



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

Date: AUGUST 25, 1983
Day: THURSDAY
Time: 7:30 P.M.
Place: COUNCIL CHAMBER

Approx.
Time

Presented By

7:30 CALL TO ORDER
ROLL CALL

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

7:45 6. CONSENT AGENDA

6.1 Minutes of the meetings of July 26, 1983.

Regional Development Committee Recommendations:

- | | | |
|-----|--|-----------------|
| 6.2 | <u>Resolution No. 83-422</u> , for the purpose of amending the Banfield Scope of Work to include the addition of seven light rail vehicles. | Kafoury/Cotugno |
| 6.3 | <u>Resolution No. 83-425</u> , for the purpose of recommending approval of Washington County's request for acknowledgement of compliance with LCDC goals. | Kafoury/Siegel |
| 6.4 | <u>Resolution No. 83-427</u> , for the purpose of providing comments to Multnomah County on their request for post-acknowledgement amendments to the Framework Plan. | Kafoury/Siegel |

Council Coordinating Committee Recommendations:

- | | | |
|-----|--|--------------------|
| 6.5 | <u>Resolution No. 83-426</u> , for the purpose of continuing the Bi-State Policy Advisory Committee. | Kirkpatrick/Barker |
| 6.6 | Contracts for Workers' Compensation and Employee Health Benefits. | Kirkpatrick/Sims |

<u>Approx. Time</u>		<u>Presented By</u>
7:50	7. ORDINANCES	
	7.1 <u>Consideration of an Order</u> in the matter of a petition of Mutual Materials, Inc. for an amendment to the Regional Urban Growth Boundary, <u>and Ordinance No. 83-160</u> amending the Metro Urban Growth Boundary in Clackamas County for Contested Case No. 82-1. (First Reading)	Brown
8:00	8. RESOLUTIONS	
	8.1 <u>Consideration of Resolution No. 83-423</u> , for the purpose of selecting the preferred alternative for the Westside Corridor, allocating the Westside (e)(4) Reserve and allocating the Westside Section 3 Reserve.	Williamson/Siegel
9:30	9. OTHER ACTIONS	
	9.1 Sublease of Office Space.	Sims
	10. Committee Reports.	
9:45	ADJOURN	

WESTSIDE CORRIDOR PROJECT
AGENDA

1. Opening Statement - Bob Oleson
2. JPACT Statement - Charlie Williamson
3. Staff Presentation (brief) - Rick Gustafson, Steve Siegel
4. Move and second resolution
5. Open public hearing
 - three minutes per testimony (if large turn-out)
 - no staff response, unless specifically asked by Council
6. Close hearing
7. Staff summation
8. Council discussion and amendments
9. Vote on amendments, if any
10. Vote on resolution

COUNCILOR OLESON - OPENING STATEMENT

Three years ago the Metro Council authorized the study of five basic options for the Westside Corridor. The charge to the technical staff was to recommend:

1. A long-term, preferred transit alternative for the Westside Corridor.
2. A short-term implementation plan which utilized the UMTA Section 3 funds.
3. An allocation of Westside Reserve Interstate Transfer Funds to needed highway projects.
4. A process for pursuing the long-term preferred alternative.

The resolution before the Council tonight responds to this charge. It has gone through an extensive public review period. To date, there have been over 150 public meetings on the project and 20 public hearings on the resolution itself. Portland, Beaverton, Hillsboro, Tri-Met, ODOT, Multnomah County and Washington County have all adopted substantively identical resolutions. Tonight's Metro Council action represents the last step in this stage of development. Tonight's action, if adopted, also prescribes continued Metro Council involvement in the next stage.

I will run the meeting as follows:

1. Charlie Williamson will introduce the resolution and explain the process which proposed the recommendation.
2. Staff will give a brief report on the resolution and how comments which were received during the public process to-date were addressed in the resolution.

Councilor Oleson - Opening Statement

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3. I will then open the public hearing. Testimony will be limited to 3 minutes per speaker.
4. The public hearing will close with a staff summation.
5. Council discussion will ensue followed by a vote on the resolution.

If there are no questions with this approach, I will ask Councilor Williamson to introduce the resolution.

8/22/83

August 25, 1983 Council Mtg.

COUNCIL WILLIAMSON JPACT/STEERING GROUP STATEMENT

As Councilor Oleson has already mentioned, this resolution has been through an extensive program of technical and public review. When the project first began, over three years ago, a project organization was established to ensure thorough review and maximum agreement.

A "Steering Group" was established which had a policy-level representative from each of the participating governmental units. I represented the Metro Council on this group. The Steering Group met at key milestones throughout the project to ensure that each jurisdiction agreed with the major conclusions of the technical work. The Steering Group concurred with the recommendation before us today.

The Steering Group established a Citizens' Advisory Group to monitor the project and its public review. This "blue-ribbon" group consisted of 19 members who met monthly for three years. I would like to take this opportunity to thank them for their tremendous effort and dedication. After the Corridor-wide public hearings of May, 1982, the Citizens' Advisory Group recommended the action before Metro tonight.

The Steering Group also established a technical "Management Group" consisting of top level technical staff from each of the participating governmental units. This group met twice a month, and often more, to thoroughly review every technical assumption and conclusion.

After the Steering Group proposed its recommendation, the recommendation was sent to each of the consortium jurisdictions for public review and Board decisions. Each of these jurisdictions held their own public hearings -- many held more than one. During these public processes, issues were raised which were responded to with modifications to their resolutions. Never did such an amendment create an inconsistency between the positions of the consortium members.

The Metro resolution compiles the relevant regional portions from each of the resolutions of other jurisdictions and creates an overall regional resolution. In this way the concerns that were raised during the public process have been responded to in the Metro resolution.

To make sure that the Metro resolution fairly incorporated these matters, the resolution was reviewed and approved by TPAC and JPACT with only minor modification. There seems to be uniform agreement that the resolution prescribes a cautious, systematic and responsive course of action for the Westside Corridor.

8/22/83

EXECUTIVE OFFICER'S REPORT ON
WESTSIDE DECISION

While most of the public focus on the decision before Council tonight is on the light rail alignment, I would also like to emphasize other aspects of this decision.

First, it is important for Council to understand the significance of the policy aspects of this decision. When the Council adopted the Urban Growth Boundary in 1979, it prescribed a development pattern which required a heavy reliance on Washington County growth. If growth did not occur in Washington County, the economy of this region would stagnate.

Technical analyses and public comments later determined that there was a major deficiency in transportation capacity in the Westside area. This deficiency would prohibit the development slated for the area by the Urban Growth Boundary and would result in declining local economic conditions. The development that would occur would not be organized in a rational pattern and this would lead to declining conditions in existing neighborhoods and communities.

The Council realized this situation and provided regional policy leadership in 1979, when it formulated the Westside Corridor Project. The Council's action gave a clear priority to the region to solve a specific problem, and it provided the resources to do so. This action led to a major effort in which eight jurisdictions worked hard and long to solve a problem of mutual concern in a

mutually agreed-upon manner. The resolution before you tonight has the technical and policy consensus of the cooperating jurisdictions, so it is important to understand the continuity of Council policy on this issue:

1. It prescribed the general land development pattern through the Urban Growth Boundary.
2. It identified the problem in meeting its land development policy.
3. It prioritized the need to solve the problem.
4. It established a work program and budget for finding a solution.
5. It now prescribes a set of projects and a significant amount of money to implement the solution.
6. It also now prescribes a process for pursuing non-funded portions of the solution.

I would like to address the recommendation itself. I must emphasize that the decision you make tonight actually implements over an \$80 million program of highway and transit improvements. These funds have been made available, in part, through the policy actions and staff activities of this organization. These funds will be appropriated to projects within seven years. Thus, by 1990 there will be an \$80 million improvement on the ground and operational. This decision represents the largest actual project in which Metro has had a direct responsibility in prescribing and funding.

The light rail element of the decision prescribes a cautious and systematic multi-year effort of technical and public review before making an implementation decision. Every attempt was made during the public hearings in the local jurisdictions to respond to issues raised by the public. The resolution before you provides many guidelines and principles that are a direct response to public comments.

So, with regard to the recommendation itself, the history of the Council involvement includes:

1. Making the federal funds available to the Westside Corridor.
2. Selecting and funding about \$80 million in projects to be implemented by 1990.
3. Describing a set of guidelines and principles for the cautious and systematic pursuit of the long-term preferred alternative.

If there are no questions, I would like to ask Steve Siegel to explain how the recommendation has been modified since January, when it was first publicly circulated, to address the issues raised during the extensive public review process.

8/23/83

Steve Siegel

1. Outline previous technical briefings.
2. What has been sent to ^{Council} ~~them~~ recently.
3. How resolution responds to recently-raised issues.



WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

(503) 648-8681

BOARD OF COMMISSIONERS

WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

ROOM 418

August 25, 1983

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

Washington County has participated in the Westside Corridor Project since its inception in 1980. The various technical and policy aspects have been effectively coordinated throughout the course of the project with the County and the seven other participating jurisdictions.

In March of 1983, the Washington County Board of Commissioners endorsed the selection of the Sunset Light Rail Transit as the Westside Corridor Project's Preferred Alternative. In doing so, the County concurred with the need to proceed with engineering on a transportation solution aimed at addressing the rapid growth that has occurred on the westside of the region in recent years.

A similar resolution endorsing the Sunset LRT is before your Council tonight. Metro is the last of eight jurisdictions to consider this supporting resolution. The other seven jurisdictions have previously considered and endorsed this supporting resolution. Numerous public meetings and public hearings have been held up to this date to review the scope of the Sunset LRT project and its various elements. Important questions remain to be resolved, such as the design of the project through sensitive areas and the preparation of an equitable and realistic funding package. Answers to these questions will be forthcoming as a result of the work scheduled for the months ahead.

Washington County looks forward to continuing to participate in the various elements of the Westside Corridor Project in the following months. The Sunset LRT is an important part of both Washington County's Comprehensive Framework Plan and Transportation Plan. The Metro Council's endorsement of the Sunset LRT as the Westside Corridor Project's Preferred Alternative will culminate a cooperative three-year effort by eight jurisdictions to identify a regional solution to transportation problems on the westside of the Portland region.

Sincerely,

Wes Myllenbeck
Wes Myllenbeck, Chairman
Board of Commissioners
for Washington County

WLM:crm

an equal opportunity employer

August 25, 1983

Testimony On The Proposed Sunset LRT System
For The Metropolitan Service District

by Robert W. Behnke
2002 Wembley Park Road
Lake Oswego, OR 97034

Abstract

The ridership and revenue projections for the proposed Sunset light-rail system appear to be unrealistically high. The cost and deficit projections appear to be unrealistically low. The analysis of the Westside Corridor raises more questions than it answers.

