, that all proceeds from the \$5,000,000 levy be received into the Zoo Operating Fund and that a transfer in the proper amount be made to the Zoo Capital Fund. The District is authorized to make one \$5,000,000 special levy and not two separate ones as reported on Form LB-3. Incorrect reporting on LB-3 must be changed.

Response: Prior year tax revenue estimates have been revised. As recommended, all proceeds from the tax levy are now displayed as revenue to the Zoo Operating fund. The appropriate portion is shown as a transfer to the Capital fund. This change has allowed the LB-3 form to be correctly reported.

6. We cannot verify the correctness of debt service expense estimates for DEQ Loan SW 118 because the budget document does not include an indebtedness schedule. We urge that such a schedule be made part of the document.

Response: The debt service schedule will be included in budget document.

7. In the Solid Waste Revenue Fund we question the appropriateness of a \$30,000 interest estimate in a fund with an annual cash flow in excess of \$9,000,000.

Response: The projected average cash balance in the Solid Waste Operating fund will result in \$30,000 interest at current rates. Disposal fees are received on a 45 day lag period, therefore the cash position is much lower than the \$9,000,000 budget figure might suggest.

8. Several minor errors appear on the following pages:

- a. Page 22. Omission of \$6,883 for Dues and Subscriptions.
- b. Page 47. The \$46,730 Fringe estimate is not a deduct item.
- c. Page 56. This Detailed Estimate Sheet is an integral part of the budget and not "For Information Only".
- d. Page 104. Total Personal Services adds to \$217,672 and not \$217,592.
- e. Page 107. Total for Department, 1981-82, does not conform to the audit.
- f. Page 108. Total for Public Affairs adds to \$248,599 and not \$248,899.

Response: Corrections to the minor errors are indicated in the revised budget sheets.

9. We continue to have concerns regarding the justification for transferring amounts from the Zoo and Solid Waste Funds to the General Fund for overhead expense which for 1983-84 is budgeted at \$1,053,890. Of particular concern are certain indirect costs, for example Council and Executive Management expense, as well as some direct expense items which the two funds could acquire individually at a lower cost. The cost allocation plan included in the budget document is a fine, detailed presentation, however, we feel the public will continue not to understand or accept the practice. We would urge the Council to develop an alternate revenue source especially for the indirect costs.

Response: No action is required.

Board of Directors
Metropolitan Service District

June 16, 1983

This certification, made pursuant to ORS 294.645, is based on the following budget estimates and tax levy:

Budget Estimates		
General Fund	\$ 2,248,600	
Zoo Operating Fund	6,790,698	
Unappropriated Balance	(600,000)	
Zoo Capital Fund	6,126,004	
Solid Waste Operating Fund	9,407,802	
Solid Waste Capital Fund	7,072,100	
Unappropriated Balance	(337,500)	
Solid Waste Debt Fund	824,700	
Planning Fund	1,557,538	
Transportation Assistance Fund	473,805	
Criminal Justice Fund	475,000	
Sewer Assistance Fund	3,320,000	
Total Budget Estimate		\$ 38,296,247
Total Unappropriated Balance		(937,500)

Tax Levy:

Zoo Operating Fund - Outside 6% Limit	\$ 5,000,000
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Please forward a response to this certification and a copy of the resolution adopting the budget, making appropriations and levying taxes.

Yours very truly,

TAX SUPERVISING & CONSERVATION COMMISSION

Richard A. Rocci, Chairman

Thomas K. Hatfield
Thomas K. Hatfield, Commissioner

Oliver I. Norville
Oliver I. Norville, Commissioner

Chet McRobert, Jr.
Chet McRobert, Jr., Commissioner

Conclusion: A formal response to this letter will be prepared.

M E T R O C O U N C I L

Informal Meeting

5 May 1983

PURPOSE: Discussion of relationship between Metro/Tri-Met

EXPECTED
DECISIONS: - how to respond to letter from Representative
 Glen Otto
 - legislative strategy for HB 2228

5:00 p.m.	- decisions to be reached	Cindy Banzer
5:05	- background on legal statutes relating to Metro/Tri-Met	Andy Jordan
5:15	- alternatives to Metro/Tri-Met relationships	Ray Barker
5:30	- Council discussion	
6:00	- Break, pick up dinner	
6:15	- response to Glen Otto's letter	
6:45-7:15	- approach to HB 2228	

Time permitting:

- if Council wants to set up study, should it address only Metro/Tri-Met relationship or broader issues of Metro governance and other relationships
- what are your concerns that need to be addressed in a study
- would you support a broadly representative ad hoc committee putting together for us a proposal on how to address this relationship?

CB:tj



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

MEMORANDUM

Date: May 5, 1983
To: Metro Council
From: Ray Barker, Council Assistant *ARB*
Regarding: Some Possible Approaches to Metro/Tri-Met Relationship

This memo is in response to the Council's request for alternatives regarding the Metro/Tri-Met relationship. It appears there are three principal alternatives with variations or sub-alternatives included within the main alternatives. The three alternatives are:

1. Do nothing regarding the relationship;
2. "Take over" Tri-Met as is allowed under the existing statute; or
3. Study the relationship to determine whether or not a merger should take place and if so, under what circumstances should it occur.

Do Nothing Alternative

Under this alternative we would accept the status quo and continue to work with Tri-Met to assure that mass transit is an integral part of the regional transportation planning effort and that sufficient funds are allocated to the region to implement the transit portion of the plan.

"Take Over" Alternative

This alternative would presume some immediate action on the part of the Council to initiate the merger. Some sub-alternatives include:

1. Adoption of an ordinance by Council to effect the merger immediately.
2. Adoption of an ordinance by Council stating its intent for the merger to be effective at some future specified date (June 1, 1985). Then immediately commence the preparation of financial and organizational plans to carry out the merger.

Study Alternative

Under this alternative a study would be undertaken prior to any Metro action regarding the relationship. Sub-alternatives include:

1. Metro should initiate its own study commission to prepare a report to the 1985 legislature regarding the future of the Tri-Met/Metro relationship.
2. Metro, in conjunction with other interested groups and governmental units, should initiate a study by a task force of legislators, citizens and local elected officials, to investigate the structure and functions of Metro, Tri-Met and the Boundary Commission; other public functions which could be shifted to the regional level; and the development of a stable financing system. This approach is outlined in the Deputy Executive Officer's memorandum of April 11, 1983.

Either study might include, among other things, a review of the following issues:

- a. Citizens of the region should have the opportunity to vote on any proposal for Metro to take over Tri-Met.
- b. Metro should initiate a bill that would require Tri-Met to have an elected board.
- c. Metro should take over only limited functions of Tri-Met.
- d. Metro should appoint Tri-Met Board members and otherwise leave organization intact.

Consideration of and a decision on these alternatives will help the Council to respond to two immediate issues which are:

1. HB 2228 which passed the House with amendments; and
2. Representative Glenn Otto's letter urging a resolution of the uncertain relationship between Metro and Tri-Met.

In regard to the second issue, the Executive Officer has sent a memo to Council dated May 3, 1983 which has a draft response to Representative Otto's letter.



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

MEMORANDUM

Date: May 3, 1983
To: Metro Council
From: Rick Gustafson, Executive Officer *RG*
Regarding: Tri-Met/Metro Relationship

Representative Glenn Otto has sent a letter to the Metro Council, the Tri-Met Board and myself urging resolution of the relationship between Tri-Met and Metro before the 1985 legislative session. It is important that we respond to Representative Otto's letter.

Toward that purpose, I recommend the following strategy -- first, a letter be written to Glenn Otto setting forth principles which we feel are important in such a review; second, the Metro Council should agree upon a set of policies relevant to the review.

Principles

The following principles are proposed to be included in our response to Representative Otto:

1. An independent review of the Metro/Tri-Met relationship and long-term regional transit interests should be undertaken. While, under current statutes, the Metro Council can, by a simple majority vote, assume the responsibilities of Tri-Met, it is appropriate that a mutually acceptable process be established to alleviate the current uncertainty. Other regional concerns such as the Boundary Commission, additional regional responsibilities, Metro's structure and funding could be reviewed also. If deemed appropriate, we would suggest the Metropolitan Citizens League, City Club and League of Women Voters be consulted.
2. Completion date of the study should be July 1, 1984, so that the two governing bodies, Tri-Met and Metro, can review the recommendations prior to the 1985 legislative session.
3. All options for resolving the uncertainty in the relationship between Metro and Tri-Met should be considered.
4. Regional transit issues such as service, efficiency of operation and accountability, as well as subsidiary issues of bonding, personnel relations, financial obligations, etc. should be considered.

Metro Council Policies

The Metro Council should establish their policies regarding transit and its relationship to Metro, which would serve as a basis for the independent review.

1. Public transportation is a regional service. This is consistent with the legislative policy in establishing a regional transit district and is compatible with the criteria for the definition of what is regional.

2. Accountability through direct election of policy officials is a desirable goal. This principle was supported by the Tri-County Local Government Commission and the Legislature in 1977 and again by the House Committee on Intergovernmental Affairs this year. The precise relationship between directly elected regional officials has many options.

3. Efficient transit service is a priority. While accountability or other changes may be desirable, good transit service must be assured to the community at all times.

4. Proliferation of single purpose regional governments should be discouraged. This policy is supported by the State Legislature and is set forth in our governing statute, ORS Oregon Revised Statute, Chapter 268.

"268.015 Policy. The Legislative Assembly hereby finds that there exists a proliferation of regional governments in the Portland metropolitan area, leading to duplication of public services, overlapping jurisdictions and a confusion and unfamiliarity by citizens as to the governmental decisions affecting their lives and property; and hereby declares that the purpose of ORS Chapter 268 is to provide for the consolidation of those regional governments and to establish an elected governing body and thereby to increase the accountability and responsiveness of regional government officials to the citizenry through the election process."

Attached is a draft letter to Representative Glenn Otto. Please review it. I will be in contact with you regarding the principles I have outlined. I hope that the Council will approve this letter.

I look forward to a discussion of the policies which are important to the Council pertinent to this issue and a process to be developed for this independent review.

RG:slr

Attachment

DRAFT LETTER

Representative Glenn Otto, Chairman
House Committee on Intergovernmental Affairs
435 G., State Capitol
Salem, Or 97310

Dear Glenn:

→ The Metro Council and I have reviewed your April 25 letter in which you set forth your concern regarding the uncertainty of the relationship between Metro and Tri-Met and urge a review of that relationship. We agree that an independent review would be desirable and would like you to know the principles that are important to Metro in establishing such a process.

1. An independent review of the Metro/Tri-Met relationship and long-term regional transit interests should be undertaken. While, under current statutes, the Metro Council can, by a simple majority vote, assume the responsibilities of Tri-Met, it is appropriate that a mutually acceptable process be established to alleviate the current uncertainty. Other regional concerns such as the Boundary Commission, additional regional responsibilities, Metro's structure and funding, could be reviewed also. If deemed appropriate, we would suggest the Metropolitan Citizens League, City Club and League of Women Voters be consulted.

2. Completion date of the study should be July 1, 1984, so that the two governing bodies, Tri-Met and Metro, can review the recommendations prior to the 1985 legislative session.

3. All options for resolving the uncertainty in the relationship between Metro and Tri-Met should be considered.

May , 1983

4. Regional transit issues such as service, efficiency of operation and accountability, as well as subsidiary issues of bonding, personnel relations, financial obligations, etc. should be considered.

We intend to work with Tri-Met to develop a mutually agreeable process for resolving this issue. We deeply appreciate your interest and offer of assistance, and we shall keep you informed of the efforts that are made as well as seek your advice as we proceed.

Sincerely,.

Rick Gustafson

Executive Officer



METRO

METROPOLITAN SERVICE DISTRICT

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

MEMORANDUM

Date: April 11, 1983

To: Rick Gustafson, Executive Officer

From: Donald Carlson, Deputy Executive Officer

Regarding: Some General Thoughts on a Regional Government Reorganization Study

There are four governmental units or agencies in the Oregon portion of the Portland metropolitan area functioning at the regional level. These include the Metropolitan Service District (Metro); the Tri-County Metropolitan Transit District (Tri-Met); the Portland Metropolitan Area Local Government Boundary Commission (Boundary Commission); and the Port of Portland (Port).

The size and functions of these organizations vary widely. The Tri-Met and Port are the largest with annual budgets of approximately \$310.8 million and \$196.4 million respectively, and 1,681 and 664 regular employees respectively. The Port is very involved in economic development activities by operating the public docks and airports in addition to marketing several industrial development sites. Tri-Met has the responsibility for planning, constructing and operating the mass transportation system which is currently a bus system with a light rail line on the east side of the region to be operational in 1985. Metro is responsible for development and operation of a solid waste disposal system (it operates the St. Johns Landfill and the Clackamas Transfer & Recycling Center); the Washington Park Zoo; regulation of a regional Urban Growth Boundary (UGB); Regional Transportation Planning and coordination of federal/state transportation funding decisions among the local jurisdictions; and various local government assistance programs including Criminal Justice Planning, sewer planning and A-95 Review. Metro's annual budget is approximately \$37 million and it operates with 193 regular employees.

The Boundary Commission's annual budget and number of employees is \$237,000 and six respectively. The Boundary Commission has the responsibility to guide the creation and growth of cities and special districts within the region through hearing and deciding on a variety of boundary change proposals including incorporations, annexations, withdrawals, transfers of territory, mergers and consolidations.

The four agencies all find their base of authority in the state statutes and as such are subject to changes in their powers, duties and responsibilities by the State Legislature. There are several differences, however. Three of the organizations, for example, are municipal corporations (the Port, Tri-Met and Metro), while the Boundary Commission is technically a state agency with local funding authority. Three of the organizations (Port, Tri-Met and Boundary Commission) have governing bodies appointed by the Governor and Board-appointed executive officers. Metro has a directly elected government body and Executive Officer. While all four have an areawide point of view, they have different jurisdictional boundaries. The Port, Tri-Met and the Boundary Commission have jurisdiction over the entire three-county area (Tri-Met's boundary for levying its payroll tax is smaller than the three-county area). The Metro boundary covers only the urban and urbanizing portions of the three-county area.

There are a number of functional and statutorily defined interrelationships between these regional organizations. The principal functional interrelationships include:

1. Metro's responsibility for regional transportation planning, and Tri-Met's responsibility for the mass transit component of the regional transportation function. Both units provide a planning capability and vie somewhat for the same state and federal planning grants. The relationship for the most part has been cooperative and mutually useful. In the allocation of scarce transportation dollars Tri-Met must work closely with Metro to assure proper consideration for transit funding;
2. Metro's UGB function is closely related in most instances to the Boundary Commission boundary change function. Usually in each UGB change there is a need to change one or more local government boundaries (a city or water and sewer districts) to provide a mechanism for the provision of needed local services. Much of the same information and rationale for changing the UGB is utilized in the local government boundary change.

Under the current statutes the Port has a unique status among regional organizations in the metropolitan area. The statutes contemplate future organizational unification among three of the four agencies. In 1969 when the Legislature enacted the Tri-Met and Metro enabling legislation a provision was placed in each bill authorizing the merger of Tri-Met with and into

the metropolitan service district. The so-called "marriage clause" enables the Metro Council on its own motion to assume the functions, duties, powers and liabilities of Tri-Met.

In 1979 the Legislature amended the Metro enabling law to authorize the Metro Council to assume the duties and functions of the Boundary Commission. The amendment precludes the take over of the local government boundary change function until adoption of a property tax base by the voters for Metro.

A review of the functions, powers, duties, responsibilities and funding at the regional level of government seems appropriate now for the following reasons:

1. Two bills have been introduced at the 1983 legislative session which will alter the "marriage clause" between Tri-Met and Metro. One bill will take the decision on such a merger away from the Metro Council and place it in the hands of the Legislature, while the second simply removes the "marriage clause." There is apparent concern on the part of Tri-Met officials and employees about the affect of a merger on the operation of the transit system. It would seem appropriate that prior to any significant legislative change regarding the method of merger there be an in-depth look at the need for such a merger including the public benefits of such action and public liabilities. Included in such a review should be a re-examination of the assumptions behind the method of such merger set forth in the "marriage clause."
2. General economic conditions dictate that government at all levels become more efficient. It is necessary to explore all possible ways to maintain necessary services while holding costs to a minimum. A review of regional governments should be made to ascertain whether or not functional unifications would be economically desirable. For instance, are there sufficient savings to warrant the unification of Tri-Met or the Boundary Commission with Metro? Could the regulatory functions of UGB changes and other boundary changes be provided more efficiently and effectively through unification?
3. After four years of experience with directly elected regional government, it is timely to review the assumptions behind the creation of Metro, as well as its record.

Perhaps the biggest frustration of staff and Metro elected officials is trying to meet the expectations of those who supported the establishment of a regional government. The frustrations have been compounded by conflicting visions in the community of what Metro should do, yet the refusal of the community to provide a financial base for Metro to function as a general purpose government.

Despite the lack of agreement on a purpose and a secure revenue base, Metro has achieved significant success in operating and improving the Washington Park Zoo, developing a more efficient and environmentally sound regional solid waste disposal system, serving as a catalyst for regional agreement on planning and funding highway and transit improvements and providing specific services to local governments in the region.

Like any new organization, Metro has had its share of disappointments. It suffered a loss of public credibility over its handling of the proposed Johnson Creek improvement and its internal fiscal management. And Metro lost political influence when Clackamas County voters blocked the proposed energy recovery plant.

On July 1, 1984, the three-year serial levy for the Zoo expires, and in 1985 Metro loses its state mandated authority to assess local governments a service charge. All of these factors suggest it is an appropriate time to review the assumptions and policies behind the creation of a directly elected multi-purpose regional government.

It has been suggested that such a study be undertaken during the interim between the 1983 and 1985 legislative sessions. For the effort to be useful it should include participation from a wide range of citizens, civic and other interest groups such as those included in the Tri-County Local Government Commission. It should also include several interested Metro area Legislators since any proposed changes probably would necessitate legislation for the 1985 session. The effort needs to have sufficient funding to support a research staff. Possible sources of revenue include the four regional organizations, civic groups, the business community, foundations and the State Legislature.