Before committing millions of dollars to additional design or development work, the METRO Council should have a team of independent transportation consultants conduct a two-day review of the entire project. The time and cost required to accomplish this would be small. The benefits to all metropolitan area residents, including the transportation disadvantaged, would be significant.

I have lived and worked on the Westside for the past eight years and have closely followed the efforts of METRO and Tri-Met to establish a more comprehensive public transit system. My background includes over twenty-five years experience in systems engineering and the management sciences. I have taught courses in systems analysis and operations research at the University of Hawaii, Chaminade College, and Chulalongkorn University (Bangkok). I have been involved with public transportation for over 10 years and recently completed a detailed study of a low-cost, door-to-door transit system for the City and County of Honolulu. In 1981, I received an award from the National Science Foundation and Johns Hopkins University for work I conducted in designing an innovative transit system for the elderly and handicapped.

The planners at METRO have conducted an analysis of five fixed-route transit alternatives for the Westside and have recommended a light-rail system in the Sunset Corridor. I have reviewed their report, attended their public hearings and have discussed their approach with transportation experts throughout the country. Based on this review, I strongly recommend that the METRO Council request a second-opinion before it proceeds with a program to perform Banfield-type surgery on the landscape of the Westside.

To this end, I suggest that the METRO Council consider a procedure utilized in Hawaii prior to committing to continue engineering work on a

fixed rail system in Honolulu. This procedure would involve the following steps:

1. Request that the Westside corridor study team, including consultants, conduct a one (1) day public presentation on their study.
2. Invite a group of independent transportation consultants to attend this presentation and have the Westside study team publicly answer questions that the panel of consultants generates about the assumptions, methodology, conclusions, and recommendations of their study.
3. During the final two hours of the second day, have each of the panel members provide their personal commentary on the Westside study.
4. Prepare a complete transcript of the two-day review that can be used by other communities, students, researchers, etc in the future. This is important if federal funds will be sought for this critical review.

The following is a list of transportation consultants that the METRO Council may wish to consider for a comprehensive review of the proposed Sunset Light-Rail system:

J. Edward Anderson (PhD) - University of Minnesota

Martin Wohl (PhD) - Carnegie-Mellon University

Ray Mundy (PhD) - University of Tennessee

Peter Gordon (PhD) - University of Southern California

C. Kenneth Orski - President, Corporation for Urban Mobility

Gorman Gilbert (PhD) - University of North Carolina

All of these consultants have extensive experience in analyzing public transit systems in a variety of cities and countries. I have met with Ed Anderson, Ray Mundy and Ken Orski and have had telephone conversations with the others. Councilwoman Kirkpatrick has some background information on these individuals.

You may also wish to consider the consultants that were used to review the fixed-rail proposals in Honolulu and Houston. Their names are as follows:

Honolulu Team

Dr. John Meyer - Harvard/MIT

Dr. Melvin Webber - U.C.-Berkeley

Dr. Andrew Hamer - Georgia State

Dr. John Kain - Harvard

Dr. Kenneth Train - Cambridge Systematics

Dr. Theodore Keeler - U.C.-Berkeley

Dr. Kenneth Small - Princeton

Dr. Randall Pozdena - Mills

Houston Team

Dr. Henry Bain - Maryland

Dr. Melvin Webber - U.C.-Berkeley

Dr. Gabriel Roth - Washington D.C.

Dr. Tony Gomez-Ibanez - Harvard

I have a written transcript of the Honolulu seminar and a tape recording of the Houston seminar if members of the Council are interested. They point out some of the sins of omission and commission that the fixed-rail devotees made in the "Draft Environmental Impact Statement" and the "Analysis of Transportation Alternatives" in each of those cities. You will find many parallels with Portland's current situation.

The residents of the entire metropolitan area will pay for any mistakes on the Westside Corridor project in higher fares, increased taxes, and/or reduced bus services. It is important that they receive full disclosure on the pros and cons of the recommended Sunset Light-Rail system, including some exposure to a variety of alternative transit approaches that were not considered in the METRO study. A comprehensive, public review of the Westside Corridor Study would accomplish this in a rapid and economical manner.

In a recent Oregonian article, columnist Neal R. Peirce summarized the causes of the recent WPPSS fiasco as (1) blind faith in a single technology, (2) gross miscalculation of future demand and (3) an underestimate of the costs involved. It is important that the METRO Council exercise due diligence before underwriting the Sunset LRT system to avoid creating a "Whoops on Wheels" on the Westside. A two-day, independent review of the proposed Sunset LRT system would provide an inexpensive insurance policy against making a multi-million dollar error.

In summary, I consider myself a strong supporter of public transportation, regional planning, energy conservation and environmental protection. Although light-rail may be an appropriate technology for the Banfield Corridor, I believe it would be a serious mistake for the Westside.

Robert W. Behr

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

Statement to the METRO Council;

Westside Corridor Project Hearing

August 25, 1983

My name is Nellie Fox, and I am a member of the Tri-Met Board of Directors. On January 31 of this year, the Tri-Met Board passed a resolution endorsing the Sunset Light Rail Alternative as the preferred long-range option for the Westside Corridor. Also endorsed was a package of related highway and short-range transit improvements. The Board is convinced that this package of improvements is the most economical way of developing a high quality public transit service to the Westside.

Of particular importance to the Board's decision was the need to develop transit service in a cost-effective manner; light rail transit has the greatest potential of achieving this objective, with lower operating costs per passenger served. Moreover, the Sunset Corridor route is the shortest and most efficient way of reaching Beaverton and Washington County.

Of equal concern is that public transit be developed in a way that is least disruptive of the environment through which it passes. The Sunset Alternative would utilize electrically-powered light rail vehicles which are quieter than diesel buses and emit no fumes. Without light rail, it is estimated that bus trips would have to triple during peak hours to accommodate future passenger loads; this could mean over 90 buses

Statement to the METRO Council

Page Two

August 25, 1983

per peak hour by 1995. Implementation of light rail in this corridor would allow bus service on the freeway to be eliminated, resulting in a noticeable reduction in noise and fumes. It would also decrease the number of buses entering downtown Portland.

Given the magnitude of the potential investment, it is prudent that we proceed cautiously in the next stage of the project. This will ensure that concerns about costs and impacts are fully addressed before any decisions are made to actually construct the project. I believe that the resolution before you responds well to these concerns and I urge its adoption this evening.

Signed:


Nellie Fox

RESOLUTION

AUTHORIZING TRI-MET TO COOPERATE WITH LOCAL JURISDICTIONS WITH THE INTENT TO PURSUE THE SUNSET LRT AS THE PREFERRED ALTERNATIVE FOR THE WESTSIDE CORRIDOR

WHEREAS, the Tri-County Metropolitan Transportation District of Oregon, (Tri-Met) in 1979/80 entered into a cooperative venture with the Metropolitan Service District (Metro), the counties of Washington and Multnomah, the cities of Portland, Beaverton and Hillsboro and the Oregon Department of Transportation to identify the transportation solution for the Westside Corridor; and

WHEREAS, a series of regional decisions have made \$42.4 million (federal) in UMTA Section 3 funds and \$16.4 million (federal) in Interstate Transfer funds available as of October 1, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, a Draft Environmental Impact Statement was completed in March, 1982 which documented the following major conclusions:

- a. The Westside Corridor Project is needed to meet local and regional goals.
- b. A major expansion of transit service must be part of the Westside Corridor.
- c. The light rail transit options attract the most transit riders.
- d. The Sunset LRT option provides the best service to transit riders and auto users.
- e. The Sunset LRT is the least expensive and most efficient option to operate.
- f. The Sunset LRT has several important long-term operating advantages over the other alternatives.
- g. Implementation of the Sunset LRT alternative enhances economic development prospects.
- h. The Sunset LRT enhances environmental quality.
- i. There is strong community support for the Sunset LRT.
- j. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs.

- k. The risks involved with uncertain funding and growth can be managed.
- l. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future.
- m. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented.
- n. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway System; and

WHEREAS, in May, 1982, public hearings were held on the Westside Corridor Project Draft Environmental Impact Statement and support was expressed for a major transit expansion which included a Sunset light rail transitway between Portland and Washington County; and

WHEREAS, in June, 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative, including related highway projects; and

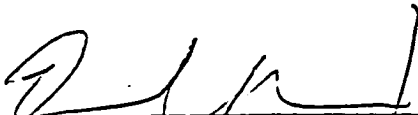
WHEREAS, in January, 1983, the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. (As described in Attachment A.)
2. That implementation of the light rail project will be phased, beginning with the implementation of the capital facilities shown in Attachment B.
3. That the Tri-Met Board of Directors hereby recommends to JPACT and the Metro Council that the Westside Section 3 Letter-of-Intent Reserve be allocated to projects in accordance with Attachment B.
4. That as part of the Sunset LRT alternative, improvements will be made to the Westside Highway system including (a) ramp metering the Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

5. During the Westside Study process, other highway projects, in addition to those specified above (in No. 4), have been identified as being eligible for Westside Interstate Transfer Reserve funding.
6. That the Tri-Met Board hereby recommends that the Regional Transportation Plan (RTP) be amended to preserve an LRT branch line in the Macadam Corridor for future consideration.
7. That Tri-Met will lead an effort to complete Preliminary Engineering the Final Environmental Impact Statement, requested by July 1, 1985.
8. That Tri-Met and Metro will lead an effort to prepare a Sunset LRT funding package for regional review and approval, requested by January 1, 1986.
9. That the Tri-Met Board expresses its intent to incorporate the following Westside Corridor policies in its updated TDP:
 - . Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.
 - . The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased connections to Beaverton.
 - . Transit service will be phased with growth in the developing areas.
 - . Transit service will be implemented in accordance with the availability of transit revenues.
 - . The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.
 - . Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

Dated: January 31, 1983



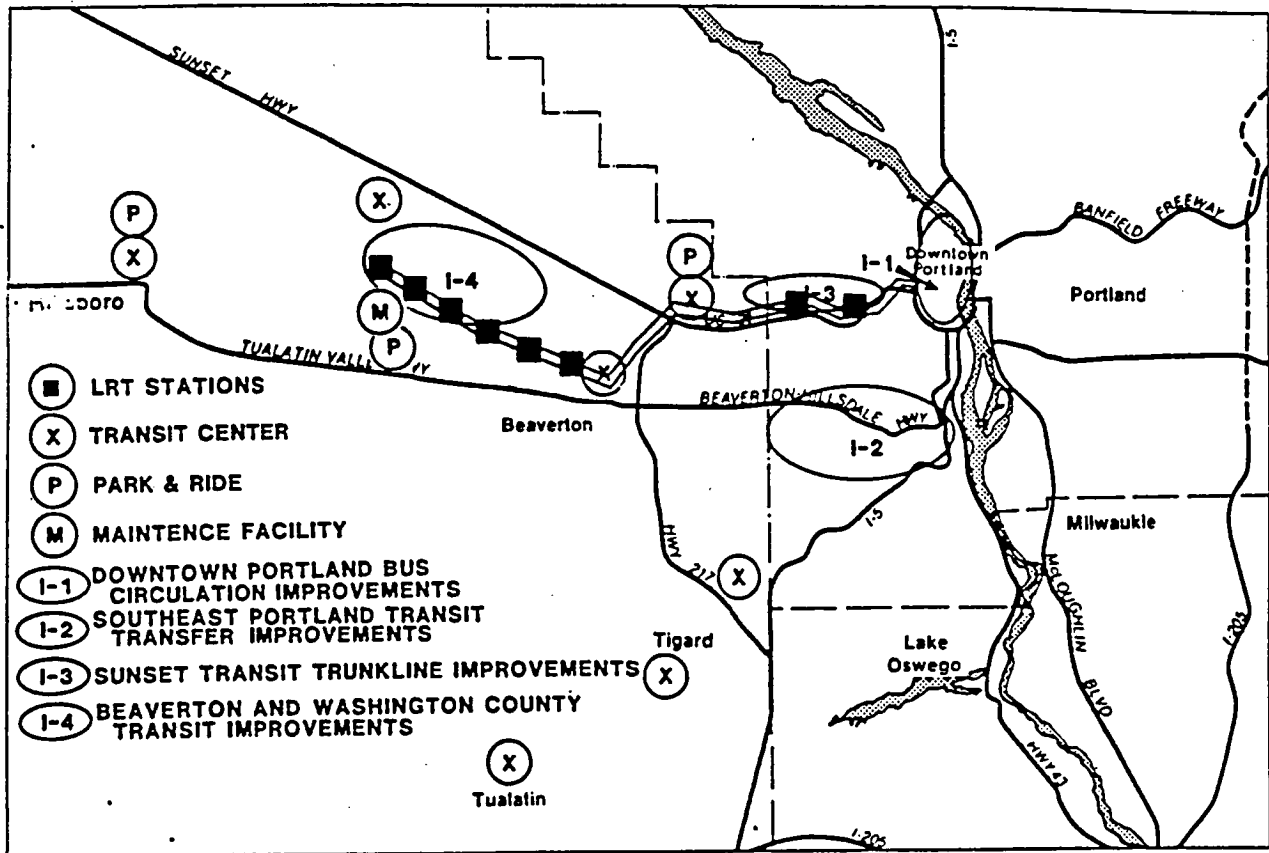
Gerard K. Drummond, President

ATTACHMENT A

DESCRIPTION OF PROPOSED SUNSET LIGHT RAIL TRANSIT LINE

The Sunset Light Rail Transit Line would begin in downtown Portland, with track connections with the Banfield LRT line to enable the through-routing of vehicles between Gresham and Washington County. The route west of downtown would be parallel to Jefferson Street and the Sunset Highway to Highway 217. Stations are proposed at Zoo/OMSI, Sylvan and Sunset (at the junction of the two highways). The line would then head south, parallel to Highway 217, veering west, south of Walker Road, to enter Beaverton. Stations in Beaverton would be located at about 117th Avenue, the Baker property site and just west of Watson Street (at Beaver Creek Center). The LRT line would then parallel the Burlington Northern railroad tracks west from Beaverton to 158th Avenue. Stations would be located at S.W. 141st Avenue, S.W. Murray Blvd. and S.W. 158th Avenue. A car storage yard and inspection shop would be located just west of 158th Avenue.

How far west the line continues and its precise routing will be determined in the coming weeks by Tri-Met and Washington County. The westernmost terminal for a first increment LRT system would be 185th Avenue. Eventually, it is desired to continue the line to Hillsboro.



ATTACHMENT B

Section 3 Letter of Intent Westside Corridor Projects¹

	Total Project Cost ²
Westside Garage (II and III)	\$ 8,500,000
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	500,000
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	700,000
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency	3,000,000
	<hr/>
Total	\$53,000,000
Federal	\$42,400,000

Note: Tigard Transit Center (\$900,000) funded with its own reserve, which includes Section 3 funds transferred from Westside Reserve.

¹Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects.

²Cost in June, 1982 dollars.

**WESTSIDE CORRIDOR PROJECT
CITIZENS' ADVISORY GROUP**

August 17, 1983

Metropolitan Service District Council
527 S.W. Hall Street
Portland, OR 97201

Dear Council Members:

This testimony is presented to you in my capacity as Chairman of the Westside Corridor Project Citizens' Advisory Group. The Citizens' Advisory Group is composed of 17 members appointed by the jurisdictions affected by the project. The Citizens' Advisory Group held monthly meetings for about three years; these were open to the public and advertised in the media. The Group reviewed all of the major technical conclusions and monitored the citizen involvement process.

Our committee consisted of 17 independent thinkers, representing the full spectrum of attitudes regarding cars, buses and light rail. After many hours of technical presentations and public testimony, including the public hearing in May, 1982, the Citizens' Advisory Group unanimously recommended the Sunset LRT as the preferred alternative for the Westside Corridor.

We were made aware of the concerns of the residents of the Vista Ridge vicinity during the process. The Citizens' Advisory Group convened a special meeting with residents from those neighborhoods which focused on these concerns. Some area residents indicated that the citizen involvement program was inadequate to-date. The 151 public meetings, including 13 within the specific area in question, are sufficient evidence to answer that concern. Some residents argued the necessity of light rail. The Citizens' Advisory Group maintained its position that there was sufficient justification to pursue the Sunset LRT option. The Advisory Group noted the Westside bus-related engineering would be in place if light rail was later found infeasible.

Several area residents expressed concern regarding noise and geologic slide impacts. These are important concerns which require detailed analysis. The Citizens' Advisory Group supports detailed technical analysis of these questions during the next study phase.

Westside Corridor Project
Citizens' Advisory Group
Page 2

August 17, 1983

In closing, I strongly urge the Metro Council to move forward with the Sunset LRT proposal. The Council should clearly require in its resolution of support, technical analyses and citizen involvement mechanisms which give Vista Ridge residents the involvement mechanisms which give Vista Ridge residents the opportunity to have their issues resolved.

Sincerely,



David Frost
Chairman, Citizens' Advisory Group

EVERY DOWNTOWN RETAILER IS VERY MUCH CONCERNED ABOUT THE CRITICAL SHORTAGE OF PARKING SPACE FOR SHOPPERS. SUNSET LIGHT RAIL UNDOUBTEDLY WILL ALLEVIATE THE PARKING PROBLEM WHEN THOUSANDS OF COMMUTERS WILL RIDE THE FAST AND EFFICIENT LIGHT RAIL CARS, INSTEAD OF USING THEIR CARS. WITH THE RAPID GROWTH OF DOWNTOWN PORTLAND, SUCH AS THE MORRISON PROJECT, WE DESPERATELY NEED A PARKING SOLUTION. SUNSET LRT WILL BE PART OF THE ANSWER.

IF THE CITY OF PORTLAND IS TO CONTINUE TO BE THE TRUE FINANCIAL AND ECONOMIC CENTER OF THIS METROPOLITAN AREA, WE MUST HAVE A STRONG WESTERN LINK TO OREGON'S FASTEST GROWING SUBURBAN COUNTY. SUNSET LRT WILL PROVIDE THIS LINK. I ENCOURAGE THE COUNCIL TO KEEP MOVING FORWARD THE DOWNTOWN TRANSIT PROGRAM...DOWNTOWN PORTLAND BUSINESS AND INVESTMENT PROSPECTS HANG IN THE BALANCE.

PREFERRED ALTERNATIVE FOR WESTSIDE CORRIDOR
STATEMENT BY OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN SERVICE DISTRICT
August 25, 1983

The Oregon Transportation Commission, has taken action supporting the recommended preferred alternative. This calls for Sunset Light Rail Transit, and the phasing of related bus and highway improvements as the best long range transportation solution, for serving the region's westside.

The Commission's action was based on the information developed cooperatively by all affected jurisdictions involved in the study process, including the Department of Transportation.

The Department supports the recommendation before you, selecting the Sunset LRT as the preferred alternative for additional preliminary engineering and final Environmental Impact preparation.

We concur in the need both to carefully identify the capital and operating feasibility of the preferred alternative, and to address the design sub-options raised during the public hearing process prior to proceeding with any construction.

Additionally we support a one year assessment of the actual Banfield LRT operations prior to proceeding with implementation.

The Department will continue to participate in this cooperative effort and recommends your approval of the resolution before you tonight.

Tektronix
COMMITTED TO EXCELLENCE



Tektronix, Inc.
P.O. Box 500
Beaverton, Oregon 97077

Phone: (503) 627-7111
TWX: 910-467-8708
TLX: 15-1754

TESTIMONY BY
GARY L. CONKLING
MANAGER OF GOVERNMENT RELATIONS
TEKTRONIX, INC.
PO BOX 500
BEAVERTON, OREGON 97077

HEARING ON
WESTSIDE LIGHT RAIL TRANSIT PROJECT

BEFORE THE
METROPOLITAN SERVICE DISTRICT COUNCIL
August 25, 1983
Portland, Oregon

Thank you for the opportunity tonight to comment on the proposed Westside Light Rail Transit project.

For the record, my name is Gary L. Conkling. I am government relations manager for Tektronix, Inc., headquartered in Beaverton, Oregon. My home address is 13730 SW Latigo Circle, Beaverton.

I am testifying tonight in opposition to the Westside LRT project. It is our feeling that while this hearing is nominally to select the preferred corridor if the Westside LRT project is built, your decision will, in fact, guarantee that the project goes forward.

Experience has shown that once this train starts down this track, it is virtually impossible to stop.

In our opinion, that would be regrettable.

There are too many facts that aren't known and there are too many assumptions that are in dispute to move ahead on this project at this time -- despite the pressures of federal deadlines.

It is the view of Tektronix that this project should be built or not built on its proven merits, not on a determination of whether federal funds are available.