Memorandum
April 2, 1983
Page 5

In summary, such a study should investigate:

1. The structure and existing functions of the present regional government bodies with emphasis on Metro, Tri-Met and the Boundary Commission;
2. Other public functions which at this point in time could be reasonably shifted to the regional level for the benefit of citizens in the region; and
3. The development of a stable financing structure for existing and potential regional services or functions.

DC/gl
8484B/305

Chairperson:
REP. GLENN OTTO
Vice-Chairperson:
REP. MARY McCAULEY BURROWS



Members:
REP. BERNIE AGRONS
REP. TED CALOURI
REP. MARY ALICE FORD
REP. CARL HOSTICKA
REP. MIKE McCRACKEN

Staff:
GAIL RYDER
Committee Administrator
JULIA COOLEY
Committee Assistant

HOUSE COMMITTEE ON
INTERGOVERNMENTAL AFFAIRS

453G, State Capitol
SALEM, OREGON 97310
378-5952
Toll Free 1-800-452-7813

April 26, 1983

Cindy Banzer
7017 S.E. Pine
Portland, Oregon 97215

Dear Cindy,

The House Intergovernmental Affairs Committee has spent considerable time this session on HB 2228, which contains a change in the marriage clause between Tri-Met and Metro, as well as addressing the security of transit bonds. Perhaps the most significant question raised from the discussion of this bill was the uncertainty of the relationship between Metro and Tri-Met.

In 1977, this committee determined that to have a directly elected regional body responsible for the operations of the transit agency was a good idea. This year, the committee has again come to that conclusion.

HB 2228 was introduced, in part, because of the uncertainty your relationship has caused. The committee believes that this issue should be addressed by Metro and Tri-Met. We strongly urge the leadership of your two organizations to establish a mutually acceptable process for resolving the issue of uncertainty. There are many items which must be addressed prior to any substantive change and we recognize that the legislature may need to be involved in the implementation of such changes.

At this point, the committee feels that it is absolutely essential that you commence discussions regarding how such items can be addressed. One possibility would be to appoint a mutually agreed upon committee of citizens, board members, and/or legislators to review the existing relationship and to recommend an appropriate and productive course of action, keeping in mind the long-term interest of transit in the Portland metropolitan region.

As Chairman of the committee and a representative of an area within the Portland metropolitan area, I offer my full assistance and support in any deliberations you may consider. I would be prepared to donate my time and thought to any effort that you would under-take. I am certain that other members of our committee and members of the metropolitan legislative delegation would also be willing to offer their assistance in resolving this important issue.

I cannot impress upon you enough the importance of Metro and Tri-Met responsibly addressing the question of the ultimate relationship. I expect that you will be able to develop a mutually agreeable process and have some answers or alternatives to make this relationship certain before the 1985 legislature convenes.

I remain supportive of both organizations and hope that we can establish a rational and meaningful process to resolve this uncertainty.

Sincerely,

A handwritten signature in cursive script, appearing to read "Glenn Otto".

Representative Glenn Otto
Chairman

GEO:gr

62nd OREGON LEGISLATIVE ASSEMBLY--1983 Regular Session

House Bill 2228

Ordered printed by the Speaker pursuant to House Rule 12.00A (5). Pre-session filed (at the request of Clay Myers, State Treasurer)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Changes limit on amount of bonding authority for the Oregon Mass Transportation Financing Authority from \$50 million to \$_____. Requires legislative approval of transfer of metropolitan transit system to metropolitan service district in certain instances.

A BILL FOR AN ACT

- 1
- 2 Relating to mass transportation financing authority; creating new provisions; and amending ORS 391.550.
- 3 Be It Enacted by the People of the State of Oregon:
- 4 **SECTION 1. ORS 391.550 is amended to read:**
- 5 391.550. The authority shall have the following powers together with all powers incidental thereto or
- 6 necessary for the performance thereof:--
- 7 (1) To have perpetual succession as a public instrumentality of the State of Oregon;
- 8 (2) To sue and be sued and to prosecute and defend, at law or in equity, in any court having jurisdiction of
- 9 the subject matter and of the parties;
- 10 (3) To have and to use a corporate seal and to alter the same at pleasure;
- 11 (4) To maintain an office at such place or places as it may designate;
- 12 (5) To acquire, own, finance, lease and dispose of any mass transit facility and to enter into contracts for
- 13 any and all of such purposes; provided, that title to or in any mass transit facility so financed may in the
- 14 discretion of the authority remain in a district and provided, further, that the district shall not itself operate any
- 15 mass transit facility, except as lessor;
- 16 (6) To lease or sell to a district any or all of the mass transit facilities upon such terms and conditions as the
- 17 board shall deem proper, and to charge and collect rent or other payments therefor and to terminate any such
- 18 lease or sales agreement upon the failure of the district to comply with any of the obligations thereof; and to
- 19 include in any such lease, if desired, provisions that the district shall have options to renew the term of the
- 20 lease for such period or periods and at such rent as shall be determined by the board or to purchase any or all of
- 21 the mass transit facilities for a nominal amount or otherwise or that at or prior to the payment of all of the
- 22 indebtedness incurred by the authority for the financing of such mass transit facilities the authority may convey
- 23 any or all of the mass transit facilities to the district with or without consideration;
- 24 (7) By resolution of a majority of the members of the authority, to issue bonds in the aggregate principal
- 25 sum of not to exceed [~~\$50~~ \$ 250 million par value for any of its corporate purposes and to refund the
- 26 same, subject to the provisions of ORS 267.227 and 391.500 to 391.660;

NOTE: Matter in bold face in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.

1 (8) To employ or to contract with other state or municipal agencies for such employees and agents as may be
2 necessary in its judgment;

3 (9) To receive and accept from any public agency loans or grants for aid in the acquisition of any mass
4 transit facility and any portion thereof, and to receive and accept grants, gifts or other contributions from any
5 source;

6 (10) To refund outstanding obligations incurred by any district including obligations incurred, undertaken
7 or completed prior to or after October 4, 1977;

8 (11) To receive and to pledge as security for the payment of any bonds issued under ORS 267.227 and
9 391.500 to 391.660, any lease, purchase agreement, note, bond or other obligation by or on behalf of any
10 district;

11 (12) To make loans to any district for the purpose of providing financial assistance to such district in
12 accordance with an agreement between the authority and such district; and

13 (13) To do all things necessary and convenient to carry out the purpose of ORS 267.227 and 391.500 to
14 391.660.

15 SECTION 2. Section 3 of this Act is made a part of ORS 391.500 to 391.660.

16 SECTION 3. ⁽¹⁾ No transfer authorized by ORS 267.020 of a mass transit district system to a metropolitan
17 service district shall take effect while bonds issued by the authority to finance mass transit facilities for the
18 district are outstanding until ~~both houses of the Legislative Assembly pass a resolution approving of the~~
19 ~~transfer.~~

19a "a plan designed to repay any outstanding bonds when due is prepared by
19b the governing body of the metropolitan service district and approved by:

19c "(a) The chairperson of the Oregon Transportation Commission
or the Chairperson's designee; and

19d "(b) The State Treasurer or State Treasurer's designee; and

19e "(c) The chairperson of the Oregon Investment Council or the
19f chairperson's designee.

19g "(2) Persons given authority to approve a transfer under subsection (1)
19h of this section may only refuse to approve a transfer for reasons relating to
19i the financial effect of the transfer."



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

MEMORANDUM

Date: May 5, 1983
To: Metro Council
From: Ray Barker, Council Assistant
Regarding: HB 2228 (Tri-Met)

HB 2228 (regarding Tri-Met/Oregon Mass Transportation Financing Authority) has been assigned to the Senate Commerce, Banking and Public Finance Committee. The Bill passed the House on April 25 by a vote of 46-9.

The Senate Committee has not yet scheduled a date to hear the bill. According to the Committee staff, it will be at least two weeks before it is heard.

Members of the Committee are as follows:

1. Joyce Cohen, Chairperson
2. William McCoy, Vice Chairperson
3. William Frye
4. Ken Jernstedt
5. Rod Monroe
6. Jim Simmons
7. Eugene D. Timms

RB/srb
8520B/D1



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

527 S.W. Hall St., Portland, OR 97201 • 503/221-1646

Bruce Etlinger
Councilor, District 10

Columbia South Shore, Cully,
Gateway, Hazelwood,
Maywood Park, Parkrose,
Rocky Butte, Rose City Park,
Wilkes

2715 NE 61st
Portland, OR 97213
284-3371

Date: May 5, 1983
To: Metro Council and Rick Gustafson, Executive
Officer
From: Councilor Bruce Etlinger
Re: Resolution of Tri-Met/Metro Relationship

I heartily concur with Representative Otto, as well as our Executive Officer, that the Tri-Met/Metro issue must be addressed squarely and hopefully resolved by 1985. No issue yet discussed by this Council is as important to the future of this elected regional government.

The principles put forward by the Executive Officer are good ones with which I agree. Likewise, it is essential that we develop, within the context of an overall mission or purpose for Metro, a specific set of guiding policies for transit decision-making. (The adopted RTP is at least a good workable foundation to support the design of such transit policies.)

Where I differ from the Executive Officer is strategy. Whereas he proposes sending a letter and privately spearheading the initiation of this study, I am extremely skeptical that such an approach will ensure the commencement, independence, credibility or completion of the task.

As noted by the Executive Officer in his April Monthly Report, "...there has been considerable attention over new initiatives for Metro, our governing structure, our relationship with Tri-Met." He went on to state that "I feel strongly that this is a good time to establish a regional study commission."

After consulting with members of the tri-county legislative delegation, former members of the Tri-County Local Government Commission, local elected officials and District 10 civic leaders, I am proposing a mandatory evaluation of Metro's structure, functions, funding and relationship to other regional agencies every four years. By amending our enabling legislation, the Legislature can ensure that a neutral, qualified group of individuals convenes regularly to steer this fragile and unique ship on its maiden voyage. The charge for such a regular interim study should be close to the April 11, 1983, memo from Deputy Executive Officer Carlson to the Executive Officer. (See attachment to Executive Officer's April report.)

Memorandum
April 5, 1983
Page 2

It would be extremely helpful if the Metro enabling legislation ensured automatic and regular evaluation of this organization. The Twin Cities Metropolitan Council has found this to be a key ingredient in their evolution, and Multnomah County has a charter requiring a similar review every four years.

Here is my rationale for having a thorough review of Metro directly related to resolution of the Tri-Met issue:

1. Authority to continue raising the bulk of our General fund revenue via dues expires at the end of 1984.
2. Both Tri-Met and Metro need broader consensus to expand public understanding, participation and funding in order to implement the adopted RTP.
3. Any review initiated solely by Metro or Tri-Met, or even a joint study, will fail to ensure that the wider public interests prevail over organizational needs of the two entities.

No one can deny that there has been considerable time and controversy since Metro's enabling legislation was enacted and improved (albeit narrowly) by tri-county voters.

It is imperative to the success of this unique experiment in regional self-government that Metro be regularly evaluated rather than suffering any appearance of self-examination, we must guarantee a meaningful opportunity for local elected officials, our "special publics" (i.e., solid waste industry, Zoo supporters), civic leaders and the general citizenry to share in the evolution of Metro.

BE/gl
8515B/D1

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DECLARING THE	)	RESOLUTION NO. 83-407
METROPOLITAN SERVICE DISTRICT)	
COUNCIL'S INTENT TO DEVELOP A	)	Introduced by
PLAN AND BRING ABOUT THE MERGER	)	Councilor Ernie Bonner
OF METRO AND TRI-MET		

WHEREAS, Public transportation is a regional service and its efficient provision is a regional priority; and

WHEREAS, The proliferation of single purpose regional governments should be discouraged, and the consolidation of regional governments under an elected governing body would increase the accountability and responsiveness of regional officials to the citizenry through the election process; and

WHEREAS, The accountability through direct election of regional policy officials was supported, as a desirable goal, by the Tri-County Local Government Commission and the Oregon State Legislature in 1977, by the voters of this region in 1978, and again by the State House Committee on Intergovernmental Affairs this year; and

WHEREAS, The relationship between Metro and Tri-Met can no longer remain undefined; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby declares its belief that Tri-Met and the Metropolitan Service District should be merged into one body governed by a Board elected by the registered voters of this region.

2. That the Metro Council intends to bring about such a merger on or before July 1, 1985.

3. That the Metro Council directs the Executive Officer to work with interested and affected individuals and organizations to develop a plan (prior to July 1, 1985) which assures the smooth, orderly and efficient transition of the two bodies into one. That plan should be governed by the following policies:

- a. Public transportation is a regional service.
- b. Accountability through direct election of policy officials is a desirable goal.
- c. Efficient transportation service is a priority.
- d. Proliferation of single purpose regional governments should be discouraged, as indicated by ORS ch. 268.

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

Presiding Officer

EB/gl
8521B/D1
5/5/83



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

MEMORANDUM

Date: June 23, 1983
To: Metro Council
From: Rick Gustafson, Executive Officer *RG*
Regarding: Resolution on study commission and Metro/Tri-Met Relationship

Attached is a copy of a resolution I intend to introduce at tonight's Council meeting which supports a broad independent study being proposed by the Metropolitan Citizens League. This study addresses not only a general review of current regional government structure, functions and finance but would review and make recommendations regarding the Metro/Tri-Met relationship.

It is important that the Council reach a clear position on an approach to resolving the Metro/Tri-Met relationship so that the public and various interest groups understand our direction. No matter what policy approach is adopted by the Council, I believe community understanding and support are critical to a successful merger.

I hope you will give some time to review the enclosure. I look forward to discussing it with you either informally or at a formal Council meeting. Please do not hesitate to contact me if you have questions or comments.

RG:slr

Attachment

cc: Don Carlson
Ray Barker
Department heads

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SUPPORTING THE	)	RESOLUTION NO.
CREATION OF A STUDY COMMISSION TO)	
INVESTIGATE AND MAKE RECOMMENDA-)	
TIONS ON GOVERNANCE AT METRO-	)	Introduced by the
POLITAN LEVEL INCLUDING TRI-MET/	)	Executive Officer
METRO RELATIONSHIP)	

WHEREAS, The issue of the relationship between the Tri-County Metropolitan Transportation District (Tri-Met) and the Metropolitan Service District (Metro) has been the subject of public discussion by this Council through consideration of:

1. HB 2228 currently introduced in the Legislature which would alter the merger provisions for Tri-Met and Metro;

2. A letter from Representative Glenn Otto to the Metro Council and the Tri-Met Board of Directors requesting the leadership of the two organizations to establish a mutually acceptable process for resolving the "uncertain" relationship between the two parties;

3. A recommendation from the Executive Officer in a memo dated May 3, 1983 supporting an independent review of the Tri-Met/Metro relationship as well as the relationship of Metro to other regional organizations and potential regional functions and further recommending that: a) a letter be sent to Representative Otto setting forth certain agreed upon principles which Metro feels are important in such a review; and b) the Metro Council should agree upon a set of policies relevant to the review; and

4. Several resolutions introduced by Metro Councilors which would affect directly the Metro/Tri-Met relationship; and

WHEREAS, Metro recognizes that there are many citizens and public and private organizations interested in the Tri-Met/Metro relationship as well as governance at the regional level; and

WHEREAS, There is considerable community interest in the future provision of public services, including parks, libraries and jails, for the people of our metropolitan area; now, therefore,

BE IT RESOLVED,

1. That the Metro Council supports the creation of a metropolitan study commission as proposed by the Metropolitan Citizens' League in the attached document to review and make recommendations on metropolitan government structure, functions and finance, such work to be completed by the end of August 1984.

2. That the Council directs the Executive Officer and Presiding Officer to work with the Metropolitan Citizens' League in establishing the Commission and obtaining financial support for the completion of the study.

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

Presiding Officer

DC/gl
8735B/349
06/15/83

Metropolitan
Citizens League

June 15, 1983

Ms. Cindy Banzer, Presiding Officer
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201

Dear Cindy,

This letter is in response to your letter dated May 25, 1983 in which you requested that I put in writing my thoughts regarding an effort to study the regional level of government in the Portland metropolitan area and develop recommendations to appropriate bodies for improvements which will lead to more efficient, effective and responsive delivery of services at the metropolitan level. Please excuse the tardiness of my response as I wanted to formulate my thoughts and meet with the Board of Directors of the Citizens League prior to communicating with you.

The Board of Directors met and thoroughly discussed the proposal described below on June 15, 1983. The Board unanimously approved the proposal, and instructed me to send it to you and the Council. I will appear at the Council's June 23, 1983 meeting to discuss it with your Council at greater length.

PROPOSAL TO ESTABLISH A METROPOLITAN STUDY COMMISSION

It is the Citizens League intent to pursue the establishment of a metropolitan study commission in the coming months.

The study commission would be an independent group of community leaders (civic, business, labor and government) with a broad gauged mandate. Its focus would be on metropolitan issues, problems and governments--a look at problems and needs with a realistic look at the future. The commission would be a continuation of the efforts of the metropolitan community to provide effective means to solve area-wide problems started 20 years ago through the creation of the old Metropolitan Study Commission. That Commission, created in 1963, brought about, among other things, the creation of the Metropolitan Service District, the Portland Boundary Commission, and a City-County Charter Commission. A second step towards metropolitan government reform was taken in 1976 through the creation

of the Tri-County Local Government Commission. That body brought about the enabling legislation which resulted in the merger of CRAG into the Metropolitan Service District, thus creating the "new" Metro.

Creation of Commission - We propose that the Citizens League Board of Directors appoint the members of the Commission from a list of names developed by an Ad Hoc Nominating Committee. The Ad Hoc Nominating Committee would be chaired by the President or another representative of the Citizens League and be made up of representatives from each of the four regional entities (Tri-Met, Metro, Boundary Commission, and the Port), plus the Tri-County League of Women Voters, the Metropolitan Area Chambers of Commerce, Labor Councils, the Futures Group, and other interested organizations. The responsibility of the Nominating Committee would be to develop a list of names of community leaders from business, civic, labor and government sectors. The Study Commission should consist of 30 to 40 members.