Tektronix believes the Westside LRT project is ill-advised for several reasons:

1) Its assumptions are based on old and obsolete data. It also is based on discredited planning objectives.

2) The Westside LRT project will yield only marginal economic benefits to downtown Portland, while providing no discernible economic benefits for Washington County.

3) The Westside LRT doesn't adequately address already pressing Washington County transportation needs. Moreover, for the LRT system to succeed, huge improvements are needed in the existing road system, for which little is allocated.

4) The Westside LRT project doesn't enjoy broad support in Washington County, raising severe questions about the system's ultimate utility.

5) There is little common sense to proceeding on a new LRT project before work on the Banfield LRT is completed and in operation. Information on the Banfield's ridership acceptance, system performance and operating efficiency could be invaluable in assessing whether to proceed with the Westside LRT project.

Old and Obsolete Data

The Regional Transportation Plan adopted in 1979 needs updating. One of the most glaring deficiencies of the plan is the Year 2000 population and employment forecast.

The most significant trend in Beaverton and Washington County is that this area is emerging as an important industrial and commercial center, not as a bedroom community to Portland.

Increasing numbers of people live and work in Washington County. For example, 8,400 of the 10,900 -- or 77 per cent -- Tek employees who work in Washington County live in Washington County.

This trend translates into greater pressure on intra-county roads. Unless that pressure is relieved, the economic potential of Washington County -- which is, incidentally, the only part of Oregon that is growing at present -- could be foregone.

There also is ample evidence that industrial development is not occurring in a radial line from Hillsboro to Gresham through Portland. Instead it is occurring in a circle around a Beaverton-Portland axis.

A look at Tektronix sites in the metropolitan area illustrates this. Our newest sites are Wilsonville, Fairview, Clark County and Forest Grove. The hub for these sites is Beaverton.

Completion of the I-205 freeway and bridge, which along with Highway 14 on the north shore of the Columbia in Washington, form roughly half of a beltway around the Beaverton-Portland axis. This partial beltway already is showing itself as an engine that will propel industrial and commercial development in east Multnomah County and eastern Clark County in Washington.

Clearly, the statistical and demographic basis for the Westside LRT needs to be subjected to rigorous re-evaluation in light of these trends.

Finally, Metro should demand acknowledgement that the original hopes for the Westside LRT -- an increase in downtown office space and jobs fed by a high-rise commuter population living along the LRT route in Washington County -- just isn't in the cards.

This is a planners' pipe dream, not a realistic projection of growth patterns in Washington County.

Questionable Economic Benefits

From our analysis, the only area that benefits even marginally from the Westside LRT is downtown Portland. There are few apparent economic benefits to Washington County, especially since the Westside LRT project would consume a large amount of capital, energy and attention that otherwise could be focused on solving the county's road problems.

Portland would do better to pursue other economic development strategies, such as promoting mixed use developments that include additional housing units downtown.

Restocking the downtown core area with full-time residents will do more to nurture economic vitality than construction of the Westside LRT -- and would achieve this objective with far less investment in infrastructure.

Washington County's Unmet Transportation Needs

The greatest irony of the Westside LRT project is that to succeed it needs extensive road improvements to handle expanded bus traffic, but the monies to pay for these road improvements are no where to be found.

It is no secret Washington County's road system is a mess. It suffers from chronic underfunding. Washington County may be the only metropolitan county receiving no federal Interstate Highway money.

There is no logical reason why we should go to war in the halls of Congress for money to pay for the Westside LRT project instead of fighting for Washington County's proper share of highway repair and improvement money -- or money for mass transit alternatives that better solve our problems.

What is at stake is the future economic development of Washington, which is a founding stone to renewed economic vigor of the entire Portland metropolitan area.

Since much of the available industrial land in the metropolitan area is in Washington County, it makes sense to undertake steps that will remove obstacles to economic development here which will reap benefits for the entire region in terms of job-creation.

Lack of Broad-Based Community Support

For a project of this size to succeed, you will need considerable community support. We are convinced that support is not out there.

That is not to say that support for a light rail transit system couldn't be developed. But to develop broad support would require far more outreach, and that hasn't been done.

Nor did the citizen study committees thoroughly examine all the questions pertinent to a final decision on the Westside LRT project. These citizens were asked which alternative they preferred. They weren't asked if they thought any of the alternatives made sense, or whether whole different approaches to the transportation needs of Washington County and our metropolitan area were preferable.

Failure to recognize the absence of support for this project could be tragic because you may wind up with a system that nobody wants and few people use.

As evidenced by the presence of the electronics community here tonight, you don't have the support of major industry.

Our opposition to this project is not based on mere financial concerns. If the Westside LRT project was an idea that met our needs, our attitude may well be to support it, despite its high cost.

But we simply don't think it answers our transportation needs and therefore isn't a bargain at any price.

Common Sense, Not Federal Dictates

The sensible thing to do is to slow down, not speed up just to meet federal deadlines and federal dictates.

It would be extremely sensible to wait until we have some first-hand experience with the Banfield LRT. The Banfield LRT may prove to be more successful than we ever imagined, in which case it will be the best advertisement possible for a Westside LRT.

But the performance of the Banfield LRT also could be so disappointing that we might look back with a collective sigh of relief that we moved more cautiously on the Westside LRT proposal.

We are suggesting not moving ahead on the Westside LRT can be viewed as a desirable policy option. In fact, we should look at a delay as an opportunity to change direction if the Banfield LRT doesn't meet our expectations.

We see little point to plunging into wet concrete when we don't have to.

The best example we can think of is the Veterans Hospital in Portland. When the replacement VA Hospital was first proposed in the 1960s, it seemed like an excellent idea. But when the day came in the 1980s to actually build the new hospital, it didn't seem like such a good idea because new alternatives had surfaced.

We think new alternatives will surface to our region's transportation needs, and we hope our region is in a position to cash in on them, instead of finding ourselves so committed to strategies of the past that we cannot escape to the future.

One concept we personally feel very good about is what we call group transit, as opposed to mass transit.

To us, the most successful group transit system has been our van pool program. This has moved significant numbers of people with convenience, minimum capital and operating expense and great flexibility. Employee needs are met without increasing demand on public services such as roads and buses.

This is just the tip of the iceberg to innovative approaches to our transportation dilemma. After all, we are emerging into an age of higher technology and we should focus some of our attention on using that technology to solve chronic problems such as transportation.

While it may seem a long way off, the prospect of education-at-home and work-at-home is just around the corner. Tektronix is already negotiating with cable television and communications companies for the capability to sustain education-at-home and work-at-home programs by the mid-1980s. It won't be for everybody, and it won't end all the pressures for transportation systems. But it will dramatically change the demands on our transportation systems.

Consequently, slowing down the progress of the Westside LRT is not a throw-your-hands-up decision. It is a wise decision that preserves our ability to make better choices in the very near future, choices that we will deeply regret missing out on if we make premature commitments now.

Tektronix is not against progress nor modern transportation planning. Indeed, we strongly support both.

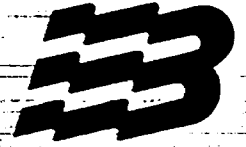
We just don't believe the proposed Westside LRT will promote growth, nor be seen before long as modern transportation planning.

Thank you for considering our viewpoint.

###

BEAVERTON
AREA
CHAMBER OF
COMMERCE

12055 S.W. First St.
Beaverton, Oregon 97005
503-644-0123



August 25, 1983

Metropolitan Service District Council
527 SW Hall
Portland, OR 97201

Dear Councilors:

The Board of Directors of the Beaverton Area Chamber of Commerce, an organization of over 575 businesses, welcomes the opportunity to testify at this hearing on the Westside Transit Corridor Project.

The Chamber was an active participant in the study and review of alternatives throughout the Westside Transit Corridor Project. The decision to recommend the Sunset Light Rail alternative, as the best of the alternatives presented, was based on careful review and analysis of the overall needs of our area. It has been the opinion of the Chamber that the Sunset Light Rail would allow for the most efficient handling of the increased traffic flow between the Beaverton area and downtown Portland that is anticipated with the projected population increase in the near and long term future.

Throughout our testimony on this subject, the Chamber has emphasized that a light rail system would only make sense as part of a complete transportation solution for the westside area which would include improved road and transit services.

The Beaverton Area Chamber of Commerce Board of Directors, at their August 18, 1983, meeting, expressed extreme concern that this support of the corridor alternative should not be interpreted as unqualified support for building a Sunset light rail system. Strong concern was expressed that not enough public attention nor study has been directed to the issue of whether or not the proposed light rail system should actually be constructed.

We support the City of Portland's amendment to the resolution which requires that the Banfield project be monitored for at least one full year of operation prior to making a decision whether to construct.

Beaverton
Aloha
Cedar Hills
Cedar Mill
Oak Hills
Progress
Raleigh Hills
Rock Creek
Sunset Corridor
West Slope

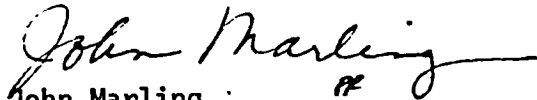
In fact, before proceeding further, the Board of Directors of the Beaverton Area Chamber of Commerce urges that you investigate the following issues in more depth and open the results for public discussion:

- Review the basic assumptions upon which the Westside Transit Corridor Study was based, and update ridership projections with 1983 data.
- Assess the financial viability of operating a Sunset Light Rail system should it be constructed.
- Assess the condition of the surface roads, their ability to support an improved bus system and the local jurisdictions' ability to improve the roads.
- Evaluate the benefits (effect) of a light rail transit system to the economic base of Washington County.
- Determine the potential alternate uses of monies required to fund the Sunset Light Rail project.

The Beaverton Area Chamber of Commerce is eager to work with METRO and all other effected jurisdictions to examine updated data and to develop the best and most efficient transportation solutions for the entire region. We encourage early attention to highway improvements and intra-area transit needs.

Thank you for your consideration of our points of view.

Sincerely,



John Marling
President-Elect

August 24, 1983

BEAVERTON

Mr. Rick Gustafson
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201

Dear Rick:

Jack Nelson

Mayor

I am writing to indicate the City of Beaverton's support for the Sunset Corridor and light rail transit option and to encourage your adoption of these alternatives for detailed analysis.

I am pleased with the completeness of the study process and public involvement which has been evident throughout the months of cooperative efforts by Washington County, Multnomah County, Portland, Hillsboro, Beaverton, Oregon Department of Transportation, Tri-Met and the Metropolitan Service District. Strong community support for the Sunset LRT alternative was evidenced at the May, 1982 public hearing held throughout the study area. The Westside Corridor Project Citizen's Advisory Group recommended, in June of 1982, a phased-implementation of the Westside Corridor Project Steering Group, which consists of policy makers from all affected governmental units, approved the release of the Preferred Alternative Report which recommended the Sunset LRT alternative. After community hearings were held in April of 1983, the Planning Commission and City Council approved amendment changes to the City of Beaverton General Plan reflecting the Sunset LRT option.

The City of Beaverton commits to work with Tri-Met and METRO in an effort to complete, by July 1, 1985, the preliminary engineering and final environmental impact statement. Also the City will work with Tri-Met and METRO in an effort to prepare a Sunset LRT funding package for regional review and approval by January 1, 1986. We join with others in the region to produce both a sound short and long term transportation system integrating local automobile and public transit needs.

I and the City of Beaverton encourage your adoption of the Sunset Light Rail Transit option. We can then continue our cooperative effort as we develop a more detailed engineering plan, environmental impact statement and funding alternatives. This cooperative effort stands as an excellent example of our ability, within this region, to find solutions to problems which affect us all.

Thank you for your consideration.

Sincerely,



Jack Nelson

JN:tw



MULTNOMAH COUNTY OREGON

OFFICE OF THE COUNTY EXECUTIVE
ROOM 1500 THE PORTLAND BUILDING
PORTLAND, OREGON 97204
(503) 248-3308

DENNIS BUCHANAN
COUNTY EXECUTIVE

August 12, 1983

Metropolitan Service District Council
527 SW Hall
Portland, OR 97201

Dear Council Members:

The choice of a preferred alternative for the Westside Corridor is an important decision which will affect many areas and influence travel patterns for decades.

Multnomah County is one of the affected areas since many of the streets in northwest and southwest Portland are county streets. Unless a Westside Transitway is implemented, these streets and the surrounding areas will be severely and disruptively impacted by traffic growth from Washington County.

Multnomah County has been a party to the corridor study since its beginning and feels it was a successful cooperative effort to determine a solution to future traffic problems. From the five alternatives studied the county believes that Sunset Light Rail Transit is the best alternative. Enclosed please find a copy of Multnomah County's adopted resolution selecting the Sunset Light Rail Transit Alternative for the Westside Corridor.

The county is aware of, and sympathizes with, the environmental issues raised by residents along the inner-Sunset Freeway section. These issues should be studied in depth during future project phases. One avenue of solution might be the use of lids over the freeway as is being done over I-5 and I-90 in Seattle.

Sincerely,

Dennis Buchanan
County Executive

wmm

enclosures

RECEIVED
MULTNOMAH COUNTY

1983 AUG 17 AM 11:06

ENVIRONMENTAL SERVICES



Handwritten signature

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

March 10, 1983

Mr. Paul Yarborough, Director
Dept. of Environmental Services
2115 SE Morrison
Portland, Oregon

Dear Mr. Yarborough:

Be it remembered, that at a meeting of the Board of County Commissioners held March 10, 1983, the following action was taken:

In the matter of selecting Sunset Light Rail)
Transit as the Westside Corridor Preferred) RESOLUTION
Alternative) R-6

Bebe Rucker, Transportation Planner, was present to answer questions of the Board.

Upon motion of Commissioner McCoy, duly seconded by Commissioner Blum- enauer, it is unahimously

ORDERED that said Resolution be adopted as the Order of the Board.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By *Jane McLawrie*
Clerk of the Board

jm
cc: Bebe Rucker

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Selecting Sunset Light Rail
Transit as the Westside Corridor Preferred
Alternative.

RESOLUTION

WHEREAS, in 1979-80, Multnomah County entered into a cooperative venture with the cities of Portland and Beaverton, Washington County, Tri-Met, Metropolitan Service District, and Oregon Department of Transportation to identify the transportation solution for the Westside Corridor; and

WHEREAS, a series of regional decisions have made available \$42.4 million (federal, June 1982) in the Urban Mass Transportation Administration Section 3 Funds and \$16.4 million (federal) in Interstate Transfer Funds as of October 1, 1982, to fund a multi-modal Westside Corridor Project; and

WHEREAS, a Draft Environmental Impact Statement (DEIS) was completed in March, 1982, which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient option to operate;
6. The Sunset LRT has several important, long-term operating advantages over the other alternatives;
7. Implementation of the Sunset LRT alternative enhances economic development prospects;
8. The Sunset LRT enhances environmental quality;
9. There is strong community support for the Sunset LRT;

In the Matter of Selecting Sunset Light Rail Transit
as Westside Corridor Preferred Alternative

10. The life cycle costs of the Sunset LRT are within one percent of the bus service expansion costs;

11. The risks involved with uncertain funding and growth can be managed;

12. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

13. Additional LRT capacity is likely to be needed in downtown Portland by 1995, even if the Sunset LRT is not implemented;

14. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor highway system; and

WHEREAS, in May, 1982, public hearings were held on the Westside Corridor Project DEIS, and support was expressed for a major transit expansion which included a Sunset Light Rail Transitway between Portland and Washington County; and

WHEREAS, in June, 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, in January, 1983, the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution; now, therefore,

BE IT RESOLVED:

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. The Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A".

2. That implementation of the light rail project will be phased, beginning with the implementation of the capital facilities shown in Attachment "B".

3. That the Multnomah County Board of Commissioners hereby recommends to the Joint Policy Advisory Committee on Transportation and the Metro Council that the Westside Section 3 Letter of Intent Reserve be allocated to projects in accordance with Attachment "B".

RESOLUTION

Pg. 3

In the Matter of Selecting Sunset Light Rail Transit
as Westside Corridor Preferred Alternative

4. That as part of the Sunset LRT alternative, improvements will be made to the Westside Highway System including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

5. That during the Westside study process, other highway projects in addition to those specified above (No. 4), have been identified as being eligible for Westside Interstate Transfer Reserve funding.

6. That the Multnomah County Board of Commissioners hereby recommends that the Regional Transportation Plan (RTP) be amended to eliminate LRT alignments along Stephens Gulch, Multnomah Boulevard, and the Oregon Electric right-of-way, and to preserve a LRT branch line in the Macadam Corridor for future consideration.

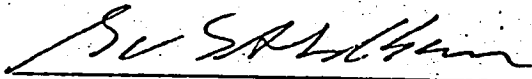
7. That Tri-Met will lead an effort to complete Preliminary Engineering and the Final Environmental Impact Statement, requested by July 1, 1985.

8. That Tri-Met and Metro will lead an effort to prepare a Sunset LRT funding package for regional review and approval, requested by January 1, 1986.

9. That Multnomah County will amend its Comprehensive Plan to show a Sunset Transitway and a Macadam Corridor Transitway.

ADOPTED by the Multnomah County Board of Commissioners this 10th day
of March, 1983.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Presiding Officer

APPROVED AS TO FORM:

JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

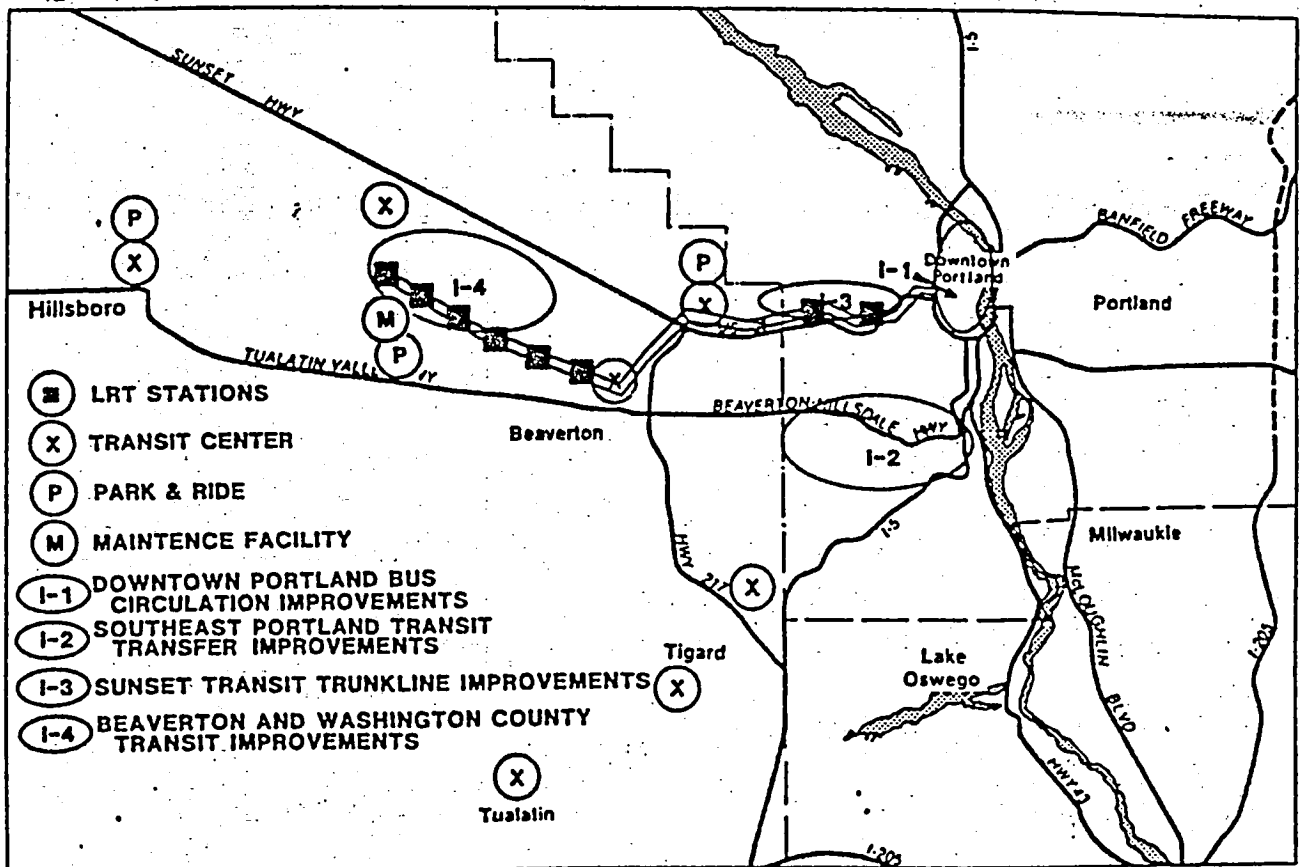
By 

ATTACHMENT A

DESCRIPTION OF PROPOSED SUNSET LIGHT RAIL TRANSIT LINE

The Sunset Light Rail Transit Line would begin in downtown Portland, with track connections with the Banfield LRT line to enable the through-routing of vehicles between Gresham and Washington County. The route west of downtown would be parallel to Jefferson Street and the Sunset Highway to Highway 217. Stations are proposed at Zoo/OMSI, Sylvan and Sunset (at the junction of the two highways). The line would then head south, parallel to Highway 217, veering west, south of Walker Road, to enter Beaverton. Stations in Beaverton would be located at about 117th Avenue, the Baker property site and just west of Watson Street (at Beaver Creek Center). The LRT line would then parallel the Burlington Northern railroad tracks west from Beaverton to 158th Avenue. Stations would be located at S.W. 141st Avenue, S.W. Murray Blvd. and S.W. 158th Avenue. A car storage yard and inspection shop would be located just west of 158th Avenue.