Scope of Review: It is important that the mandate of the study be broadly gauged yet specific enough to develop realistic recommendations for improvements to our metropolitan governance system. The Commission should study and make recommendations on the following:

1. Metropolitan Government Structure:

- o What are the current and suggested relationships among Tri-Met, Metro, the Port, and the Boundary Commission?
- o What are the current and suggested relationships between the metropolitan governments and agencies and the counties?
- o Are there changes necessary to improve the existing structures and to accommodate the provision of additional functions at the regional level, i.e., parks, libraries, jails, etc.?

2. Metropolitan Government Functions:

- o Given the current local government situation, are there additional functions or needs which realistically are suited to be provided at the metropolitan level?
- o What changes need to be made to build metropolitan response?

3. Metropolitan Government Finance:

- o What sources and amounts of revenue are needed to assure stable, long-term funding of metropolitan area-wide services?
- o What changes need to be made to tap these revenue sources?

Ms. Cindy Banzer
June 15, 1983
Page Three

Timing of Review - The study commission will likely make recommendations which will require changes in state legislation. It is imperative that the commission's work be completed by the end of August 1984.

Funding of study commission - In order to do a credible job it is imperative that the commission have staff support--a full-time staff director and part-time clerical support at a minimum. We suggest a budget of \$50-75,000, these funds to be contributed from the governmental sector by Tri-Met, Metro, the Port, the Boundary Commission, and the State of Oregon, and from the business community and private foundations.

Summary - It is time for this community to reassess the functions and organizational relationships at the metropolitan level. Recent publicity about problems of funding parks, libraries and jails in this region are testimony that new ideas and approaches are needed for the provision of public services. Metro's current discussion of "taking over" Tri-Met also shows that relationships are changing. It is crucial that all the current interest and activity be channeled into an orderly and coordinated effort for a constructive outcome to occur. The metropolitan area does not have the time, energy or resources for individual efforts at governmental reform to become a reality. The "next step" in our evolving metropolitan governmental system will require the cooperation of all positive interested parties for the thought to become a reality.

I hope the above information is of assistance to you and the Council. The League plans to move with all deliberate speed to establish this commission. If you have any additional questions, please let me know.

Sincerely,



Ronald C. Cease
President
Metropolitan Citizens League

cc: Metro Council
Rick Gustafson, Executive Officer



MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURTHOUSE
1021 S.W. FOURTH AVENUE
PORTLAND, OREGON 97204

ARNOLD BISKAR • District 1 • 248-5220
GLADYS McCOY • District 2 • 248-5219
CAROLINE MILLER • District 3 • 248-5217
EARL BLUMENAUER • District 4 • 248-5218
GORDON SHADBURNE • District 5 • 248-5213
Dennis Buchanan, County Executive

June 21, 1983

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

Dear Mr. Gustafson and Council Members:

We would like to comment regarding Multnomah County's perspective on regional studies in advance of expanding Metro's jurisdiction.

We are of the opinion that such analysis would be a logical step in advance of any decision. The region has a tremendous stake in each area which is a potential function for Metro by action of the Council or action of the voters.

A theme of recent activity at the County is to insure that appropriate jurisdictions assume responsibility for designated functions. The capability to discharge that responsibility is at the heart of the orderly provision of government in our community. The extent to which you change the scope and function of Metro's currently assigned activities in solid waste, planning and the Zoo, should be done according to plan with careful thought to consequences.

We therefore strongly support an effort on the part of the Metropolitan Service District to carefully plan its next steps. The question that needs to be addressed is the scope of such a study. It is our opinion that the analysis you undertake should be broadly defined. The decision is not simply an up or down question of "taking over" Tri-Met. While this is permitted under the statute by action of your Board and was contemplated at some point in the future, it should be contingent upon the ability to adequately exercise that authority. Any takeover should not be for the sake of simply taking over Tri-Met. There needs to be a specific set of objectives accomplished. What does the region or the transit system gain?

Mr. Rick Gustafson
Council Members
June 17, 1983
Page 2

There are clearly implications regarding other regional services dependent upon Metro's course of action involving Tri-Met. Multnomah County has, in the past, raised questions concerning regional involvement in other issues including financing capabilities for sewers and potential structural-financial assistance for libraries. The extent to which Metro concentrates its time and energy on a takeover of transit will have consequences for these other interests of the County. We are clearly not unique in having such interests, although other jurisdictions do not necessarily share our set of priorities. As a consequence of these interrelationships the study needs to be undertaken and should be broad-based in scope. This study should also be timed so that it does not duplicate analysis currently being considered by this County or any other jurisdiction.

Sincerely,

Gladys McCoy
Arnold Beckel
Earl Blumenauer

Gene Buck



824 S. W. Fifth Avenue • Portland, OR 97204-1897 • (503) 228-9411

STATEMENT

ON

THE METROPOLITAN CITIZEN LEAGUE'S PROPOSAL TO
ESTABLISH A METROPOLITAN STUDY COMMISSION
BEFORE THE
METROPOLITAN SERVICE DISTRICT COUNCIL
FOR THE
PORTLAND CHAMBER OF COMMERCE

BY

HARRISON KING

JUNE 23, 1983

I am Harrison King, Manager of the Governmental Affairs Department of the Portland Chamber of Commerce, 824 S.W. 5th Avenue.

The Portland Chamber of Commerce has studied the proposal of the Metropolitan Citizen's League to establish a Metropolitan Study Commission.

The Chamber Board, at its meeting of June 17, 1983, unanimously approved the proposal, with the condition that the proposed number of members, 30 to 40, be revised downward, to a number sufficient to cover the various entities involved.

We support the idea and expect to fully participate in the study.

We will urge the Metropolitan Council on Economic Development to support the proposal and to participate on the nominating committee.

HK:cdt

NANCY RYLES
MULTNOMAH-WASHINGTON COUNTIES
DISTRICT 3

REPLY TO ADDRESS INDICATED:

- ☐ Senate Chamber
Salem, Oregon 97310
☐ 8360 West Stark Street
Portland, Oregon 97229



OREGON STATE SENATE
SALEM, OREGON
97310

June 17, 1983

Richard C. Waker
Councilor, District 2
Metropolitan Service District
527 S.W. Hall St.
Portland, Oregon 97201

Dear Mr. ^{Pick}Waker:

Thank you for your letter requesting my views on the future relationship of Metro and Tri-Met.

Of the choices you list, I would select #4 -- Metro should declare an intent to take over Tri-Met and prepare a plan to do so. I make this choice for the following reasons:


Metro is responsible for regional transportation planning. Certainly mass transit is an integral part of any such planning. It just make good sense to combine the two functions.

There is increasing concern that because Tri-Met is not governed by an elected board, accountability and responsiveness to citizens may be lacking. Metro has an elected board which could fill this void. Having the Metro Board absorb the functions of the Tri-Met appointed board would also have the added benefit of eliminating another separate local government.

Finally, any takeover of Tri-Met should be carefully coordinated and well-ordered. Thus, it is critically important to develop a sound plan for such a merger.

Again, thank you for the opportunity to express my views. I firmly believe that a well planned merger of Tri-Met with Metro will be in the best interest of all the citizens of the Metropolitan area.

Sincerely,


Nancy Ryles
State Senator

NR:zg

Encl.

cc: Representative Glenn Otto
Ray Polari, Citizens for Better Transit

JIM SIMMONS
Assistant Republican Leader
WASHINGTON COUNTY
DISTRICT 4



REPLY TO ADDRESS INDICATED:

- ☐ Senate Chamber
Salem, Oregon 97310
- ☐ 12160 SW. Par 4 Drive
Tigard, Oregon 97223

OREGON STATE SENATE
SALEM, OREGON
97310

RECEIVED

JUN 16 1983

June 15, 1983

Mr. Richard C. Waker
11080 S. W. Allen Boulevard
Beaverton, Oregon 97005

Dear Dick:

Thank you for the memo bringing me up-to-date on the TRI-MET/METRO relationship.

It would seem that the evaluation of the pro's and con's of METRO taking over TRI-MET should be at the top of your list.

Based on the information I have received here, it appears that TRI-MET has many problems, not the least of which is paying its janitors \$25,000 per year. The evaluation should certainly delve into these problems and solutions to them before making any decisions.

Sincerely,

Jim Simmons
State Senator
District #4

JS:fd

JEANNETTE HAMBY
WASHINGTON COUNTY
DISTRICT 5

REPLY TO ADDRESS INDICATED:

- ☐ Senate Chamber
Salem, Oregon 97310
- ☐ P.O. Box 519
952 NE. Jackson School Rd.
Hillsboro, Oregon 97123



OREGON STATE SENATE
SALEM, OREGON
97310

June 15, 1983

TO: Richard Waker, Councilor - District 2
Metropolitan Service District

FROM: Senator Jeannette Hamby

RE: TRI-MET/METRO Relationship

Please add my name to the list endorsing a evaluative study of a METRO takeover of the TRI-MET board responsibilities.

As a long-time critic of the nonresponsive TRI-MET board and administration, I applaud your efforts to speak to the implementation of the marriage clause.

Warm regards.

JH:dm

DELNA JONES
WASHINGTON COUNTY
DISTRICT 6

REPLY TO ADDRESS INDICATED

- ☐ House of Representatives
Salem, Oregon 97310
☐ 1625 SW Phoeasant Dr
Aloha, Oregon 97006



HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

June 10, 1983

TO: Washington County Legislative Delegation

FROM: State Representative Delna Jones

RE: Tri-Met/Metro Relationship

Please find attached copy of a letter which you should have received from Dick Waker of Metro regarding the future relationship of METRO and TRI-MET. Instead of individually responding to Dick, I thought we might want to reach a consensus and respond as a delegation on this issue. Please jot your comments below and return to me by Thursday, June 16.

Enclosure

TRI-MET/METRO RELATIONSHIP
Questionnaire/State Representative Delna Jones

Please return by Thursday, June 16th

Of the different options presented by Dick Waker, I would support the following choice/s.

☐ Eliminate the Marriage Clause

☐ Do nothing at this time (leave Marriage Clause intact)

☐ Evaluate the Pro's and Con's of METRO taking over TRI-MET and make a decision based on that evaluation

☒ Declare an intent to take over TRI-MET and prepare a plan to do so.

☐ Take over TRI-MET immediately

COMMENTS: Since Metro is responsible for coordinating regional transportation plans -- it is important that mass transit planning and operations be a part of that overall transportation function.

Nancy Ryles

State Senator

A handwritten signature in dark ink, appearing to read "Nancy Ryles", is written over the printed name and title.



METROPOLITAN SERVICE DISTRICT

Providing Zoo, Transportation, Solid Waste and
other Regional Services

From: City of Hillsboro June 16, 1983

Rick Gustafson
Executive Officer

Metro Council

Cindy Banzer
Presiding Officer
District 9

Bob Oleson
Deputy Presiding
Officer
District 1

Richard Waker
District 2

Charlie Williamson
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

George Van Bergen
District 6

Sharon Kelley
District 7

Ernie Bonner
District 8

Bruce Etlinger
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

Dear Community Leader:

The Metropolitan Service District (Metro) Council is currently considering the relationship between Metro and Tri-Met.

Metro has the authority, as part of its regional functions, to bring Tri-Met under its jurisdiction.

Resolutions to address this authority have been introduced by various Council members.

The substance of the resolutions range from maintaining the status quo to declaring Metro's intent to merge the functions of Tri-Met and to prepare a plan to effect the orderly and efficient transition of such a merger.

On Thursday, June 23 at 8:00 p.m. the Metro Council will hold a public hearing to obtain public input regarding the Metro/Tri-Met relationship. The hearing will take place in the Metro Council Chambers.

Your thoughts regarding this subject would be appreciated. We hope you will be able to share your views with us by either attending the meeting or sending us a letter.

527 SW Hall St.
Portland, OR
97201
503/221-1646

Sincerely,

Cindy Banzer

Cindy Banzer
Presiding Officer

Merge !
"C.L." (community leader)

CB:tj



CAROLINE MILLER
Multnomah County Oregon
Board of Commissioners
District Three

County Courthouse
Portland, Oregon 97204
(503) 248-5217

M E M O R A N D U M

TO: Board of County Commissioners

FROM: Caroline Miller *CM*
Commissioner

DATE: June 20, 1983

RE: Commissioner Earl Blumenauer's Memorandum re-
garding Metropolitan Service District's
Study.

I have read Commissioner Blumenauer's proposed letter to Rick Gustafson and the Council members of Metropolitan Service District regarding a proposed study.

As a former member of Metro, with personal links to members of that Council and their Executive, I would urge my colleagues to withhold signing such a letter at this time where the message seems to take a single point of view and could well embroil Multnomah County government in a political struggle which is currently taking place at Metro between the Executive and the Council members.

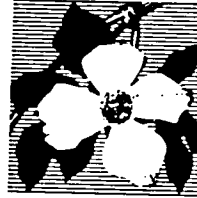
To wit: Executive Rick Gustafson wishes to proceed with a Regional Study exploring Metro's jurisdiction, its fiscal future and overall work plan. A majority of the members wish to focus specifically on the question of whether or not to merge with Tri Met.

The letter proposed by Commissioner Blumenauer appears to favor the former, rather than the latter approach, and brings the government of Multnomah County down on the side of the Chief Executive Officer of Metro. I have the closest historical link to Metro, yet have no opinion on the merit of either position. Unless my colleagues are more eminently versed on this issue, I would urge them to forego taking sides on this issue at this time. In viewing Metro's agenda, there is no formal resolution for a general study by the council. To support such a resolution would be precipitous.

I believe a more prudent course would be for this government to refrain from expressing opinion until a clear resolution is before that body.

CM:brl
cc: Dennis Buchanan

CITY OF MILWAUKIE



CITY COUNCIL
in the City Hall • phone 659-5171

June 22, 1983

Cindy Banzer
Presiding Officer
Metro
527 SW Hall Street
Portland, OR 97201

Dear Ms. Banzer:

I received your letter regarding the June 23 public hearing. Your request to hear concerns from the Metro jurisdictions is always appreciated.

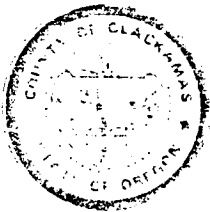
The City Council discussed the matter at their meeting last evening and decided not to take a position at this time. Instead, we look forward to receiving additional information as it becomes available on the various options regarding the Metro/Tri-Met relationship. Both parties have significant impact on our city and we wish to participate in actions which will enhance the effectiveness of each. Please keep us informed as you explore this issue.

Sincerely,

Joy Burgess
Mayor

cc: George Van Bergen, Councilor

JB/lp



COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
655-8581

ROBERT SCHUMACHER, CHAIRMAN
RALPH GROENER, COMMISSIONER
DALE HARLAN, COMMISSIONER

June 23, 1983

Ms. Cindy Banzer, Presiding Officer
Metropolitan Service District
527 S. W. Hall Street
Portland, OR

Dear Ms. Banzer:

I am aware the Executive Officer will introduce a resolution urging the Council's support of and independent review of not only the relationship of Metro and Tri-Met, but Metro's function in relation to all other regional organizations. I support such a review.

As you know, I was on the initial Metro Board and served on two occasions as Chairman. Tri-Met was of concern at that time but so were the goals of Metro and its eventual function as a government. Those were stormy times and the major objection to Metro was its members not being elected directly to the Metro Board. This problem was solved as an outgrowth of the Tri-County Local Government Commission's recommendations and now an elected Metro Board faces the same considerations about Tri-Met, faced previously.

The Tri-County Study did nothing relative to Metro's role in metropolitan government and this role is the very thing which must be established before any consideration is made of your relationship with Tri-Met. I agree with Representative Otto's suggestion that the two organizations establish some sort of ground rules, but only subsequent to a complete and independent review of all Metro's functions.

Metro has and will have financial problems . . . can they be solved? Is the structure of Metro correct with an elected executive? What is Metro's relationship to the Boundary Commission and Port of Portland in addition to Tri-Met? All questions which need answers before considering just Tri-Met.

Please support the Citizen League's Resolution to form a Metropolitan Study Commission. It is in Metro's and, indeed, metropolitan government's best interests.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert Schumacher", is written over a horizontal line.

ROBERT SCHUMACHER
Chairman

RS/dab

The Bee

June 23, 1983

Published weekly since 1906
PUBLISHING • PRINTING • TYPESETTING

To the Council
Metropolitan Service District

Dear Council Members:

I am sorry I am not able to attend tonight's hearing on the possible takeover of Tri-Met, but there are two points which I hope will be considered and made generally known to the public during the ongoing study of the matter.

The first has to do with additional taxing power, not generally known to the public now or when Metro was formed, given by the Legislature to Tri-Met and which presumably would pass on to Metro in the event of a takeover. This point was discussed briefly last year when the Council adopted the Transportation Plan, but the meeting was not well attended or reported. The additional taxing power already allows Tri-Met to enact a new income tax or additional business taxes without requiring any vote of the people. At the time the voters approved Metro, the public was already aware of the Tri-Met payroll tax and the Zoo special levy ~~an~~ effect, and so there seemed no harm in continuing authority for existing taxes. However, the additional Tri-Met taxing powers had been authorized by the Legislature a full decade earlier, although never used, and so it is highly doubtful the voters were aware of these powers, either under Tri-Met or Metro.

It is important for the voters now to know about the additional taxing powers and how Metro might use them if it takes over the transit agency. Although Tri-Met has shown great ambition in spending public funds in the past, more recently some signs of restraint have begun to appear as Tri-Met has frozen salaries and reduced service in the face of declining revenue and ridership. Would Metro also show fiscal restraint and seek to use the proposed consolidation to hold down costs, or would it simply use its new revenue source to spend even greater amounts?