How far west the line continues and its precise routing will be determined in the coming weeks by Tri-Met and Washington County. The westernmost terminal for a first increment LRT system would be 185th Avenue. Eventually, it is desired to continue the line to Hillsboro.



ATTACHMENT B

Section 3 Letter of Intent Westside Corridor Projects¹

	Total Project Cost ²
Westside Garage (II and III)	\$ 8,500,000
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	500,000
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	700,000
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency	3,000,000
	<hr/>
Total	\$53,000,000
Federal	\$42,400,000

Note: Tigard Transit Center (\$900,000) funded with its own reserve, which includes Section 3 funds transferred from Westside Reserve.

¹Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects.

²Cost in June, 1982 dollars.

METRO

Aug. 25, 1983

My name is Leeanne MacColl, and I reside at 2620 S. W. Georgian Place in Portland. I am coming before the Council as a 20 year resident of Portland Heights and one who has been following with keen interest transportation issues in the Tri-County metro area since the late 1960' s. One really noticeable change in our area has been the marked increase in noise levels resulting from the growing number of cars, trucks and buses using the Sunset highway. In fact, the constant roar begins at 5.30 A.M. and continues well past midnight.

But given the population and employment projections for the next twenty years, the backed up traffic each morning and evening on the Sunset highway, the escalating accident rate in the Vista Tunnel, cars now spilling over into neighborhood streets, and the economic necessity of keeping the City accessible, I can only urge the Council to adopt the resolution designating Sunset as the Corridor for a light rail project.

Other solutions to the increasing traffic problems just don't measure up. Two hundred added buses bring more noise and pollution, an added traffic lane would mean widening the Vista tunnel and doing nothing would be like putting a plug in one of the major entrances to Portland, Businesses looking for a location are very sensitive to plugged arteries!

I sympathize with homeowners who live on Madison and Market streets and you as a Council have a responsibility to hear their opinions, but you have an even more important responsibility to the larger citizen body of Portland and the region. The decision you make today will have an effect on the liveability and economic health which we hope our children and grandchildren will enjoy.

In closing, I agree with ^{City} Commissioner Lindberg's suggestion as printed in the Oregonian that right-of-way acquisition not commence until one year after the construction on the Banfield is completed

DATE: August 10, 1983
TO: JPACT Members
FROM: Margaret Weil, Mayor
RE: JPACT Meeting - Aug. 11, 1983

The following concerns need to be voiced and acknowledged in the Minutes of JPACT.

Item #1 - SELECTION OF THE WESTSIDE CORRIDOR

- . We support the development of an effective regional light rail network.
- . The incremental expansion of the LRT network must be done in a way which builds support for the system rather than jeopardizing public support.
 - . The phasing of the network must make economic sense.
 - . The development of the system must not jeopardize the operational effectiveness of the existing system in which we have made significant investments.
 - . The development of the future phases, of which the westside appears to represent the first increment, must not jeopardize the completion and operational effectiveness of the initial step of the Banfield LRT Project. Here I must emphasize the point that all eyes will be on the Banfield. If this system is not functioning as promised; if patrons stay away because of inconveniences, excessive costs, unwarranted time delays and poor or difficult access to the system, any future extensions to the system will be doomed. I therefore have some serious concerns about the timing and funding aspect of the proposed westside project.

In the resolves of this resolution there are several statements which I feel are critical and need to be fully understood and agreed upon by all of us here at this table.

1. Resolve #10 reaffirms the commitment to the westside after the Banfield and the I-505 alternates. Major segments of population within this region were told that projects which they had relied on for future transportation needs would not be implemented in lieu of these alternative transportation investments. In one case, an entirely different mode of transportation was selected. There have been some questions identified in the completion of these projects. The 7 additional LRT vehicles being considered later on our agenda are representative of the fact that the Banfield was conceived as a bare bones project. Cost savings due to a spartan effort by Tri-Met and the affected jurisdictions has given us the opportunity to consider these 7 additional and necessary vehicles. There are other elements which are being discussed which are possibly even more critical to the operational effectiveness of the project which will enhance the patronage access to the project. These various elements have not been discussed nor are we ready to discuss them today. The need to assure that the bare bones system is built, is paramount. Soon we will have a more accurate perspective as to the actual costs of the authorized expenditures. At that time, the Banfield Management Committee will assess the funding status to complete the project and make recommendations as to the needed improve-

ments. I can assure you that these items are critical from an efficient, operational perspective which, in turn, is critical in maintaining an overall positive regional perspective of the system when looking for support for future phases of the system.

2. Resolve #2 speaks to the need for an assessment of the Banfield operations prior to actual construction of the westside project. To assure support of any future LRT investment, we must have a shining success story here in our own Portland area. This makes good business sense.

3. Of concern to me is another item of this Resolve #2 which speaks to a detailed funding plan which includes commitments from appropriate Federal and other agencies (I would underline other agencies) to provide new funds for the Sunset LRT. I think that all of us need to have a common understanding of what this statement means. What specific resources of funds, future and present, are possible for inclusion into a Westside Corridor Project?

ITEM #2. PURCHASE OF 7 ADDITIONAL VEHICLES.

As I stated earlier, the operational effectiveness of the Banfield is paramount from a perspective of maintaining or enhancing public support for the system. However, being a business person, I need to know all the financial implications of an investment, especially if it's a \$7 million expenditure. I would therefore ask that someone detail for me the various aspects of the funding categories being referred to in this section which discusses the Budget Impact.

1. What is the actual federal commitment to the \$320 million figure?
2. The \$14.3 million balance referred to, is this an actual balance of allocated funds or does this require additional Congressional action?
3. If this region so chooses, could savings within the Banfield Budget be utilized for other transit projects?

Northwest District Association

August 23, 1983

Cindy Banzer, Presiding Officer
Members of METRO Council
517 S.W. Hall
Portland, Oregon 97204

RE: Sunset Light Rail Corridor

Dear Ms. Banzer and METRO Councillors:

The geographic realities of the West Hills impose severe restraints on automobile movement between Washington County and Portland. Our northwest neighborhood is in the path of the spillover from the Sunset Freeway. Our area is therefore vulnerable to destruction by unregulated automobile movement through it if there is no realistic transportation system on the west side. This valuable inner-city section of Portland is dense enough to be served economically by public transit and other urban services. Survival of such areas in the path of the automobile route through the Westside Corridor can only be insured by attention to regional mass transit. Long range planning in this regard is a necessity.

METRO Council support for further study of the Sunset Light Rail Project is required for this planning process to continue. Studies to this point have established that the light rail in the Sunset Corridor would be both the most economical and the most effective of the development options considered. We also feel that the study at this point must consider all available options, including a full range of possible tunnel schemes. Finally, in order to be most effective, the final project must incorporate a transfer point for bus traffic to the Northwest, and the Northwest Industrial areas.

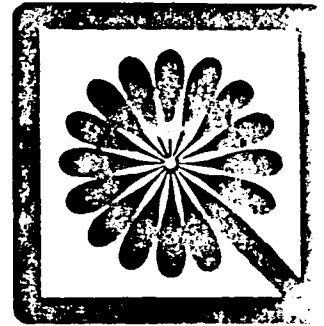
The NWDA Board urges your support for the Sunset Corridor Project with the conditions attached by the Goose Hollow Foothills League Board.

Yours very truly,



John A. Werneken, President
Northwest District Association

JW:lak



Let's Plan for Livability



adopted

Amendment of Westside Resolution

Add to RESOLVED 2, a subparagraph 2(e):

A cost effectiveness analysis based upon the newly prepared data.

WESTSIDE CORRIDOR PROJECT RESOLUTION
COUNCILOR BONNER'S AMENDMENT

8/25/83

adonker

BE IT RESOLVED,

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. That the Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A" and that the Preliminary Engineering and Final Environmental Impact Statement will address the environmental concerns, capital and operating financing feasibility and design sub-options raised during the public hearing processes of the local jurisdictions which are supported by the Metro Council and included as an integral part of this resolution as Attachment D.

Amendment to Westside Resolution

Add to RESOLVED 3, a subparagraph 3(d):

~~The Planning Management Committee should review options for external professional review and recommend an action to the governing bodies of the participating agencies.~~

The ^{Project} Planning Management Committee should review ways to accomplish an independent professional review of the employment and population growth rates, transit ridership expectations, cost and other fundamental assumptions of the Sunset LRT; and recommend an action to the Metro Council and other governing bodies of this region.



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

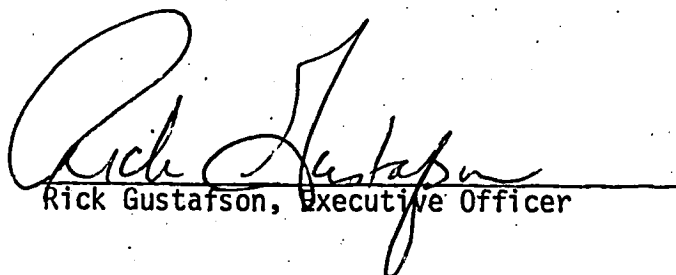
A G E N D A --- REGULAR COUNCIL MEETING

Date: AUGUST 25, 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 July 26, 1983.
- 6.2 Resolution No. 83-422, for the purpose of amending the Banfield Scope of Work to include the addition of seven light rail vehicles.
- 6.3 Resolution No. 83-425, for the purpose of recommending approval of Washington County's request for acknowledgement of compliance with LCDC goals.
- 6.4 Resolution No. 83-427, for the purpose of providing comments to Multnomah County on their request for post-acknowledgement amendments to the Framework Plan.
- 6.5 Resolution No. 83-426, for the purpose of continuing the Bi-State Policy Advisory Committee.
- 6.6 Contracts for Workers' Compensation and Employee Health Benefits.


Rick Gustafson, Executive Officer

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

EXECUTIVE SESSION
JULY 26, 1983

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

Councilors Absent: Councilors Kafoury, Oleson, Waker, and
Williamson.

Also Present: Rick Gustafson, Executive Officer.

Staff Present: Andrew Jordan, Donald Carlson, and
Ray Barker.

An Executive Session of the Council of the Metropolitan Service District was convened at 7:11 p.m., under the provisions of ORS 192.161(h), for the purpose of discussing labor negotiations with the Zoo Employees Union. The Executive Session was adjourned at 7:25 p.m.

Written by Everlee Flanigan

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

REGULAR MEETING
JULY 26, 1983

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

Councilors Absent: Councilors Kafoury, Waker, and Williamson.

Also Present: Rick Gustafson, Executive Officer.

Staff Present: Donald Carlson, Andrew Jordan, Dan
LaGrande, Ray Barker, Andy Cotugno, Dan
Durig, Warren Iliff, Kay Rich, Sonnie
Russill, and Marilyn Matteson.

Testifiers: Dr. Jack Vernon, Christine Lightcap, and
Gordon Hoare.

A regular meeting of the Council of the Metropolitan Service District was called to order at 7:40 p.m. by Presiding Officer Banzer.

1. Introductions.

There were no introductions.

2. Councilor Communications.

Councilor Oleson reported on the Washington County Transfer Station Committee's recommendations. He indicated that the Committee had unanimously recommended that Metro immediately begin the process of siting and constructing a transfer station in Washington County. (A copy of the Committee's summary of recommendations is attached to the agenda of the meeting).

Presiding Officer Banzer reported on H.B. 2453 which passed the House but was not considered by the Senate before adjournment. She said the bill proposed removed the requirement that Metro have a tax base prior to entering into agreements with local governments to finance a regional corrections facility. She said there was the possibility of the bill being considered during the legislature's special session and the Council would be discussing it further.

3. Executive Officer Communications.

Mr. Gustafson thanked Councilor Oleson for his efforts on the Washington County Transfer Station Committee.

He then reported on some of the 1983 legislative activities--the inability of the legislature to eliminate the A/B Ballot and their passage of S.B. 405 (Recycling Bill) which would have an impact on Metro. He said a summary of the Solid Waste and Zoo legislative issues would be presented at the Council's next meeting.

Mr. Gustafson informed the Council that Metro would be hosting the Washington County Elected Officials Caucus in August, as well as a Yard Debris Workshop on August 18th.

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

Presiding Officer Banzer stated a letter from the Portland Recycling Refuse Operators, Inc. had been received and distributed to members of the Council (a copy of the letter is attached to the agenda of the meeting).

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

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

6. Consent Agenda.

The Consent Agenda consisted of the following items:

- 6.1 Minutes of the meeting of June 2, 1983.
- 6.2 Resolution No. 83-417, for the purpose of adopting the "Concept Program" for the expenditure of Interstate Transfer Funds.
- 6.3 Resolution No. 83-418, for the purpose of ratifying changes to the Federal Aid Urban Boundary and amending the Functional Classification System and the Federal Aid Urban System (FAUS).
- 6.4 Resolution No. 83-419, for the purpose of amending the FY 1983 Transportation Improvement Program (TIP) to include additional Section 3 Projects.

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

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

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kelley, Kirkpatrick, Oleson, and Van Bergen.

Nays: None.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion carried, Consent Agenda adopted.

7.1 Ordinance No. 83-157, adopting a codification of Metro Ordinances and repealing Ordinance No. 30. (Second Reading)

Andrew Jordan, General Counsel, stated there were three editorial changes which needed to be made to the Ordinance and Code. They were as follows:

- 1) First page of the Ordinance, Section 1, Line 2: Change June 1983 to July 1983.
- 2) Page 2 of Ordinance, paragraph B, second line from bottom of paragraph: ORS 268.____ should be filled in to read ORS 268.125.
- 3) Page I-2 of Code, Section 1.01.001, Code Adoption: June 1983 should read July 1983.

Motion to Amend: Councilor Kirkpatrick moved amendment to the ordinance to incorporate the changes cited above. Councilor Oleson seconded the motion.

Vote: The vote on the motion to amend the Ordinance carried unanimously by voice vote.

Vote: The vote on the previous motion by Councilors Kirkpatrick and Oleson to adopt the ordinance, as amended, resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kelley, Kirkpatrick, Oleson, and Van Bergen.

Nays: None.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion carried, Ordinance adopted.

8.1 Consideration of further steps necessary to construct a regional sanitary landfill at the Wildwood site.

Councilor Hansen reported on the Regional Services Committee recommendation, as follows:

- 1) That the Metro Council authorize the Executive Officer to file an appeal with the Court of Appeals.
- 2) That the Executive Officer contact Multnomah County to ascertain whether or not they intend to attempt to modify their relevant land use standards in light of the LUBA decision.

He said the Committee also passed onto the Council, without recommendation, the following motion:

- 3) Authorize the Executive Officer to urge all counties and cities of the region to establish standards for the siting of landfills in their jurisdictions and, if necessary, to amend their plans and ordinances to be consistent with these standards.

Councilor Hansen indicated that in light of County Executive Buchanan's communication a substitute recommendation for point 2 might be made. (A copy of the County Executive's communication is attached to the agenda).

Motion: Councilor Bonner moved:

- 1) That the Metro Council authorize the Executive Officer to file an appeal with the Court of Appeals;
- 2) That the Metro Council ask Multnomah County to reaffirm its decision on permitting the Wildwood Landfill site by modifying its relevant land use standards and reissuing the conditional use permit; and, if Multnomah County requests it, that the Executive Officer be directed to assist the County in a joint review of the County's land use standards; and

- 3) That the Metro Council ask the Executive Officer to submit a report to the Council on existing land use standards for siting landfills in local jurisdictions in light of the LUBA decision on the Wildwood Landfill.

Councilor Kirkpatrick seconded the motion.

Councilor Bonner explained his reasons for the motion: 1) the need for a regional landfill to replace St. John's and the belief that the Council still felt Wildwood was the best site; 2) the County Executive had already directed that the County Counsel join Metro in appealing the LUBA decision; 3) The County Executive had indicated he was looking at the possibility of an amendment which would modify the County codes and criteria to allow a regional landfill, that an amendment or amendments were desirable, and further he said he didn't think the plan needed to be amended in such a way as to change existing and important standards for community service uses other than landfills; 4) in order to keep future options open, Metro needed to assure that other local jurisdictions don't preclude landfills in rural areas.

Councilor Kelley stated she supported joint review with Multnomah County of the County's land use standards. She said it was her feeling that the process would be complicated and expensive and Metro should help in the process.

Councilor Hansen requested that the Services Committee recommendation be introduced for consideration. Councilor Bonner withdrew his motion and Councilor Kirkpatrick withdrew her second in order to allow the Services Committee recommendation to be introduced.

Motion: Councilor Hansen moved the Services Committee recommendation, as follows:

- 1) That the Metro Council authorize the Executive Officer to file an appeal with the Court of Appeals.
- 2) That the Executive Officer contact Multnomah County to ascertain whether or not they intend to attempt to modify their relevant land use standards in light of the LUBA decision.

- 3) That the Metro Council authorize the Executive Officer to urge all counties and cities of the region to establish standards for the siting of landfills in their jurisdictions and, if necessary, to amend their plans and ordinances to be consistent with these standards.

Councilor Deines seconded the motion.

Presiding Officer Banzer indicated she would divide the three point recommendation into separate motions to be voted on individually.

Motion to Amend:

Councilor Bonner moved amendment to the main motion, as follows:

- 1) That the Metro Council authorize the Executive Officer to file an appeal with the Court of Appeals;
- 2) That the Metro Council ask Multnomah County to reaffirm its decision on permitting the Wildwood Landfill site by modifying its relevant land use standards and reissuing the conditional use permit; and, if Multnomah County requests it, that the Executive Officer be directed to assist the County in a joint review of the County's land use standards;
- 3) That the Metro Council ask the Executive Officer to submit a report to the Council on existing land use standards for siting landfills in local jurisdictions in light of the LUBA decision on the Wildwood Landfill.

Councilor Kirkpatrick seconded the motion.

Presiding Officer Banzer noted that several people had acquiesced their time to speak to Mr. Peter Staples and Dr. Jack Vernon.

Jack Vernon, 17505 N.W. Sauvie Island Road, 97231, testified in opposition to the process used by Multnomah County in approving Wildwood and in opposition to changing Multnomah County's land use standards to allow Wildwood. He asked a series of questions which he felt had not been answered: Why select only one

landfill; why only site in rural areas--why not industrial or urban areas; why does Metro insist that Wildwood is the only possible site; why does Metro insist that under the present land use laws it would be impossible to site a landfill anywhere; and why does Metro want to change land use laws.

Christine Lightcap, 13342 N.W. Newberry Road, 97231, a member of the West Hill & Island Neighbors, stated she was not opposed to solid waste management or the concept of co-generation or landfills, but was opposed to expensive, poorly selected landfill plans, and to Wildwood because it is believed to be a huge mistake. She said the criteria for selecting the site were questionable, and that the cost estimates for Wildwood were in error and would be much higher than anticipated.

Gordon Hoare, 15729 N.W. Sheltered Nook Road, 97231, a member of the West Hill & Island Neighbors, stated that from an engineering standpoint the potential costs of a landfill at Wildwood would be extremely high, and that operational problems are a probability. He said they had done a study which compared the costs of developing Wildwood against using some areas of Ramsey Lake and increasing the fill height at St. John's which indicated that the costs would be 2-1/2 times less than at Wildwood.

Councilor Bonner requested that a copy of the comparative study alluded to by Mr. Hoare be made available to the staff and Council. Mr. Gustafson stated that the Ramsey Lake area had been rated, on the basis of environmental, land use, and operational considerations, somewhere in the middle of the 46 sites considered.

There was then Council questions to Mr. Hoare regarding the land costs of Ramsey Lake.

Councilor Deines stated he agreed with the concept that more than one landfill site was needed instead of one large regional landfill.

Vote: The vote on the amendment to the main motion to authorize the Executive Officer to file an appeal with the Court of Appeals resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kelley, Kirkpatrick, Oleson, and Van Bergen.

Nays: None.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion to amend carried.

Vote: The vote on the amendment to the main motion to ask Multnomah County to reaffirm its decision on permitting the Wildwood Landfill site by modifying its relevant land use standards and reissuing the conditional use permit; and, if Multnomah County requests it, that the Executive Officer be directed to assist the County in a joint review of the County's land use standards resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kelley, Kirkpatrick, Oleson, and Van Bergen.