Second, I believe there is a matter of bonds issued by Tri-Met which apparently will become immediately due upon any takeover by your agency. If this happens, will the new taxing powers then be used to redeem the bonds? And if not, then where would the required revenue come from?

Could some of these questions be answered as this whole subject moves through the system of discussion, study and finally action?

Sincerely,

Tom Pry
Tom Pry, publisher
The Sellwood Bee



FMC Corporation

Marine and Rail Equipment Division
4700 Northwest Front Avenue
Box 3616
Portland Oregon 97208
(503) 228 9281 Telex 36 0672



June 23, 1983

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

Dear Mr. Gustafson:

It is our understanding that the Metro board is considering resolutions to take over Tri-Met. I ask that you carefully consider the public impact of this action. Quite frankly, it appears that adding another layer of bureaucracy over an already complex public agency would only reduce the efficiency of Tri-Met.

In dealing with Tri-Met concerning transit service, bus pools, car-pooling, and other ridesharing functions since 1974, we have found them competent and cooperative.

Again, from our perspective as payroll taxpayers, we see no advantage in this action.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce Harmon". The signature is fluid and cursive, with a large loop at the end.

Bruce Harmon
Manager, Advertising
and Public Relations



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

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

Date: JUNE 23, 1983

Day: THURSDAY

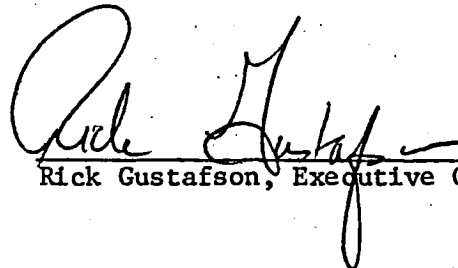
Time: 7:30 P.M.

Place: COUNCIL CHAMBER

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

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet with the Consent List Criteria established by the Rules and Procedures of the Council. The Council is requested to approve the recommendations presented on these items.

- 6.1 Minutes of the meetings of April 7 and April 28, 1983.
- 6.2 Resolution No. 83-411, for the purpose of amending the Transportation Improvement Program (TIP) to transfer Urban Mass Transportation Administration (UMTA) Section 5 funds from Capital Assistance to Operating Assistance.
- 6.3 Resolution No. 83-412, for the purpose of amending the Transportation Improvement Program (TIP) to include a program of projects utilizing Section 9A Funds.
- 6.4 Resolution No. 83-410, for the purpose of amending the Transportation Improvement Program (TIP) to include a new Tri-Met Project--Human Resources Management.
- 6.5 Resolution No. 83-413, for the purpose of allocating final interstate transfer funding authorization for implementation in FY 1983.


Rick Gustafson, Executive Officer

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

REGULAR MEETING
APRIL 7, 1983

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

Councilors Absent: Councilors Deines and Kafoury.

Staff Present: Donald Carlson, Jennifer Sims, and Andrew
Jordan.

A regular meeting of the Council of the Metropolitan Service District was called to order at 7:35 p.m. by Presiding Officer Banzer.

1. Introductions.

There were no introductions.

2. Councilor Communications.

Councilor Kelley announced that the Regional Services Committee meeting scheduled for April 11, 1983 was cancelled because of a schedule conflict with the opening of the Clackamas Transfer and Recycling Center.

3. Executive Officer Communications.

Jennifer Sims, Budget and Administrative Services Manager, presented a memorandum regarding a waiver of Personnel Rules (memorandum attached to the agenda of the meeting). She explained that Council ratification of the waiver was required to allow the acceleration of the recruitment process for the Engineer III position in the Solid Waste Department.

Motion: Councilor Waker moved ratification of the waiver of the Personnel Rules. Councilor Kirkpatrick seconded the motion.

Vote: A voice vote on the motion resulted in:

Ayes: Councilors Banzer, Bonner, Hansen, Kelley,
Kirkpatrick, Oleson, Van Bergen, Waker, and
Williamson.

Nays: None.

Absent: Councilors Deines, Etlinger, and Kafoury.

Motion carried unanimously.

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

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

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

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

6.1 Ordinance No. 83-151, amending the Metro Urban Growth Boundary in Multnomah County for Contested Case No. 82-2. (Hayden Island). (Second Reading)

Andrew Jordan, General Counsel, presented a brief report on the ordinance.

There was no Council discussion or public testimony.

Vote: The vote on the motion of March 25, 1983 by Councilors Waker and Williamson to adopt the ordinance resulted in:

Ayes: Councilors Banzer, Bonner, Hansen, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker, and Williamson.

Nays: None.

Absent: Councilors Deines, Etlinger, and Kafoury.

Motion carried, Ordinance adopted.

7.1 Resolution No. 83-396, for the purpose of amending the Federal Aid Urban (FAU) Boundary to incorporate the addition of Western Hayden Island to the Urban Growth Boundary (UGB).

Andrew Jordan, General Counsel, presented the staff report, as contained in the agenda of the meeting.

There was no Council discussion or public testimony.

Motion: Councilor Kelley moved adoption of Resolution No. 83-396. Councilor Hansen seconded the motion.

Vote: The vote on the motion resulted in:

Ayes: Councilors Banzer, Bonner, Hansen, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker, and Williamson.

Nays: None.

Absent: Councilors Deines, Etlinger, and Kafoury.

Motion carried, Resolution adopted.

7.2 Resolution No. 83-397, for the purpose of creating a Minority Business Enterprise Policy Review Committee and confirming appointments thereto.

Mr. Ray Barker, Council Assistant, distributed a substitute resolution which reflected a change in one of the names of the members of the committee (copy of the substitute resolution is attached to the agenda of the meeting).

Motion: Councilor Oleson moved adoption of substitute Resolution No. 83-397. Councilor Kelley seconded the motion.

Councilor Williamson requested that the Council be kept informed of any contracts which might be held up because of the MBE Policy Review process.

Vote: The vote on the motion resulted in:

Ayes: Councilors Banzer, Bonner, Hansen, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker, and Williamson.

Nays: None.

Absent: Councilors Deines, Etlinger, and Kafoury.

Motion carried, Resolution adopted.

7.3 Resolution No. 83-400, for the purpose of supporting sponsorship of the Columbia Willamette Futures Forum Conference, June 4, 1983.

Presiding Officer Banzer stated that the resolution was not on the printed agenda but she had been requested to bring it up.

Councilor Kirkpatrick stated that although the resolution was introduced by Councilor Kafoury, she was unable to attend the meeting. She briefly outlined the Forum Conference agenda.

Motion: Councilor Kirkpatrick moved adoption of Resolution No. 83-400. Councilor Kelley seconded the motion.

Councilor Williamson inquired if there would be any cost to Metro to support the Conference. Councilor Kirkpatrick responded that there would be none. Councilor Van Bergen asked why the Resolution was not being processed under the standard procedure. Councilor Kirkpatrick responded that the announcement of the Conference was being printed and if Metro was going to be included as a sponsor, they needed to adopt the resolution.

Vote: The vote on the motion resulted in:

Ayes: Councilors Banzer, Bonner, Hansen, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker, and Williamson.

Nays: None.

Absent: Councilors Deines, Etlinger, and Kafoury.

Motion carried, Resolution adopted.

8. Legislative Report.

Presiding Officer Banzer reported on the Tri-Met legislation (H.B. 2228). She said she had met with members of the House Intergovernmental Committee and had come away with the impression that Section 3 of the bill which would require legislative approval of the merger, would be deleted and a substitute amendment would be offered which would essentially say that Metro would have to submit a financial plan to three bodies: the State Treasurer, or his/her designee; the Chairman of the Oregon Investment Council, or his/her designee; and the Oregon Transportation Commission Chairman, or his/her designee, and

those three would decide, based only financial criteria, whether or not Metro's financing plan was viable. She said that Chairman Otto indicated that he would be sending a letter to Metro and to the Tri-Met Board urging that the two bodies get together and address the issue of the uncertainty in the relationship between them before the 1985 legislative session.

(At this time, Councilor Etlinger joined the meeting.)

Councilor Waker stated that it seemed to him the issue of whether or not Metro would take over Tri-Met needed to be resolved, and perhaps the Council should entice the legislature to direct Metro to prepare a financial plan to determine whether or not it would be feasible before the 1985 legislative session.

Councilor Williamson stated there were some advantages to Metro to keep the relationship with Tri-Met the way it was because as long as the Council generally agreed with what Tri-Met was doing, there was no need to take them over and they had some leverage over them. He said once they actually act and take them over, they would lose that advantage. However, he indicated he was not opposed to studying the issue.

Councilor Etlinger stated he would like to see the legislature set a date for the merger and the questions to be answered would be: if they're going to merge, when will it occur, and how it will occur. He said the question of "if" had already been decided eight years ago.

Presiding Officer Banzer stated she felt the Council needed to discuss the issue in more detail and asked Mr. Barker to schedule time for Council discussion.

Councilor Van Bergen stated that until the Council had an opportunity to discuss the issue in detail that there be a moratorium on sending letters to the legislature such as the one sent on March 30th by the Presiding Officer. He said the letter implied that the Council had reached a consensus on the issue and he did not have that impression.

Presiding Officer Banzer stated her reading of previous Council discussion was that they supported the status quo and that the Fred Hansen amendment could be supported with a sunset provision. She said the Presiding Officer should be given some latitude in dealing with legislature.

Councilor Van Bergen clarified that he had no trouble with a Councilor or the Executive Officer speaking to legislation but only as an individual elected official, not on behalf of the Metro Council, until a position of the Council had been agreed upon.

Motion: Councilor Williamson moved that the Council agree and support Representative Glenn Otto's compromise language, that the Council take no further action with the legislature outside of that specific compromise amendment pending further Council discussion of the issue, and that the Council ratify the letter the Presiding Officer sent on March 30, 1983. Councilor Oleson seconded the motion.

At this time, the Council recessed for five minutes to allow time to distribute and review the letter of March 30th (a copy of the letter is attached to the agenda of the meeting).

Councilor Van Bergen stated he would support the motion because the letter had already been sent and because the Council should be able to have a meeting by the time the amendment was in written form.

Vote: The vote on the motion resulted in:

Ayes: Councilors Banzer, Bonner, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker, and Williamson.

Nays: Councilors Etlinger and Hansen.

Absent: Councilors Deines and Kafoury.

Motion carried.

9. Committee Reports.

Councilor Kirkpatrick reported on the Council Coordinating Committee meetings on the budget. She said they had not yet addressed COLA or merit.

Donald Carlson, Deputy Executive Officer, stated that a 4% merit pot had been included in each department's budget to maintain the merit plan. He said they had held discussions with the Employees Association regarding a cost of living increase, and that the Executive Officer was recommending a 1%

COLA plus continuation of the three personal holidays for FY 83-84. In addition, he said, there was proposed in the FY 83-84 budget an update of the pay and classification plan which the Executive Officer would commit to be guided by in terms of future wage agreements and funding availability. He said he would like to hear comments from the Council regarding the issue.

Councilor Bonner stated that because of the current economic realities and the uncertainty of future resources for the organization, he was opposed to the increase and said they should hold the line for one more year.

Councilor Kelley asked where the 1% would come from. Mr. Carlson said several options were being looked at and would be discussed.

Councilor Kirkpatrick stated that Metro's real image in the community depended on the ability of their technical staff and they needed to do as much for them as they can.

Councilor Etlinger suggested that as part of the professional upgrading of the staff, they should be putting more back into the tuition budget.

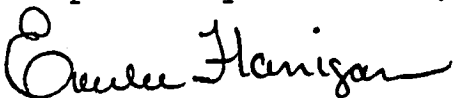
Councilor Hansen said he would accept the Executive Officer's proposal if the staff agreed, but was concerned about the continued disparity between the Zoo and non-Zoo employees.

Councilor Bonner requested a copy of the analysis of how the merit increases were disbursed.

Mr. Carlson then distributed to the Council members materials for the Council/Executive Officer Workshop to be held on April 14th. Councilor Williamson requested that a list be prepared of the major financial constraints facing the Council.

There being no further business, the meeting adjourned at 9:13 p.m.

Respectfully submitted,



Everlee Flanigan
Clerk of the Council

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

REGULAR MEETING
APRIL 28, 1983

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

Councilors Absent: Councilors Bonner, Oleson, and Williamson.

Staff Present: Donald Carlson, Andrew Jordan, Dan Durig,
Norm Wietting, Tom O'Connor, and Ray Barker.

Testifiers: Ralph Wooten, PASSO.
Joe Cancilla, PASSO.
Gaylen Kiltow, PASSO.

A regular meeting of the Council of the Metropolitan Service District was called to order at 7:35 p.m. by Presiding Officer Banzer.

1. Introductions.

There were no introductions.

2. Councilor Communications.

Councilor Deines requested that agenda item 8.1, the flow control ordinance, be considered after the Consent Agenda.

3. Executive Officer Communications.

There were no Executive Officer communications.

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

Presiding Officer Banzer stated that the Council members should have received a copy of a letter from Rep. Glenn Otto and that it would be discussed at the Council Informal on May 5, 1983.

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

Mr. Ralph Wooten, member of Portland Association of Sanitary Service Operators (PASSO), submitted and read a letter regarding quorums required for Council committees (a copy of the

letter is attached to the agenda of the meeting). Presiding Officer Banzer explained that Mr. Wooten was referring to the Council Committee Assignment sheet which indicated that it took three members to constitute a quorum. She explained that the three member rule applied to the three major standing committees and not to the Contract Review Committee which only required a majority or two members. Mr. Joe Cancilla, President of PASSO requested a corrected copy of the Committee Assignment sheet.

Mr. Gaylen Kiltow, member of the Portland Association of Sanitary Service Operators, submitted and read a letter regarding the Clackamas Transfer and Recycling Center Wash Rack Survey (a copy of the letter is attached to the agenda of the meeting). He said he objected to the financing options outlined in the survey for the wash rack. Mr. Norm Wietting, Solid Waste Department, stated that the per ton cost estimates were based on actual operating costs at St. Johns and that the cost to the haulers would be reduced once the capital costs of constructing the facility were paid.

6. Consent Agenda.

The Consent Agenda consisted of the following:

6.1 Minutes of the meeting of February 24, 1983.

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

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilors Bonner, Oleson, and Williamson.

Motion carried, Consent Agenda adopted.

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

Councilor Hansen stated that the purpose of the flow control measure was to guarantee an adequate flow of waste to the CTWC

facility. He said it was hoped that the Council would not have to implement flow control and that the agreement concerning the flow of solid waste to the facility would be honored by all of the parties involved. However, he said, if the agreement would break down and flow control was needed, the purpose of bringing the ordinance before the Council was to provide the latitude to respond quickly in the event that flow control was needed.

Mr. Norm Wietting and Dan Durig, Solid Waste Department, briefly presented the staff report, as contained in the agenda of the meeting.

Motion: Councilor Hansen moved adoption of Ordinance No. 83-152. Councilor Kelley seconded the motion.

Councilor Hansen asked if the ordinance was tabled, would it required two subsequent meetings to take it off the table and have the second reading. Mr. Jordan, General Counsel, responded that the ordinance could be taken from the table and adopted at the same meeting.

Motion: Councilor Deines moved that the ordinance be tabled. Councilor Hansen seconded the motion.

Vote: The vote on the motion to table Ordinance No. 82-153 resulted in:

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

Nays: None.

Absent: Councilors Bonner, Oleson, and Williamson.

Motion carried to table Ordinance No. 83-152.

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

Andy Cotugno, Transportation Department, presented the staff report, as contained in the agenda of the meeting. He noted that Attachment "C" to the Resolution, which was a list of projects anticipated for funding during the current fiscal year, should be amended to delete the construction funds for the 217/Sunset interchange project at the request of Washington County.

Motion: Councilor Etlinger moved adoption of Resolution No. 83-401, with the amendment to delete the 217/Sunset construction funding allocation. Councilor Kafoury seconded the motion.

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilors Bonner, Oleson, and Williamson.

Motion carried, Resolution adopted.

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

Councilor Etlinger briefly outlined the purpose of the resolution.

Motion: Councilor Etlinger moved adoption of Resolution No. 83-402. Councilor Waker seconded the motion.

Councilor Kafoury stated that she was not impressed with the solution offered by Tri-Met and Councilor Etlinger commented that the problems should have been anticipated and resolved sooner. Presiding Officer Banzer stated that the lack of signage and inability to get on the Banfield westbound was posing a great many problems.

Vote: The vote on the motion resulted in:

Ayes: Councilors Etlinger, Kelley, Kirkpatrick, Van Bergen and Waker.

Nays: Councilors Deines, Kafoury, and Banzer.

Abstention: Councilor Hansen

Absent: Councilors Bonner, Oleson, and Williamson.

Motion carried, Resolution adopted.

8.1 Ordinance No. 83-152, for the purpose of implementing control the flow of solid waste in Clackamas County.

See after 6.1 for disposition.

9. Legislative Report.

Mr. Ray Barker, Council Assistant, reported that H.B. 2228 (Tri-Met Bill) had been passed by the House on April 25th by a vote of 46-9. He said it would now go to the Senate.

Mr. Tom O'Connor, Legislative Liaison, presented a memo regarding major legislation affecting Metro (a copy is attached to the agenda of the meeting) and also presented a memorandum regarding Expenditure Limitation Legislation (HJR-29). He said it was too early yet to make any recommendation to the Council on the expenditure limitation bill. There was then general Council discussion of the limitation bill.

10. Committee Reports.

Councilor Hansen reported on the Special Services meeting held prior to the Council meeting regarding Systems Planning.

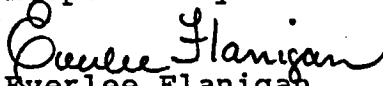
Councilor Kafoury said there would be a Development Committee meeting on May 9th.

Councilor Kirkpatrick said that the Coordinating Committee would be reviewing Council Procedures at their next meeting and requested input from all members of the Council.

Presiding Officer Banzer reminded Council of the informal meeting to be held on May 5th to discuss the Tri-Met/Metro relationship.

There being no further business, the meeting was adjourned at 8:45 p.m.

Respectfully submitted,


Everlee Flanigan
Council Clerk

CONSIDERATION OF RESOLUTION NO. 83-411 FOR
THE PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) TO TRANSFER URBAN
MASS TRANSPORTATION ADMINISTRATION (UMTA)
SECTION 5 FUNDS FROM CAPITAL ASSISTANCE TO
OPERATING ASSISTANCE

Date: May 19, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSISRecommendation

Approve this resolution increasing Tri-Met FY 83 Section 5 Operating Assistance from \$5,154,000 to \$6,442,000 (an increase of \$1,288,000) and decreasing FY 83 Section 5 Capital Assistance by \$1,932,000.

Background

In FY 82, the Section 5 allocation to the region was as follows:

FY 82 Section 5 Allocation

	<u>Capital</u>	<u>Operating*</u>	<u>Total</u>
Tri-Met	\$1,927,605	\$5,826,353	\$7,753,958
**C-TRAN	205,203	615,647	820,850
	<u>\$2,132,808</u>	<u>\$6,442,000</u>	<u>\$8,574,808</u>

*Allocation can be used for operating or capital.

**Clark County Public Transit Benefit Area.

With the adoption of the Surface Transportation Act of 1982, the Operating Assistance program was continued, but with a 20 percent reduction resulting in a Section 5 allocation as follows:

FY 83 Section 5 Allocation

	<u>Capital</u>	<u>Operating*</u>	<u>Total</u>
Tri-Met	\$2,349,052	\$4,661,082	\$7,010,134
C-TRAN	316,924	492,918	809,842
	<u>\$2,665,976</u>	<u>\$5,154,000</u>	<u>\$7,819,976</u>

*Allocation can be used for operating or capital.

expenditures which cannot be deferred (including the Banfield LRT and the \$76.8 million Section 3 Letter of Intent program) will place unavoidable local match demands on Tri-Met.

This action to increase federal Operating Assistance by \$1,288,000 plays a small part in relieving this burden. With this increase in federal operating support, an equivalent decrease in payroll tax support for operations will result. Since Tri-Met's critical need is for local funds for both operations and local match, this transfer is essential.

TPAC and JPACT have reviewed and approved this TIP amendment.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On June 6, 1983, the Regional Development Committee unanimously recommended Council adoption of the attached resolution.

AC/srb
8619B/349
06/10/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 83-411
TRANSPORTATION IMPROVEMENT PROGRAM)	
(TIP) TO TRANSFER URBAN MASS	)	Introduced by the Joint
TRANSPORTATION ADMINISTRATION	)	Policy Advisory Committee
(UMTA) SECTION 5 FUNDS FROM CAPITAL	)	on Transportation
ASSISTANCE TO OPERATING ASSISTANCE)	

WHEREAS, The Surface Transportation Act of 1982 provides a Section 5 allocation to the Portland region in the amount of \$5,154,000 for Operating Assistance and \$2,665,976 for Capital Assistance; and

WHEREAS, The Surface Transportation Act of 1982 allows for the transfer of Capital Assistance to Operating Assistance up to a maximum of \$6,442,000 with a penalty of one dollar transferred back to UMTA for every two dollars increase in Operating Assistance (\$644,000); and

WHEREAS, Tri-Met would like to take advantage of this provision due to declining local revenues; and

WHEREAS, If this were accomplished, C-TRAN would realize a loss of \$75,866 in Section 5 funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the following:
 - a. the transfer of \$1,288,000 from Capital Assistance to Operating Assistance for Tri-Met;
 - b. the transfer of \$644,000 of Capital Assistance back to UMTA;
 - c. the transfer of \$75,866 of Section 9A Capital Assistance from Tri-Met to C-TRAN.

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

3. That the Metro Council finds the project in accordance with the Regional Transportation Plan and gives affirmative A-95 Review approval.

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

Presiding Officer

AC/srb
8619B/349
06/10/83

CONSIDERATION OF RESOLUTION NO. 83-412 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVE-
MENT PROGRAM (TIP) TO INCLUDE A PROGRAM OF
PROJECTS UTILIZING SECTION 9A FUNDS

Date: May 25, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The Federal Public Transportation Act of 1982 amended the Urban Mass Transportation Act of 1964 by adding two new programs, Section 9 and Section 9A. Section 9 is a formula-apportioned resource that will be available for both capital and operating assistance beginning in FY 1984. For FY 1983, the new legislation created the Section 9A program. Section 9A is a one-year program of formula-apportioned assistance which may be used for planning and all those capital-related purposes specified in the Act. This is in addition to Section 5 operating assistance for FY 1983.

While the permanent Section 9 program will be funded from general fund appropriations, the one-year Section 9A program is funded from the Mass Transit Account of the Highway Trust Fund. The Urban Mass Transportation Administration (UMTA) can enter obligations with grantees under Section 9A using contract authority. The matching ratio of Federal to non-Federal shares for the Section 9A program is 80/20 percent.

Tri-Met has prepared a Program of Projects (Exhibit "A") to fulfill the prerequisite for funding under Section 9A. The funds to be provided have been apportioned to urbanized areas in accordance with the Section 9A formula. This apportionment is the basis for the development of the Program of Projects. More projects are programmed for FY 1983 than there is funding availability, so that as soon as Section 9 apportionments are made for FY 1984, the overprogrammed projects can be funded immediately.

The Program of Projects is required to be in the Annual Element of the TIP in order to be eligible for Federal funding.

TPAC and JPACT have reviewed this funding program and recommend Council adoption of the resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the resolution amending the TIP and its Annual Element to include the noted projects.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On June 6, 1983, the Regional Development Committee unanimously recommended Council adoption of the attached resolution.

BP/srb
8680B/349
06/10/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)
TRANSPORTATION IMPROVEMENT PROGRAM)
(TIP) TO INCLUDE A PROGRAM OF)
PROJECTS UTILIZING SECTION 9A FUNDS)

RESOLUTION NO. 83-412

Introduced by the Joint
Policy Advisory Committee
on Transportation

WHEREAS, The Federal Public Transportation Act of 1982 amended the Urban Mass Transportation Act of 1964 by adding two new programs, Section 9 and Section 9A; and

WHEREAS, Section 9 provides funding beginning in FY 1984 and Section 9A provides funding for FY 1983 only; and

WHEREAS, Tri-Met, as the designated recipient, has been allocated some \$4.5 million in Section 9A funds for FY 1983; and

WHEREAS, A Program of Projects is required under Section 9A to be in the TIP and its Annual Element; and

WHEREAS, Tri-Met has prepared such a program which addresses the requirements of Section 9A; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to include the Program of Projects set forth in Exhibit "A."
2. That projects programmed in excess of the apportioned amount will be assigned to FY 1984 when FY 1983 projects are fully obligated.
3. That the Metro Council finds the projects in accordance with the region's continuing cooperative, comprehensive

planning process and, thereby, gives affirmative A-95 Review approval.

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

Presiding Officer

BP/srb
8680B/349
06/10/83

EXHIBIT "A"

Section 9A
PROGRAM OF PROJECTS

Urbanized Area: Portland, OR-WA

FY 1983 Apportionment: \$4,494,000 (Federal)

Recipient: Tri-County Metropolitan Transportation District of Oregon

PROGRAM OF PROJECTS

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C*</u>
<u>PARTS AND EQUIPMENT</u>		
1. Purchase maintenance vehicles including: 1 new diesel service truck (27,500 lb. gross vehicle weight (gvw)); 3 new forklifts (1-7,000 lb. capacity, 2-6,000 lb. capacity); 1 replacement vault truck (20,000 lb. gvw); 3 new pickups (1-3/4 ton; 2-1/2 ton); 1 replacement pickup (3/4 ton); 1 new shelter van (10,000 lb. gvw); 1 flatbed truck; 8 replacement compact autos	\$ 305,500	C
2. Purchase 25 rebuilt engines and 100 rebuilt transmissions	537,700	
3. Purchase 75 engine rebuild kits and 150 transmission rebuild kits	986,550	C
4. 1 Torus fan drive, 2 cylinder blocks, 1 block assembly, 1 fuel pump assembly	14,562	C
5. Purchase 3 cyclone blowers (bus vacuuming systems)	300,000	C
6. Purchase parts pressure washer; metal press	15,000	C
7. Purchase 2 electronic coin sorters	20,000	C
8. Purchase 17 portable radios: Maintenance Dept. (6), Road Operations (5), Fare Inspection (6) and 2 mobile radios	29,225	C
TOTAL	\$2,208,537	

*Planning/Capital

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C</u>
<u>SPECIAL NEEDS TRANSPORTATION</u>		
9. Purchase six (6) 17-passenger (or 4-passenger and 6-wheelchair) minibuses with radios for special needs transportation (elderly and handicapped) service during p.m. peak on the mall	252,000	C
10. Special Needs (Elderly and Handicapped) Transportation Information System - provides ride reporting and billing functions for the dispatch centers and analysis of vehicle maintenance costs and requirements for 68 mini-buses (five micro-computer terminals and connectors and software)	<u>55,000</u>	C
TOTAL	\$307,000	
<u>TELECOMMUNICATION NETWORK SYSTEM</u>		
11. Preliminary engineering for a Telecommunication Network System which will enable two-way and interactive telecommunication among transit centers, light rail stations, Portland transit mall, customer service center and the computer and dispatch offices	<u>86,760</u>	C
TOTAL	\$86,760	
<u>MANAGEMENT INFORMATION SYSTEMS</u>		
12. Scheduling Information System provides service schedule, driver runs assignment, interactive schedule development, integrated passenger count system, automated sign-up and extraboard (terminal equipment, disk storage, on-line interface to DEC dispatch system)	63,400	C
13. Maintenance Management Information System - provides purchasing and inventory control, job order accounting, maintenance time roll and fleet management (hardware, peripherals, terminal devices, software)	550,450	C
14. Data Base Management System - support, manages and integrates all major Tri-Met information systems (3 microcomputer terminals and connectors, printer, graphic plotter, software)	150,000	C

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C</u>
<u>MANAGEMENT INFORMATION SYSTEMS (continued)</u>		
15. Marketing Information System - includes ridership/ public attitude surveys, customer contact system, carpool/parking programs, and bus stop file (two micro-computer terminals)	<u>14,000</u>	C
TOTAL	\$777,850	
<u>FY 1984 UNIFIED WORK PROGRAM</u>		
16. Transit Network Planning System for the Metro- politan Service District - a new micro-computer- based travel forecasting package (the graphics hardware only is funded by Section 9A)	39,200	C
17. Transit Development Program Update	17,553	P
18. Capital Development Program Planning	41,667	P
19. Transit Service Efficiency Program	190,325	P
20. Transit Performance Analysis	53,250	P
21. Labor Management and Productivity Analysis	12,700	P
22. Management Information System Development	65,800	P
23. Maintenance Management Information System Applications	54,870	P
24. Network Simulation and Analysis	21,200	P
25. On-Board Origin Destination Survey Analysis	2,800	P
26. City and Eastside Transportation Improvement Program - Analysis and Evaluation	79,351	P
27. Transit Center and TSM Development Planning	22,240	P
28. New and Modified Service Development Planning	46,576	P
29. Financial Forecasting	12,050	P
30. Elderly and Handicapped Planning	20,000	P
31. Private Section Participation Planning	5,000	P
32. Civil Rights Planning	8,674	P

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C</u>
33. Westside Corridor Project - Preliminary Engineering and Final Environmental Impact Statement	44,944	P
34. Phase I Alternatives Analysis - Southern/Bi-State Corridors Barbur Corridor/Westside Branches	6,300 58,280	P P
35. Program Administration	22,824	P
TOTAL	\$825,604	
<u>BUS TURNAROUND</u>		
36. Acquire land, (18,000 sq. ft.) design and construct bus turnaround in the vicinity of S.E. 103rd and Foster	126,000	C
TOTAL	\$126,000	
<u>122ND AND BURNSIDE PARK AND RIDE</u>		
37. Acquire land (approximately 6 acres) for park and ride lot in S.E. quadrant at 122nd and Burnside	1,614,000	C
38. Design and Engineering costs for park and ride lot at 122nd and Burnside	80,000	C
39. Construction costs for park and ride lot at 122nd and Burnside	1,000,000	C
TOTAL	\$2,694,000	
TOTAL PROGRAMMED	\$7,025,751	
(Federal	\$5,620,600)	
(Local	1,405,151)	

BP/gl
8680B/349
05/26/83

CONSIDERATION OF RESOLUTION NO. 83-410 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) TO INCLUDE A NEW TRI-MET PROJECT--
HUMAN RESOURCES MANAGEMENT

Date: May 18, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Tri-Met is requesting that a new project be added to the TIP utilizing Urban Mass Transportation Administration (UMTA) Section 4(i) funds. Section 4(i) is a discretionary funding category for demonstration projects for "Innovative Techniques and Methods in the Operation and Management of Transit."

This project, Human Resources Management, is specifically designed to continue Tri-Met's commitment to lower employee absenteeism and to generally raise employee productivity. The project includes four specific programs:

- a. An employee survey to provide an adequate data base to more effectively target corrective programs.
- b. A program designed to reduce the cost and lost hours as a result of injury and illness.
- c. An employee assistance and counseling program.
- d. An internal communications by objectives program.

Approval of the project by UMTA is imminent and FY 1983 funding amounts to:

Federal	\$123,750
Tri-Met	<u>41,250</u>
Total	\$165,000

TPAC and JPACT have reviewed this project and recommend Council adoption of the resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution amending the TIP and its Annual Element to include the noted project.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On June 6, 1983, the Regional Development Committee unanimously recommended Council adoption of the attached resolution.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 83-410
TRANSPORTATION IMPROVEMENT PROGRAM)	
(TIP) TO INCLUDE A NEW TRI-MET	)	Introduced by the Joint
PROJECT--HUMAN RESOURCES MANAGEMENT	)	Policy Advisory Committee
	)	on Transportation

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

WHEREAS, Tri-Met has received notice from the Urban Mass Transportation Administration (UMTA) that approval is imminent for a grant application previously submitted; and

WHEREAS, This project will aid in continuing Tri-Met's commitment to lower employee absenteeism and to generally raise employee productivity; and

WHEREAS, The noted project will use UMTA Section 4(i) funds; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to include Tri-Met's Human Resources Management program utilizing UMTA Section 4(i) funds:

Federal	\$123,750
Tri-Met	41,250
Total	<u>\$165,000</u>

2. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive

planning process and, thereby, gives Affirmative A-95 Review approval.

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

Presiding Officer

BP/srb
8616B/349
06/10/83

CONSIDERATION OF RESOLUTION NO. 83-413 FOR THE
PURPOSE OF ALLOCATING FINAL INTERSTATE TRANSFER
FUNDING AUTHORIZATION FOR IMPLEMENTATION IN
FY 1983

Date: May 25, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

In April, by way of Resolution No. 83-401, the Metro Council adopted an initial Interstate Transfer Program for FY 1983 consisting of projects with a high probability of immediate implementation. This Resolution revises the previous one by finalizing those projects which will draw from the FY 1983 allocation, and identifying the amounts of unused allocation which will be carried over for use in FY 1984.

Background

The Interstate Transfer Highway allocation to the Metro region for FY 1983 amounts to \$57.193 million. The previous resolution identified \$36.601 million in projects and called for finalizing the program once the flexibility of carryover had been determined.

A firm FY 1983 program has been developed and revises the initial program, as follows:

1. Deletes use of Westside Reserve funds because projects using these funds will not be identified sufficiently in time to be obligated in FY 1983.

\$-0.5 million

2. Adds reserves for Multnomah, Clackamas and Washington Counties of \$136,000, \$33,000, and \$115,000 respectively for cost overruns.

\$0.284 million

3. Adds right-of-way for FY 1983 for the Oregon City Bypass. This additional need has arisen because of actual costs incurred and revised estimates to complete total acquisition.

\$0.808 million

Net Increase

\$0.592 million

A balance of \$20 million in FY 1983 authority is projected to be carried over into FY 1984.

TPAC and JPACT have reviewed this funding program and recommend Council adoption of the resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On June 6, 1983, the Regional Development Committee unanimously recommended Council adoption of the attached resolution.

BP/srb
8677B/349
06/10/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING FINAL)	RESOLUTION NO. 83-413
INTERSTATE TRANSFER FUNDING)	
AUTHORIZATION FOR IMPLEMENTATION)	Introduced by the Joint
IN FY 1983)	Policy Advisory Committee
)	on Transportation

WHEREAS, Through Resolution No. 83-401, the Metro Council adopted initial project funding authorizations for FY 1983 using Interstate Transfer funds in the amount of \$36.601 million; and

WHEREAS, The total FY 1983 allocation to the Metro region is \$57.193 million; and

WHEREAS, The Resolution called for the remainder to be allocated upon defining the full FY 1983 to FY 1987 program and extent of flexibility in future Interstate Transfer allocations; and

WHEREAS, Metro staff working with the jurisdictions has prepared such a program with firm FY 1983 estimates; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby adopts the FY 1983 Interstate Transfer project authorizations set forth in Attachment "A."
2. That the balance of \$20 million in FY 1983 authority be carried over into FY 1984.
3. That the Transportation Improvement Program and its Annual Element be amended to reflect these authorizations.

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

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

Presiding Officer

BP/srb
8677B/349
06/10/83

ATTACHMENT "A"

INTERSTATE TRANSFER PROGRAM
ALLOCATION FOR 1983

<u>Project</u>	<u>PE</u>	<u>ROW</u> (millions)	<u>Const.</u>	<u>Total</u>
CATEGORY I				
McLoughlin Boulevard			0.8	0.8
Front/Yeon		1.53		1.53
Rideshare (Operating)	0.27			0.27
St. Helens - Kitttridge/29th			2.8	2.8
Banfield TSM	.25			.25
TOTAL	0.52	1.53	3.6	5.65
CITY OF PORTLAND				
Terwilliger	0.2			0.2
S.E. Division Corridor	0.05			0.05
Hollywood			2.55	2.55
E. Burnside	0.011		0.272	0.283
Beaverton-Hillsdale Highway			1.497	1.497
N. Vancouver	0.27			0.27
Marine Drive	0.2			0.2
Lombard/Killingsworth	0.076			0.076
Lombard/Columbia Connection	0.1			0.1
82nd Avenue Imp. - Unit 1	0.088			0.088
82nd Avenue Imp. - Unit 2	0.038			0.038
N. Columbia Frontage		0.25		0.25
Foster Road	0.15			0.15
Marquam Street Ramps	0.1			0.1
Arterial 3R	0.073		2.214	2.287
Citywide Signal System			0.295	0.295
Signal Replacement - 34 loc.			1.322	1.322
Traffic Signal Replacement	0.052			0.052
Burnside/Sandy	0.025			0.025
Discretionary (Reserve)	0.807			0.807
TOTAL	2.24	0.25	8.15	10.64
MULTNOMAH COUNTY				
Burnside			2.43	2.43
221st/223rd - Bridge to Heiney		0.1		0.1
221st/223rd - Powell Thru Bridge			1.5	1.5
Sandy TSM			0.54	0.54
190th/Powell		0.436		0.436
Reserve	0.136			0.136
TOTAL	0.136	0.536	4.47	5.142
CLACKAMAS COUNTY				
Boones Ferry Road			0.59	0.59
State Street		0.204		0.204
Railroad/Harmony	0.105	0.740		0.845
Gladstone/Milwaukie TSM			0.469	0.469
Sunnyside - Sec. II		0.86		0.86
Thiessen Road	0.085			0.085
Oregon City Bypass		0.808	0.487	1.295
Highway 212			3.23	3.23
Reserve	0.033			0.033
TOTAL	0.223	2.612	4.776	7.611
WASHINGTON COUNTY				
Cornell I			2.125	2.125
Allen Boulevard			0.9	0.9
185th	0.2			0.2
T.V./185th		0.605	0.620	1.225
Farmington Road			0.1	0.1
217/Sunset		3.485		3.485
Reserve	0.115			0.115
TOTAL	0.315	4.090	3.745	8.15
GRAND TOTAL	3.434	9.018	24.741	37.193
Carryover to FY 84				<u>20.000</u>
FY 83 Allocation				<u>57.193</u>
8677B/349				

CONSIDERATION OF THE JENNE LYND ACRES URBAN
GROWTH BOUNDARY (UGB) AMENDMENT CONTESTED
CASES NO. 81-6

Date: June 13, 1983

Presented by: Mark Brown

FACTUAL BACKGROUND AND ANALYSIS

The City of Portland has proposed an amendment to the UGB that would include an area known as Jenne Lynd Acres in the urban area and would remove Schoppe Acres. On October 4, 1982, the Council adopted Order and Resolution No. 82-356 which specified two conditions for the final order in this matter as follows:

- A. For the area to be removed, the Council declares its intent to adopt an ordinance for removal.
- B. For the area proposed to be added, the Council declares its intent to add to the UGB those areas that annex to a city.

On December 2, 1982, the Council adopted Ordinance No. 82-147 removing Schoppe Acres from the UGB. The Boundary Commission, on October 7, 1982, approved Boundary Change Proposal No. 1864 which annexed approximately 85 acres to the City of Portland of the Jenne Lynd Acres. Therefore, the conditions specified in Order and Resolution No. 82-356 to add the area identified in Exhibit A (attached) to the UGB have been met.

EXECUTIVE OFFICER'S RECOMMENDATION

I recommend that the Council vote to approve this ordinance.

COMMITTEE CONSIDERATION AND RECOMMENDATION

As Order and Resolution No. 82-356 was an action of the Council, this matter has not been considered by any Committee.

MB/gl
8812B/349
06/13/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING THE METRO)
URBAN GROWTH BOUNDARY IN MULTNOMAH)
COUNTY FOR CONTESTED CASE NO. 81-6)
ORDINANCE NO. 83-158

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. The District Urban Growth Boundary (UGB), as adopted by Ordinance No. 79-77, is hereby amended as indicated in Exhibit A of this ordinance which is incorporated by this reference.

Section 2. In support of the amendment in Section 1 of this ordinance, the Council hereby adopts Findings, Conclusions and Recommendation in Exhibit B of this ordinance which is incorporated by this reference.

Section 3. This ordinance is a final order in Contested Case No. 81-6.

Section 4. Parties to Contested Case No. 81-6 may appeal this ordinance under 1979 Or. Laws, ch. 772 as amended.

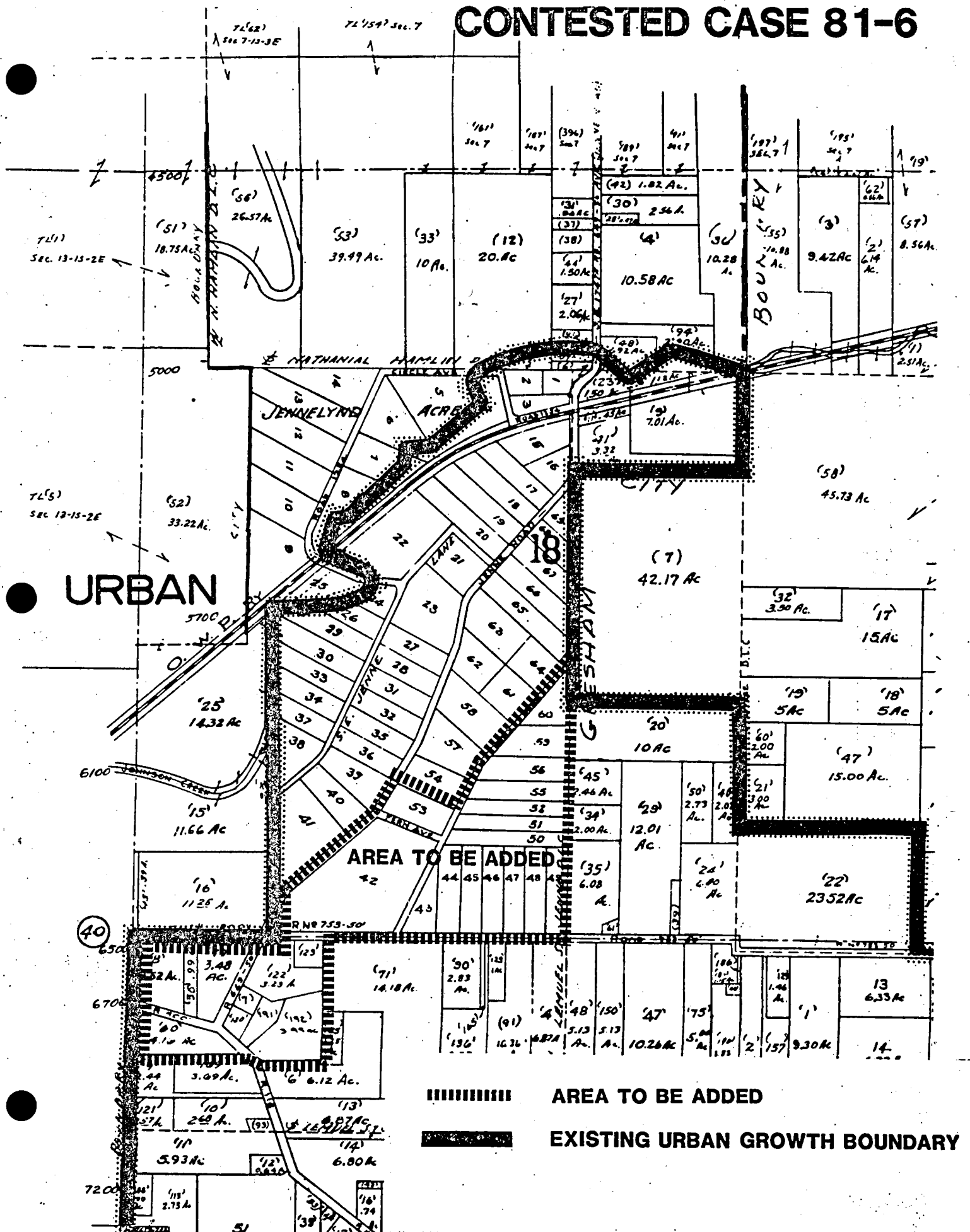
ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1983.

ATTEST:

Presiding Officer

Clerk of the Council

MB/gl
8812B/349



FINDINGS AND CONCLUSIONS IN
CONTESTED CASE NO. 81-6: PETITION FOR
LOCATIONAL ADJUSTMENT OF THE URBAN GROWTH BOUNDARY
IN MULTNOMAH COUNTY (JENNE LYND ACRES)

The original petition in Contested Case No. 81-6 involved the removal of an area known as Schoppe Acres from the Urban Growth Boundary (UGB) and the addition of a portion of the Jenne Lynd Acres area. The removal of Schoppe Acres was completed on December 2, 1982, when the Council adopted Ordinance No. 82-147. The addition of Jenne Lynd Acres area to the UGB was subject to a condition that the area annex to Portland. The Boundary Commission on October 7, 1982, approved Boundary Change Proposal No. 1864 which annexed approximately 85 acres to the City of Portland of the Jenne Lynd Acres.

The following findings demonstrate conformance with Ordinance No. 81-105, Section 8. Standards for Petition Approval:

- (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 area within the UGB; any area to be added must be capable of being served in an orderly and economical fashion.

WATER AND SEWER:

- A 12-inch City of Portland water line is located in Jenne Road and already serves about ten households because of failures in private water supplies. The reliability of supply in the area has been improved by the recent construction of storage facilities and a transmission line in the Clatsop Butte area to the west of Jenne Lynd Acres. Construction of an underground reservoir on Powell Butte will further increase water pressure and supply to the area. The existing 12" line is available for immediate extension to serve additional development.
- The major capital water investment is already in place in the area. A line of this size can efficiently and economically serve the whole area. Additional hookups will be of benefit to the whole system. Development of the area on public water is preferable to securing additional wells for development in the County.

- The area is in the Johnson Creek Interceptor service area. Current sewer lines exist north of Johnson Creek in Circle Avenue and to the southwest at Foster and 162nd Avenue. The Johnson Creek Interceptor was constructed to accommodate development in this area at no greater density than is permitted by R10 zoning. Sewer extensions into this area would likely be funded through a Local Improvement District (LID) or at the developer's expense.
- Because no system improvements would be needed to water storage and transmission facilities or to sewer lines in order to serve this area, the addition would increase the efficiency of water and sewer services within the existing UGB by increasing overall system usage for little or no increase in cost. Water and sewer service can also both be provided efficiently to the area, but unless and until area residents support annexation and the extension of city services, these services are unlikely to be provided.

TRANSPORTATION:

- Jenne Road, running through the area, as well as Foster Road and S. E. 174th, serving both the area affected and the adjacent urban area, will require upgrading to serve existing and projected traffic, whether or not the subject petition is approved.
- The City of Portland is currently conducting a Mt. Scott/Powell Butte Transportation Study to identify improvements needed in its study area. The City will include an analysis of improvements needed as a result of this addition, if it is approved.
- The City estimates that urbanization of the area would produce a maximum of 418 units, generating 4,180 trips a day on Jenne Road. These trips would represent about 16 percent of projected traffic on Jenne at Foster and about 11 percent of the projected traffic on 174th south of Powell.
- Approval of this addition would allow the City to plan the road improvements needed to serve an urban level of development for the subject site and to establish appropriate design and improvement standards to be applied in conjunction with approval of development requests in this area.
- Some means of mitigating the volume and danger of traffic on Jenne Road, whether through road improvements or through development of alternate routes, will have to be found even if Jenne Lynd remains rural. The road does now serve area residents and will continue to do so

if the area is urbanized. The increased traffic resulting from urbanization can be considered a negative impact on transportation service in the area itself (on Jenne Road) and in the adjoining urban area (on Foster, Powell and 174th). However, inclusion within the UGB would have the positive effect of allowing for the traffic problems in this area to be studied and resolved on a comprehensive basis and based on consideration of ultimate development patterns and traffic demand, provided the entire area is under the control of one jurisdiction. In net, the positive and negative effects in both the area itself and the adjoining urban area balance one another and the overall effect is judged neutral.

SCHOOLS:

- The Centennial School District as a whole has had declining enrollment.
- The area is served by Pleasant Valley School, where enrollment has been increasing. Starting next year, students in the seventh and eighth grades will be transferred to Lynch Terrace Middle School. If there are no further increases in enrollment at Pleasant Valley, enrollment after the seventh and eighth graders are transferred would then be at 1977-1978 levels for students remaining at Pleasant Valley.

In addition, four additional classrooms have been added at Pleasant Valley. Centennial School District initially filed a position of "no comment"; however, the Superintendent of the District later submitted a letter stating that the District disapproves of the locational adjustment because of resulting transfers and disruption for the Pleasant Valley School attendance area. The Superintendent also states that the District is prepared to meet the growth of Anderegg Meadows and Hunters Highlands developments, but "additional development in the Jenne Lynd neighborhood could create overloads in those schools bordering the southern portion of our District."

- According to the testimony of the Superintendent of the Centennial School District, urbanization of this area may cause some disruption and overcrowding in the service area for the Pleasant Valley School. However, because enrollments have been declining in the rest of the District, the District as a whole does have the capacity to provide school services to the area. For that portion of the School District within the existing urban area, the increase in enrollment that would result from including this area within the UGB might be considered to increase the District's efficiency, but

without the District Superintendent's support for this view, the impact on the adjacent urban area must be considered neutral.

STORM DRAINAGE:

- If and when the land is resubdivided for urban level development, facilities for detention and release of stormwater would be provided. The City of Portland's subdivision ordinance requires that adequate drainage facilities be provided as determined by the City Engineer.
- The provision of drainage facilities for the area would neither increase nor decrease the efficiency of storm drainage facilities in the adjoining urban area. The environmental consequences of urbanization of this area regarding drainage and flooding are discussed under (3), below.

POLICE AND FIRE PROTECTION:

- The City of Portland would provide police protection for the area if it were annexed. Although response time would increase somewhat, emergency service would be dispatched from the closest available unit, whether City or County, through the 911 system.
- The area is currently served by RFPD #10. The Portland Fire Bureau commented that should annexation occur, RFPD #10 would continue to provide protection for the area via contract with the City. Fire hydrants connected to the existing water lines in Jenne Road would be provided by the Water Bureau upon annexation.
- The area can be provided with adequate police and fire protection without increasing or decreasing the efficiency of these services to the adjoining urban area.

CONCLUSIONS:

- The area can be provided with urban services in an orderly and economical fashion, provided it is annexed to a city which is responsible for sewer extension and capable of identifying and implementing transportation improvements needed to relieve traffic hazard and congestion in and adjacent to the area.

Urbanization would have neither a positive nor a negative impact on the provision of police and fire protection, transportation, schools and storm drainage to the adjacent urban area; but would increase the efficiency of existing water and sewerage facilities in the adjacent urban area, resulting in a net increase in

services overall. This increase in efficiency is particularly significant when evaluated in conjunction with the efficiencies achieved through removal of Schoppe Acres in trade for this addition.

(2): Maximum Efficiency of Land Uses. Consideration 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.

- The area is abutted by the Urban Growth Boundary and the city limits of Portland and Gresham on three sides. Over the next 20 years, almost all of these abutting urban lands will be developed.
- Most of the area is part of the Jenne Lynd subdivision, containing some 70 lots and about 35 ownerships. About half the parcels in the area are developed for single family uses.
- If the area remained rural, present Multnomah County zoning would allow construction of new houses on existing lots of record and new lots partitioned from the larger existing lots. Development of all legal existing and new lots would depend on whether or not a septic tank permit could be issued.
- Soils in the area are generally rated poor for subsurface sewerage disposal. In a letter to Co-Petitioner Anderson, W. H. Doak, a soil scientist and registered sanitarian, states that "There have been quite a number of septic tank denials in the immediate area." Furthermore, Mr. Anderson was ordered by Multnomah County to replace his septic tank before he took up residence three years ago.
- As the land in the adjacent urban area continues to develop, along with further development on lots of record in Jenne Lynd Acres itself, the pressures for urbanization of Jenne Lynd will increase, and the viability of a continued rural life style diminish. Eventual urbanization of the area appears virtually inevitable. Although the existing level of rural development limits the degree to which the area can develop to urban densities, efficient urbanization and service extensions will be still more difficult if attempted later rather than sooner.
- The City of Portland has voted to support a triple majority petition for annexation of the area. Properties to the north are not currently proposed for annexation.

- Approval is not needed to facilitate development of adjacent urban lands.

(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 hazards or resource lands must be addressed.

- Section 34.70.020(B) of Portland's subdivision ordinance requires that: "Drainage facilities shall be provided within the subdivision to serve both the subdivision and areas that drain through or across the subdivision. The facilities shall connect the subdivision drainage to drainage ways or storm sewers outside the subdivision. Design of drainage within the subdivision may be required to include on-site retention facilities, as required by the City Engineer. Design criteria for the retention facilities shall fulfill the requirements of the City Engineer."
- The City of Portland has indicated that it will have storm sewers, emptying into Johnson Creek, installed in conjunction with development of the area. The use of storm sewers would mitigate the negative impacts of increased run-off from the high land in the southern portion of the area through the lowlands in the northern portion. Urbanization will, however, increase the total volume of stormwater run-off.
- Portland Resolution No. 32544 further provides for the imposition of Metro's Stormwater Management guidelines within the Johnson Creek Basin. These guidelines include standards for on-site retention, to be applied by the City Engineer.
- Metro's Stormwater Management Guidelines for Johnson Creek provide that when land is subdivided, provision must be made for sufficient on-site detention of stormwater to ensure that the volume of runoff from the site during a storm of such severity as would occur once every 25 years would not be greater than the volume of runoff that would be produced from the site, if it remained undeveloped, during a storm of such severity as would occur once every 10 years. Since less rain, and thus less runoff, is produced in a 10-year than in a 20-year storm, this standard means that after the property is developed, the volume of stormwater runoff should be less than or equal to the volume of runoff prior to development. This standard applies to both the amount of stormwater that must be detained and to the rate at which detained stormwater may be released. Implementation of this policy will mitigate impacts of urbanization on the flooding of Johnson Creek.

- Any negative storm drainage impacts should, however, be balanced against the positive impacts of urbanization, including the environmental benefit of replacing septic tanks with sewers and the overall environmental, energy and economic benefits of development in the Jenne Lynd area, in close proximity to urban facilities and services and to shopping and employment opportunities, in place of the more remote Schoppe Acres.
- The area is not adjacent to the regional transit corridor identified by Metro in its Regional Transportation Plan (RTP). Inclusion of this area within the UGB will, however, provide development to help support improved transit service for this area.

(4): Retention of Agricultural Lands. When a petition includes land with Class I through IV Soils, that is not irrevocably committed to nonfarm use, the petition shall not be approved unless the existing location of the UGB is found to have severe negative impacts on service or land use efficiency in the adjacent urban area, and it is found to be impractical to ameliorate those negative impacts except by means of the particular adjustment requested.

- Although many residents raise animals on their property, Multnomah County's plan, as acknowledged by LCDC, includes an exception to Goal No. 3 (Agricultural Lands) for this area, based upon its commitment to non-farm use. This standard, therefore, does not apply.

(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.

- The land to the south has been designated by the County for rural residential, rather than agricultural use. This standard, therefore, does not apply.

(6): The net amount of vacant land proposed to be added may not exceed 10 acres; nor may the net amount of vacant land removed exceed 50 acres.

- Council's intent under Order and Resolution No. 82-356 was to add 174 acres, of which 131 acres are vacant.
- The approved removal was for 170 acres of which approximately 166 acres are vacant.
- This trade will eventually result in a net removal of approximately 35 vacant acres from the UGB.

(7): The land proposed to be added is more suitable for urbanization than the land to be removed, based on a consideration of factor (1), (2), (3) and (5) of Section (8)(a).

- The extension of sewers to Schoppe Acres to permit urbanization would be at considerable cost and inefficiency. Jenne Lynd Acres can be served by existing water and sewer lines, water storage facilities and sewage treatment plant.

MB/gl
8840B/274
6/14/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DECLARING THE	)	RESOLUTION NO. 83-407
METROPOLITAN SERVICE DISTRICT)	
COUNCIL'S INTENT TO DEVELOP A	)	Introduced by
PLAN AND BRING ABOUT THE MERGER	)	Councilor Ernie Bonner
OF METRO AND TRI-MET		

WHEREAS, Public transportation is a regional service and its efficient provision is a regional priority; and

WHEREAS, The proliferation of single purpose regional governments should be discouraged, and the consolidation of regional governments under an elected governing body would increase the accountability and responsiveness of regional officials to the citizenry through the election process; and

WHEREAS, The accountability through direct election of regional policy officials was supported, as a desirable goal, by the Tri-County Local Government Commission and the Oregon State Legislature in 1977, by the voters of this region in 1978, and again by the State House Committee on Intergovernmental Affairs this year; and

WHEREAS, The relationship between Metro and Tri-Met can no longer remain undefined; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby declares its belief that Tri-Met and the Metropolitan Service District should be merged into one body governed by a Board elected by the registered voters of this region.

2. That the Metro Council intends to bring about such a merger on or before July 1, 1985.

3. That the Metro Council directs the Executive Officer to work with interested and affected individuals and organizations to develop a plan (prior to July 1, 1985) which assures the smooth, orderly and efficient transition of the two bodies into one. That plan should be governed by the following policies:

- a. Public transportation is a regional service.
- b. Accountability through direct election of policy officials is a desirable goal.
- c. Efficient transportation service is a priority.
- d. Proliferation of single purpose regional governments should be discouraged, as indicated by ORS ch. 268.

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

Presiding Officer

EB/gl
8521B/D1
5/5/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DECLARING THE	)	RESOLUTION NO. 83-408
METROPOLITAN SERVICE DISTRICT)	
COUNCIL'S INTENT TO DO NOTHING)	
TOWARD THE MERGER OF THE TRI-)	
COUNTY METROPOLITAN TRANSPORTATION	)	Introduced by
DISTRICT AND THE METROPOLITAN	)	Councilor Van Bergen
SERVICE DISTRICT)	

WHEREAS, the issue of the relationship between the Tri-County Metropolitan Transportation District (Tri-Met) and the Metropolitan Service District (Metro) has been the subject of public discussion by this Council through consideration of:

1. H.B. 2228 currently introduced in the Legislature which would alter the merger provisions for Tri-Met and Metro;
2. A letter from Representative Glenn Otto to the Metro Council and the Tri-Met Board of Directors requesting the leadership of the two organizations to establish a mutually acceptable process for resolving the "uncertain" relationship between the two parties;
3. A recommendation from the Executive Officer in a memo dated May 3, 1983 supporting an independent review of the Tri-Met/Metro relationship and further recommending that: a) a letter be sent to Representative Otto setting forth certain agreed upon principles which Metro feels are important in such a review; and b) the Metro Council should agree upon a set of policies relevant to the review; and
4. A resolution introduced by Councilor Bonner for the purpose of declaring the Metro Council's intent to develop a plan and bring about the merger of Metro and Tri-Met; and

WHEREAS, it is important for the Metro Council to bring this issue to a conclusive and definite close so that it may proceed to conduct more pressing business confronting the organization, including development of a plan and strategy for future funding for the Zoo and general government activities, and development and adoption of Solid Waste Systems and Zoo Master Plans; and therefore,

BE IT RESOLVED,

1. That the Metro Council declares that it will do nothing to change the basic existing working arrangement and relationship between Metro and Tri-Met;

2. That the Metro Council understands and respects the fact that both organizations are separate municipal corporations which have separate but compatible functions in the area of public transportation and that Metro supports continuance of the close cooperative working relationship that has developed between both organizations;

3. That the Executive Officer be instructed to convey the message of this resolution in an appropriate manner to all interested parties and the general public.

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

Presiding Officer

GVB:ef
5/17/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DECLARING THE	)	RESOLUTION NO. 83-409
METROPOLITAN SERVICE DISTRICT)	
COUNCIL'S INTENT TO COMMENCE THE	)	Introduced by
EVALUATION OF COMBINED METRO/	)	Councilor Gary Hansen
TRI-MET FUNCTIONS)	

WHEREAS, Public transportation is a regional service and its efficient provision is a regional priority; and

WHEREAS, The proliferation of single purpose regional government should be discouraged and the consolidation of regional governments under an elected governing body would increase the accountability and responsiveness of regional officials to the citizenry through the election process; and

WHEREAS, The accountability through direct election of regional policy officials was supported, as a desirable goal, for the Tri-County Local Government Commission and the Oregon Legislature in 1977, by the voters of this region in 1978, and again by the State House Committee on Intergovernmental Affairs this year; and

WHEREAS, The relationship between Metro and Tri-Met can no longer remain undefined; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby declares its belief that the relationship between the Metropolitan Service District and Tri-Met should be defined.

2. That the Metro Council will commence the evaluation of combined Metro/Tri-Met functions, powers, duties, responsibilities and funding of both organizations.

3. That reasonable options for delivering regional transportation services shall be formulated and evaluated on the following criteria:

- a. Increasing accountability and responsiveness of regional officials to the citizenry through the election process;
- b. Efficient operation of regional transit service;
- c. Reduction in the number of single purpose regional jurisdictions;
- d. Ability to integrate land use planning.

4. That the completion of this evaluation shall be no later than January 30, 1984.

5. That the Metro Council direct the Presiding Officer and Executive Officer to initiate a process for such an evaluation and present it to the Council. Such a process shall include provisions for wide public review.

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

Presiding Officer

CB/srb
8647B/349
05/23/83

Meeting Date June 23, 1983

CONSIDERATION OF CONSTRUCTING TRUCK WASH
FACILITY AT THE CLACKAMAS TRANSFER & RECYCLING
CENTER

Date: May 27, 1983

Presented by: Dan Durig

FACTUAL BACKGROUND AND ANALYSIS

At their April 12, 1983 meeting the Regional Services Committee directed the staff to begin the process for implementing a truck wash facility at CTRC. Specifically, staff proceeded to conduct a survey of the haulers to determine the need for the facility, to prepare preliminary plans to review with various interest groups and obtain bids, and to submit applications for permits.

Staff proceeded to mail out surveys to 212 haulers in the region. A total of 50 responses representing 24 percent, were received. The results indicate that 88 percent of those using CTRC or Rossman's, and 18 percent of those haulers using other facilities, wish to have a truck wash facility. The resultant is that 54 percent of the haulers who responded favor the installation of a truck wash facility.

The survey also asked the question who should pay for the facility. These results will be analyzed in conjunction with current rate policies and reviewed by the Rate Review Committee if Council elects to proceed.

Staff has completed preliminary engineering drawings and reviewed these with the haulers, Genstar and DEQ. It was determined that the facility could adequately service the haulers with four wash bays. The facility would be contiguous to the existing site and would not present complications in traffic movements. The wash rack would be available during normal operating periods. Costs of this facility is estimated to \$60,000. Final engineering plans will be prepared for application to Oregon City for permits.

Inquiries for obtaining permits have also taken place with the Tri-Cities Sanitation District. Preliminary indications are that adequate capacity is available in the sewer system. However staff is still awaiting response regarding the cost of a hook-up to the new treatment facility. This could add substantially to the estimated construction cost.

In reviewing the present capital budget, it does not appear that sufficient funds are available to cover the entire cost of construction. As a result, financing the construction of a truck wash facility will require borrowing State Pollution Control Bonds from DEQ. The effect of borrowing these Bonds could add up to \$20,000 to the debt service if paid back over five years. Any funds remaining after closing out the CTRC construction project would be used to assist financing, and minimize the impact on debt service. Annual operating costs are estimated to be \$15,000 based on experience at the St. Johns facility. Repayment of funds as well as operational costs would be incorporated into the 1984 rate study to be completed this September.

Summary

Based on the responses to the survey, that 88 percent of the haulers expected to use the CTRC may use such facility, it is recommended that staff proceed to obtain bids for construction and submit permit applications to local jurisdictions. If Council approves the plan to proceed, the timeframe for implementation is as follows:

<u>Action</u>	<u>Date</u>
Council Approval	June 23
Submit Permit Applications	June 27
Bid Construction	July 11
Planning Commission Meeting (Oregon City)	July 26
Council Coordinating Committee	
Recommend Contract Award	August 15
Council Approval of Contract	August 25
Award Construction Contract	September 6

This schedule is only possible if the Oregon City Planning Commission approves the plans and awards conditional use permit at their July 26 meeting.

In addition, in order to proceed with this project, Council would need to approve a waiver of the current restriction for awarding construction contracts without having adopted the final MBE policy.

EXECUTIVE OFFICER'S RECOMMENDATION

Recommend proceeding based on the schedule presented in the summary.

COMMITTEE CONSIDERATION AND RECOMMENDATION

At their meeting on June 7, 1983, the Regional Services Committee passed a motion directing staff to prepare a resolution for Council consideration on June 23 which supports construction of a truck wash facility at CTRC. A motion carried that the contract for construction be processed under current Metro contract procedures and MBE policies.

DD/gl
8685B/349
6/13/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DECLARING THE	)	RESOLUTION NO. 83-414
METROPOLITAN SERVICE DISTRICT COUNCIL'S)	
INTENT TO PROCEED WITH THE TRUCK WASH	)	Introduced by
FACILITY AT CLACKAMAS TRANSFER &	)	Regional Services
RECYCLING CENTER, AND DIRECTING STAFF	)	Committee
TO OBTAIN CONSTRUCTION BIDS AND FILE)	
FOR LOCAL PERMITS)	

WHEREAS, The Clackamas Transfer & Recycling Center (CTRC) is designed to meet the solid waste needs and provide service to commercial haulers and the public of the region for many years; and

WHEREAS, As a result of a survey, a larger number of haulers using the CTRC and Rossman's Landfill indicated their need to have a facility to wash out their vehicles on a routine basis; and

WHEREAS, A truck wash facility could be constructed to be compatible with the existing CTRC site layout occupying a minimal area (0.2 acres); and

WHEREAS, Existing sewer and water to service the facility are available on site; and

WHEREAS, Metro's current Minority Business Enterprise (MBE) policy for awarding construction projects is being reviewed and will not be finalized until later this year; now, therefore,

BE IT RESOLVED,

1. That the Metro Council declares its intent to construct a truck wash facility at CTRC for commercial haulers and directs the staff to proceed with obtaining bids for construction and to submit necessary applications to appropriate jurisdictions to obtain permits to enable the construction to proceed.

2. That the Metro Council understands that the current MBE policy is being reviewed and updated, and directs staff to bid the construction of the truck wash facility using currently adopted contract procedures and MBE policies.

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

Presiding Officer

DD/gl
8685B/349
6/13/83

CONSIDERATION OF ORDINANCE NO. 83-156
AMENDING FY 1982-83 APPROPRIATIONS

Date: May 9, 1983

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

State Budget Law (ORS 294.435) disallows over-expenditure of appropriations, therefore, as FY 1982-83 nears completion, staff are closely monitoring expenditure levels for all funds. Third quarter Budget projections indicate trends which, if sustained, will result in expenses exceeding current appropriations. An ordinance amending the appropriations schedule is proposed to address this problem. As better information is available, further refinements to the appropriations schedule may be recommended. Declaration of an emergency is required for the ordinance to be effective before the fiscal year closes.

Details of the proposed revisions are as follows:

Finance & Administration: A \$6,000 increase in Personal Services is expected due to high unemployment costs. Materials and Services expenses are up by about \$15,000 due to unleased space and higher election costs.

Public Affairs: Unemployment costs require about \$6,000 more for Personal Services. Also, approval is sought for transferring \$1,200 from Materials and Services to Capital Outlay to replace projector and slide/tape sync unit.

Contingency: The General Fund Contingency will be reduced by \$27,000 to provide adequate appropriations for the items described above.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the proposed Ordinance amending the appropriations schedule.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On May 16, 1983, the Council Coordinating Committee recommended Council adoption of Ordinance No. 83-156. On June 13, 1983, the Council Coordinating Committee considered and recommended an amendment to Ordinance No. 83-156 which would adopt a revised "Exhibit C" to reflect the most recent adjustments to the FY 1982-83 budget. (See attached Exhibit C-1 which replaces Exhibit C).

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO FY 1982-83)	ORDINANCE NO. 83-156
APPROPRIATIONS, TRANSFERRING FUNDS)	
FROM THE GENERAL FUND CONTINGENCY,)	Introduced by the Council
AMENDING ORDINANCE NO. 82-132)	Coordinating Committee
AND DECLARING AN EMERGENCY)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

1. That Exhibit B of Ordinance No. 82-132 is hereby amended as indicated in Exhibit C of this Ordinance.

2. That, because of the necessity to amend the FY 1982-83 appropriations prior to the beginning of the next fiscal year, an emergency is hereby declared to exist and this Ordinance shall be effective upon adoption.

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

Presiding Officer

ATTEST:

Clerk of the Council

JS/srb
8529B/349

EXHIBIT C-1

SCHEDULE OF APPROPRIATIONS

	Current Appropriation	Original Proposed Appropriation	Proposed Revised Appropriation
<u>GENERAL FUND</u>			
Council			
Personal Services	\$ 69,514	\$ 69,514	\$ 69,514
Materials & Services	49,220	49,220	49,220
Capital Outlay	0	0	0
Subtotal	<u>\$118,734</u>	<u>\$118,734</u>	<u>\$118,734</u>
Executive Management			
Personal Services	\$221,178	\$221,178	\$225,178
Materials & Services	11,420	11,420	15,420
Capital Outlay	0	0	0
Subtotal	<u>\$232,598</u>	<u>\$232,598</u>	<u>\$240,598</u>
Public Affairs			
Personal Services	\$192,790	\$198,790	\$208,790
Materials & Services	30,113	28,913	30,113
Capital Outlay	0	1,200	1,200
Subtotal	<u>\$222,903</u>	<u>\$228,903</u>	<u>\$240,103</u>
Finance & Administration			
Personal Services	\$ 428,331	\$ 434,331	\$ 438,331
Materials & Services	709,618	724,618	709,618
Capital Outlay	500	500	500
Subtotal	<u>\$1,138,449</u>	<u>\$1,159,449</u>	<u>\$1,148,449</u>
General Expenses			
Contingency	\$ 81,228	\$ 54,228	\$ 46,028
Transfers	236,473	236,473	236,473
Subtotal	<u>\$317,701</u>	<u>\$290,701</u>	<u>\$282,501</u>
Total General Fund Requirements	\$2,030,385	\$2,030,385	\$2,030,385

JS/gl
8529B/349
06/13/83

EXHIBIT C

SCHEDULE OF APPROPRIATIONS

	Current Appropriation	Amendment	Revised Appropriation
<u>GENERAL FUND</u>			
Council			
Personal Services	\$ 69,514	\$0	\$ 69,514
Materials & Services	49,220	0	49,220
Capital Outlay	0	0	0
Subtotal	<u>\$118,734</u>	<u>\$0</u>	<u>\$118,734</u>
Executive Management			
Personal Services	\$221,178	\$0	\$221,178
Materials & Services	11,420	0	11,420
Capital Outlay	0	0	0
Subtotal	<u>\$232,598</u>	<u>\$0</u>	<u>\$232,598</u>
Public Affairs			
Personal Services	\$192,790	\$6,000	\$198,790
Materials & Services	30,113	(1,200)	28,913
Capital Outlay	0	1,200	1,200
Subtotal	<u>\$222,903</u>	<u>\$6,000</u>	<u>\$228,903</u>
Finance & Administration			
Personal Services	\$ 428,331	\$ 6,000	\$ 434,331
Materials & Services	709,618	15,000	724,618
Capital Outlay	500	0	500
Subtotal	<u>\$1,138,449</u>	<u>\$21,000</u>	<u>\$1,159,449</u>
General Expenses			
Contingency	\$ 81,228	\$(27,000)	\$ 54,228
Transfers	236,473	0	236,473
Subtotal	<u>\$317,701</u>	<u>\$(27,000)</u>	<u>\$290,701</u>
Total General Fund Requirements	\$2,030,385	0	\$2,030,385

JS/srb
8529B/283
05/09/83

CONSIDERATION OF ORDINANCE NO. 83-153 ADOPTING
THE FY 1983-84 BUDGET AND APPROPRIATIONS SCHEDULE
AND LEVYING TAXES

Date: June 14, 1983

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

At its May 5, 1983, meeting the Council, serving as Budget Committee, approved the FY 1983-84 Budget and transmitted it to the Tax Supervising and Conservation Commission (TSCC). In addition, the first reading of Ordinance No. 83-153 was conducted.

The TSCC held its hearing on Metro's budget on June 10, 1983. The TSCC will forward a letter on June 17 certifying the budget for adoption and noting any objections or recommendations. In addition to changes that may be needed in response to the TSCC, the following amendments will be proposed:

1. Reduce the overhead rate on Planning Fund grants from 58 percent to 55.5 percent. This will reduce General Fund resources estimates and Planning Fund transfers by about \$18,000. A corresponding reduction in the General Fund contingency will be proposed.
2. Reduce the Planning Technician position in the Development Services department to .5 FTE. This is necessary due to a change in resource estimates and personnel needs.
3. All costs associated with the purchase of the micro-computer will be expenses in FY 1983-84 due to delayed delivery. Therefore, related resources and expenses must be incorporated into the budget and appropriations for FY 1983-84.
4. Interest earnings on monies in the Criminal Justice Assistance Fund are now budgeted in the Fund and then transferred to the Planning Fund for expenditure. The Council will be requested to amend the budget to display the interest as a direct resource in the Planning Fund.
5. Two changes are proposed in the Solid Waste Capital Fund. First, an additional scale may need to be installed at the St. Johns Landfill for \$30,000. Second, \$160,000 should be added to for St. Johns final cover reserve. Resources are available from a \$190,000 lawsuit settlement which will be carried over as a fund balance.

6. In the Solid Waste Operating Fund, revenues and expenses related to the purchase and resale of tarps to serve as load covers are recommended for inclusion. Both items 5 and 6 were presented to the Regional Services Committee on June 7, 1983.
7. Several housekeeping items will be presented including a change in the display of information in several funds and typographical errors.

A complete package detailing recommended budget and appropriation amendments will be delivered to Councilors prior to the meeting and will be available to the public on request.

EXECUTIVE OFFICER'S RECOMMENDATION

Amend the approved budget and appropriations schedule to include the above listed budget items.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Council Coordinating Committee and the full Council serving as the Budget Committee reviewed and approved the FY 1983-84 Proposed Budget. Except as indicated, the above listed amendments have not been considered by a Council committee.

JS/gl
8844B/349
06/15/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	ORDINANCE NO. 83-153
ANNUAL BUDGET OF THE METROPOLITAN)	
SERVICE DISTRICT FOR FISCAL YEAR	)	Introduced by the Council
1983-84 MAKING APPROPRIATIONS FROM	)	Coordinating Committee
FUNDS OF THE DISTRICT IN ACCORD-)	
ANCE WITH SAID ANNUAL BUDGET AND)	
LEVYING AD VALOREM TAXES)	

WHEREAS, The Multnomah County Tax Supervising and Conservation Commission (TSCC) held its public hearing June 10, 1983, on the annual budget of Metro for the fiscal year beginning July 1, 1983, and ending June 30, 1984; and

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

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

1. The "FY 1983-84 Budget of the Metropolitan Service District" as attached hereto as Exhibit A, and the schedule of appropriations attached as Exhibit B to this ordinance are hereby adopted.

2. The Council of the Metropolitan Service District does hereby levy ad valorem taxes for the Zoo fund as provided in the budget adopted by Section 1 of this Ordinance in the amount of FIVE MILLION (\$5,000,000) DOLLARS for the Zoo Operations and Capital Funds, said levy being a three-year serial levy outside the six percent constitutional limit approved by district voters on May 20, 1980, said taxes to be levied upon taxable properties within the Metropolitan Service District as of 1:00 a.m., January 1, 1983.

3. The Council hereby authorizes expenditures and personnel

positions in accordance with the annual budget adopted by Section 1 of this Ordinance, and hereby appropriates funds for the fiscal year beginning July 1, 1983, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit B.

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

1. Multnomah County Assessor

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

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

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

2. Clackamas and Washington County Assessor and Clerk

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

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

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

Presiding Officer

ATTEST:

Clerk of the Council

JS/srb
2927B/236
04/25/83

REVISED
EXHIBIT B

SCHEDULE OF APPROPRIATIONS

<u>GENERAL FUND</u>	<u>Appropriation FY 1983-84</u>
Council	
Personal Services	\$ 77,517
Material & Services	54,720
Capital Outlay	650
Subtotal	<u>\$132,887</u>
Executive Management	
Personal Services	\$207,603
Material & Services	12,600
Capital Outlay	700
Subtotal	<u>\$220,903</u>
Finance & Administration	
Personal Services	\$ 630,811
Material & Services	672,608
Capital Outlay	69,280
Subtotal	<u>\$1,372,699</u>
Public Affairs	
Personal Services	\$202,459
Material & Services	46,140
Capital Outlay	-0-
Subtotal	<u>\$248,599</u>
General Expense	
Contingency	\$110,343
Transfers	163,169
Subtotal	<u>\$273,512</u>
Total General Fund Requirements	\$2,248,600
<u>PLANNING FUND</u>	
Development Services	
Personal Services	\$208,157
Material & Services	53,895
Capital Outlay	-0-
Subtotal	<u>\$262,052</u>
Transportation	
Personal Services	\$447,326
Material & Services	238,252
Capital Outlay	-0-
Subtotal	<u>\$685,578</u>

PLANNING FUND (continued)

Appropriation
FY 1983-84

Criminal Justice	
Personal Services	\$86,993
Material & Services	2,400
Capital Outlay	-0-
Subtotal	<u>\$89,393</u>

General Expense	
Transfers	\$520,515
Subtotal	<u>\$520,515</u>

Total Planning Fund Requirements	\$1,557,538
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TRANSPORTATION TECHNICAL ASSISTANCE FUND

Materials & Services	<u>\$367,500</u>
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Total Transportation Technical Assistance Fund Requirements	\$367,500
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CRIMINAL JUSTICE ASSISTANCE FUND

Materials & Services	\$450,000
Transfers	<u>25,000</u>

Total Criminal Justice Assistance Fund Requirements	\$475,000
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SEWER ASSISTANCE FUND

Materials & Services	\$2,000,000
Transfers	5,000
Contingency	<u>1,315,000</u>

Total Sewer Assistance Fund	\$3,320,000
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ZOO OPERATING FUND

Personal Services	\$2,729,321
Material & Services	1,648,533
Capital Outlay	276,066
Transfers	1,238,380
Contingency	<u>298,398</u>

 Total Zoo Operating Fund

Appropriation Unappropriated Balance	<u>600,000</u>
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Total Zoo Operating Fund Requirements	\$6,790,698
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ZOO CAPITAL FUND

Capital Projects	\$5,305,904
Contingency	<u>820,100</u>

Total Zoo Capital Fund	\$6,126,004
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SOLID WASTE OPERATING FUND

Appropriation
FY 1983-84

Personal Services	\$ 694,950
Material & Services	5,835,080
Capital Outlay	15,200
Transfers	2,321,710
Contingency	<u>540,862</u>

Total Solid Waste Operating Fund Requirements	\$9,407,802
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SOLID WASTE CAPITAL FUND

Capital Projects	\$6,497,100
Contingency	<u>575,000</u>

Total Solid Waste Capital Fund	\$7,072,100
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SOLID WASTE DEBT SERVICE FUND

Materials & Services	<u>\$824,700</u>
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Total Solid Waste Debt Service Fund Requirements	\$824,700
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JS/srb
6182B/277
04/26/83

FORM LB-50

NOTICE OF PROPERTY TAX LEVY

To the Assessor of _____ County

INFORMATION AND INSTRUCTIONS ON REVERSE SIDE

Part I: TOTAL PROPERTY TAX LEVY

On June 23, 19 83, the Council
 of the Metropolitan Service District, Multnomah Governing Body Clackamas &
Washington County, Oregon, levied a tax as follows:

	FUNDED PARTIALLY BY STATE OF OREGON	FUNDED TOTALLY BY LOCAL TAXPAYERS
1. Levy within the tax base (Cannot exceed Line 15, Part II of this form)	1	
2. Special levies to be partially funded by the State of Oregon Itemize these levies in Part IV—reverse side of this form.	2 1,456,923	
3. Special levies to be totally funded by local taxpayers (Amount exceeding Line 13, Part IV of Form LB-60)		3 3,543,077
4. The amount levied for payment of bonded indebtedness		4
Total amount to be raised by taxation by type of funding 5. (Add boxes 1 and 2, enter in 5a; add boxes 3 and 4, enter in 5b)	5a 1,456,923	5b 3,543,077
(5a cannot exceed Line 13, Part IV of Form LB-60)		
6. TOTAL AMOUNT TO BE RAISED BY TAXATION (Add boxes 5a and 5b)	6 5,000,000	

Part II: TAX BASE WORKSHEET

7. VOTED TAX BASE, IF ANY—On _____, 19 _____,
 a majority of the voters approved a tax base in the amount of 7

8. CONSTITUTIONAL LIMITATION

Tax Base Portion of Preceding Three Levies

8a	8b	8c
19 ____ - 19 ____	19 ____ - 19 ____	19 ____ - 19 ____

9. Largest of 8a, 8b and 8c: 9a multiplied by 1.06 = 9b

ADJUSTMENT FOR ANNEXATION INCREASES DURING PRECEDING FISCAL YEAR (See Example for Part II on reverse side)

10. Assessed Value of Area Annexed on _____, 19 _____ (attach list of annexation dates and valuations)	10
11. Tax Base of the annexing entity for fiscal year 1982-83	11
12. Assessed Value of annexing entity on January 1, 1982	12
13. Tax Base Rate of annexing entity (Divide line 11 by line 12)	13
14. Annexation Increase (Line 10 times Line 13) = ADJUSTED TAX BASE	14a multiplied by 1.06 = 14b
15. Largest of (Line 9b plus Line 14b) or (Line 7 plus Line 14b if Line 7 has never been levied in full)	15

Part III: LIMITATIONS PER OREGON REVISED STATUTES

(Does Not Apply To All Municipal Corporations. Refer to the ORS chapter under which the municipal corporation was organized.)

(DOES NOT APPLY TO BOND LIMITATIONS)

16. True Cash Value of Municipal Corporation from most recent tax roll	16
17. Statutory limitation of Municipal Corporation per ORS _____ of TCV	17
18. Total dollar amount authorized by statutory limit (line 16 multiplied by line 17)	18
19. The TOTAL amount of line 6 levied within statutory limitation	19

Any amount outside statutory limitation must be specifically allowed by statute, and have special voter approval.

Date: _____, 19 ____

By: _____ Title: Presiding Officer Bus. Phone: 221-1646
 (Signature of Authorized Official)

THIS NOTICE MUST BE FILED NO LATER THAN JULY 15

THIS NOTICE MUST BE SIGNED

ALL APPLICABLE PARTS OF THIS NOTICE MUST BE COMPLETED



Part IV: SCHEDULE OF SPECIAL LEVIES

FORM LB-60 AND SAMPLE BALLOTS FOR LEVY ELECTIONS (INCLUDING TAX BASE ELECTIONS) APPROVED IN CALENDAR YEARS 1982 AND 1983 FOR THE 1983-84 FISCAL YEAR MUST BE ATTACHED TO THIS FORM.

Purpose of Levy	Date voters approved ballot measure authorizing tax levy	Amount of taxes levied "inside"/"outside" the adjusted levy from box 9, form LB-60?	CONTINUING LEVY (see note below this schedule)	First Year Levied	Final Year To Be Levied	Continuing Tax Authorized Each Year	Total tax levy authorized by voters in ballot measure	Amount of tax levied this year as a result of voter approval
One-year Special Levy Outside Tax Base		"inside"/"outside"						
Zoo Serial Levy	May 20, 1980	/		FY1981-82	FY1983-84	\$5,000,000	\$15,000,000	\$5,000,000
		/						
		/						

TOTAL SPECIAL LEVIES: (This amount should equal total of Lines 2 and 3 Part I of this form)

NOTE: If approved prior to July 21, 1953 enter as mills. If approved September 13, 1967 to January 1, 1972 enter tax rate. Enter estimated true cash value used to determine the amount of taxes levied this year:

GENERAL INSTRUCTIONS

The Notice of Property Tax Levy is used to certify the property tax levy of your district to the county assessor.

The Notice is to be completed after the public hearing(s) has been held, the proper ordinance or resolution enacted, the appropriations made and the property tax levy determined. The Notice and other required documents are to be submitted on or before July 15. Should circumstances exist that prevent these items from being filed by July 15, AN EXTENSION OF TIME MUST BE REQUESTED FROM THE COUNTY ASSESSOR.

The Notice of Property Tax Levy, a true and complete copy of the adopted budget document, the resolution or ordinance adopting and appropriating the budget, Form LB-60 (Levy Computation Worksheet), sample ballots of any levy elections approved for the ensuing fiscal year, and either a newspaper clipping; or, if posted or mailed, a copy of the financial summary (from Publication Packet) are to be distributed as follows:

- (1) One copy to the county clerk.
- (2) Two copies to the assessor of each county in which the district is located.
- (3) If a joint district, two copies to the assessor of the primary county and one copy to the assessor of each joint county.
- (4) One copy to the county treasurer if the district's bonded indebtedness is paid by that office. School districts are also required to send one copy to the ESD Superintendent, and one copy to the Oregon Department of Education, School Finance Section, Salem, OR 97310.

SPECIFIC INSTRUCTIONS

PART I—Enter the date, name of governing body, name of municipal corporation, and county in the appropriate spaces.

Line 1—Enter the portion of the tax levy that is within your tax base as computed in Part II.

Line 2—Enter the total of those special levies for operating purposes (one year, serial, millage, or fixed) that were approved by the voters within the maximum amount determined on Form LB-60, Part IV, Line 13. These special levies should be itemized in Part IV of this form as "inside" the adjusted levy.

Line 3—Enter the total of tax levies approved by the voters in excess of the amount shown on Form LB-60, Part IV, Line 13. These special levies should also be itemized in Part IV of this form as "outside" the adjusted levy.

Line 4—Enter the portion of the tax levy necessary for the payment of Bonded Indebtedness.

Line 5—Sub-total the tax levy depending on whether it is partially financed by the state or totally financed by local taxpayers. (Add lines 1 and 2, enter in 5a; add lines 3 and 4, enter in 5b.)

Line 6—The total tax levy must be equal to or less than the amount published in the newspaper. If the total tax levy is greater than the amount published, the municipal corporation must republish the entire budget summary with revisions and hold another public hearing.

PART II—Enter the appropriate information concerning the approved tax base, if any.

Line 7—Enter the most recent voter approved tax base and date of voter approval.

Line 8—Enter the tax base portion only of the preceding three levies and indicate the year of the levy.

Line 9—Enter the largest of the tax base portion shown in 8 and multiply by 1.06.

Line 10—If the municipal corporation has annexed adjoining property during the 1982-83 fiscal year enter the date of annexation and the 1982-83 assessed value of the annexed property. If more than one annexation, please attach an additional schedule listing separately the date of annexation and the 1982-83 assessed value of the annexed property.

Line 11—Enter the tax base of the annexing entity for fiscal year 1982-83.

Line 12—Enter the total assessed value of the annexing entity as of January 1, 1982.

Line 13—Enter tax base rate per \$1,000 of assessed value from 1982-83 fiscal year for the annexing entity.

Line 14—Multiply line 10 by line 13 and enter in 14a. Multiply 14a by 1.06 and enter in 14b.

Line 15—Determine the adjusted tax base by entering the largest amount of (Line 9b plus 14b) or (Line 7 plus 14b if Line 7 has never been levied in full).

EXAMPLE FOR PART II

Assessed value of annexing entity—as of January 1, 1982 \$400 Million

Tax Base of annexing entity—in fiscal year 1982-83 \$2 Million

Tax Base rate (2,000,000 ÷ 400,000,000 = .005) \$5 per \$1,000

Assessed value of annexed area—as of January 1, 1982 \$100 Million

Annexation increase (100,000,000 × .005 × 1.06) \$530,000

PART III—All municipal corporations are subject to a 6% levy limitation imposed by the Oregon Constitution, and some are further limited by statutory provisions. For those districts that are subject to statutory limitations such as hospital districts, road districts, vector control districts, etc., complete items 16-19b by inserting the dollar amount the district can levy within the statutory limitation and any amounts which were authorized to be approved outside the statutory authorization. The percentage limitation imposed by the statute and the true cash valuation of the taxing unit from the most recent tax roll are used in computing this limitation. Refer to publications by the Department of Revenue or contact your county assessor to determine your statutory limitation.

PART IV—Enter all special levies on the schedule. This includes one year special, fixed dollar serial, tax rate serial, millage, capital construction and mixed serial levies. DO NOT enter levies for bonded indebtedness or tax base levies. The total of this schedule should equal the total of lines 2 and 3 in Part I of this form.

NOTE: If you require assistance in completing this form, please contact your county assessor or the Department of Revenue, Local Budget Unit, Salem. (Phone 378-3603 or use the toll-free WATS number 1-800-452-7813, extension 83603 and we will return your call.)