Nays None.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion to amend carried.

Vote: The vote on the amendment to the main motion to ask the Executive Officer to submit a report to the Council on existing land use standards for siting landfills in local jurisdictions in light of the LUBA decision on the Wildwood Landfill resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kelley, Kirkpatrick, Oleson, and Van Bergen.

Nays: None.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion to amend carried.

Councilor Van Bergen asked if points 2 and 3 of the amended motion were premature and if the results of point 1 should occur before moving ahead with 2 and 3. Mr. Jordan responded that it was in Metro's best interest to proceed with the appeal and the a request for a change to Multnomah County's zoning ordinance at the same time. Councilor Van Bergen stated Metro should proceed with the appeal but felt that points 2 and 3 clouded the issue. Councilor Kelley agreed and commented that the change to Multnomah County's standards was going to be a

long and difficult process. Councilor Bonner stated Metro was following a process designed by other bodies to meet due process requirements and that's one of the reasons it had cost so much to site Wildwood. He said they were not requiring Multnomah County to change its standards, only requesting the opportunity to site a landfill under standards which might permit it. Councilor Hansen said unless there was some zoning relief, he did not believe Metro could site a landfill anywhere.

Presiding Officer Banzer stated that Metro had been precluded from using gravel pits as general purpose landfills which left them with no other choice than to look at rural, outlying areas. She said that looking at all the options, it was her feeling that Wildwood was the best site.

Vote: The vote on the main motion, as amended, to authorize the Executive Officer to file an appeal with the Court of Appeals resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kelley, Kirkpatrick, Oleson, and Van Bergen.

Nays: None.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion carried.

Vote: The vote on the main motion, as amended, to ask Multnomah County to reaffirm its decision on permitting the Wildwood Landfill site by modifying its relevant land use standards and reissuing the conditional use permit; and, if Multnomah County requests it, that the Executive Officer be directed to assist the County in a joint review of the County's land use standards resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kirkpatrick, and Oleson.

Nays: Councilors Kelley and Van Bergen.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion carried.

Vote: The vote on the main motion, as amended, to ask the Executive Officer to submit a report to the Council on existing land use standards for siting landfills in local jurisdictions in light of the LUBA decision on the Wildwood Landfill resulted in:

Ayes: Councilors Banzer, Bonner, Deines, Etlinger, Hansen, Kirkpatrick, and Oleson.

Nays: Councilors Kelley and Van Bergen.

Absent: Councilors Kafoury, Waker, and Williamson.

Motion carried.

At this time, the Council recessed for ten minutes.

8.2 Future Funding.

Mr. Gustafson indicated that this would be the first of several meetings with the Council to discuss Future Funding. He said a notebook had been distributed which included a proposed schedule, a background paper on Metro's financial situation, and a memo on the General Fund (copies of each of the memos are attached to the agenda of the meeting). He then reviewed the schedule and the topics to be discussed. Presiding Officer Banzer suggested that with the heavy Council agenda on August 25th, that perhaps the Future Funding issue should be discussed at the first meeting in September. Donald Carlson, Deputy Executive Officer, presented the background paper on Metro's four year financial history, and Mr. Gustafson presented the memo on the General Fund and its relationship to other funds and functions provided.

There was then Council discussion of interfund transfers and a general consensus that Council supported some system of inter-fund transfers. Councilor Van Bergen said he did not like earmarked funds. He said if he was forced to a decision that evening he would seek a general fund levy of some type but not against real property. He said they could operate better with adequate General Fund appropriations and leave the specially collected fees unique and exclusive to those areas that charge them. He asked Mr. Gustafson to outline his position on funding.

Mr. Gustafson commented that initially it had been a mistake not to establish a general operating fund for the organization

before it started. He said there was a trend in the community to only vote for specific items where the funds were dedicated, and it might be difficult to get the voters to agree to general government funding. However, he said, there was a need to identify some source of funds for general government purposes. In local assistance, he suggested that local jurisdictions should contribute to that service, voluntarily. And for support services, funds should be derived from direct charges for services.

Councilor Bonner stated that the Council needed to have more options before them. He said Mr. Gustafson had presented only one option. Mr. Gustafson explained he was not presenting an option, only a framework for understanding the current general fund activities from which the Council could then decide how to fund each of the functions within the general fund.

Councilor Etlinger commented that long range planning and a clear direction was needed before seeking any kind of funding.

Mr. Carlson said one of the assumptions in their presentation was how to fund the existing functions in the general fund, and not any expansion.

Councilor Etlinger said he was inclined to go for a serial levy for the Zoo because they would have a Master Plan but not for Metro because there was no "master plan" for the future.

Councilor Bonner asked Mr. Gustafson what he wanted from the Council. Mr. Gustafson responded that it would be helpful if there was agreement on the value of the framework so expenditures could be split to demonstrate the cost of each function which would then be discussed at the next meeting.

Councilor Kirkpatrick commented that they did not have a framework to do strategic planning; that what was before them was budget planning. She said if Metro was going to do strategic planning, which was her preference, they needed to start a different way. She said they needed to identify what they wanted to do and then find the funding. Councilor Van Bergen agreed and said they needed different strategies for approaching the voters and the legislature.

Mr. Gustafson said at the next meeting they would present projections for the Zoo and General Fund, and that the General Fund would be presented on the basis of the framework presented that evening.

Councilor Van Bergen said a projection should be presented which included no "per diem" for the Council. Councilor Kelley said she would like to see a worst possible case projection if the Council took a "do nothing" approach. Mr. Gustafson explained that Metro could not avoid general government costs; i.e., election bill for Metro Councilor elections, and that some general government expenses were mandated and couldn't be avoided. He said he hoped the Council would concentrate on having a good understanding of the financial structure before proposing cuts in functions.

Councilor Bonner requested that three options be laid out to the Council, with a recommendation from Mr. Gustafson on the best option.

8.3 Consideration of Regional Development Committee recommendation regarding the Project Initiations Program.

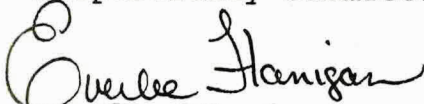
This item was deferred to the meeting of August 4, 1983.

9. Committee Reports.

There were no Committee reports.

There being no further business, the meeting adjourned at 11:00 P.M.

Respectfully submitted,



Everlee Flanigan
Clerk of the Council

CONSIDERATION OF RESOLUTION NO. 83-422 FOR THE
PURPOSE OF AMENDING THE BANFIELD SCOPE OF WORK
TO INCLUDE THE ADDITION OF SEVEN LIGHT RAIL
VEHICLES

Date: July 27, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

During the past six to nine months there has been periodic discussion about the need for additional light rail vehicles and the need to decide before September 30, 1983, under the contract with Bombardier. Because of the deadline, it is now time to decide or drop the matter altogether. Presented below is a discussion of the issues associated with the purchase:

Description

7 Light Rail Vehicles	@ \$ 859,497 ea.	\$6,016,479
7 Vehicle Recorders	@ 20,143 ea.	141,001
Contingency (escalation)	@ 120,503 max.	843,521
	7 @ \$1,000,143	\$7,001,001

Timing

It is essential to finalize whether or not to increase the order for light rail vehicles as soon as possible to take advantage of the current contracted price. The current LRV contract (plus recent change orders) allows the purchase of additional cars for \$1,000,143 each. However, this option for additional cars must be exercised by September 30, 1983, or the preferred price is lost. After September 30 the purchase price is subject to escalation, the size of the order and prevailing bid prices so the exact financial impact of delay is uncertain. However, the impact could easily be \$300,000 to \$400,000 per car for a total of \$2 to \$3 million additional cost. The Banfield cost estimate prior to receiving the favorable Bombardier bid assumed \$1.35 million per vehicle which would escalate further with delay.

The urgency of the September 30, 1983, deadline is compounded by the fact that the addition of seven cars to the project is a scope of work change that would require Congressional action. During the next two months it is, therefore, necessary to concur locally on the addition of seven vehicles, obtain UMTA support, obtain Congressional concurrence and notify Bombardier.

Project Justification

As shown on the attached graph, the additional seven cars are needed to carry short-range patronage projections for the Banfield route only. Peak-hour ridership expected before 1990 will require 30 vehicles in operation plus 10 percent spares, thereby, providing the ability to operate two-car trains at four-minute headways (the maximum permitted by the Landmarks Commission). Purchase of additional cars beyond these seven would be to serve other corridors beyond the Banfield, a long-range, more speculative ridership forecast or a better than four-minute headway. Since these seven cars do not exceed any of these circumstances, and will be needed to carry ridership demands soon after opening day, the expenditure is justified. In addition, the Banfield staff would prefer a 25 percent spare ratio rather than 10 percent, citing the San Diego experience at 18 percent and San Francisco at 21 percent. If this operating standard were applied, 11 cars would need to be purchased rather than seven to allow operation of 30 cars in service with 25 percent spares.

Acquisition of these additional cars essentially returns the Banfield LRT to the 1990 capacity called for in the EIS. Changes that have occurred in the past several years to reduce the capacity of the original 26 cars include:

1. Longer running time due to extension from Pioneer Square to 11th;
2. Longer running time due to extension from the Fairgrounds in Gresham beyond Cleveland Avenue;
3. Speed reduction along Burnside from 45 mph to 35 mph; and
4. Reduction in peak load capacity from assumed Duway car to Bombardier car (from 183 to 166 passengers per vehicle).

Budget Impact

Presented below is a comparison of the March 31, 1983, cost estimate for completion of the Banfield as currently designed in relation to revenues anticipated.

Cost		Revenue	
		Fed. Share	Match
Highway Funded	31,275,884	FHWA e(4)	26,584,501
Transit Funded	273,708,000	Transit e(4)	147,470,376
Mult. Co. Design Review	500,000	Sec. 3 - orig.	8,900,000
Gresham Design Review	200,000	- CBD	5,000,000
	274,408,000	- "Trade"	20,150,000
		New Start	58,140,544
		Subtotal	239,660,920
GRAND TOTAL	305,683,884		266,245,421
			53,763,203
			320,008,624

As shown, the various funding sources provide a budget of \$320 million while current cost estimates are \$305.7 million, leaving a balance available of \$14.3 million. In addition, the cost estimate includes a contingency of some \$11.9 million. If the \$7 million additional cost of the cars were funded, the balance available would be reduced to \$7.3 million (plus whatever portion of the contingency remains).

Relationship to Other Changes in Project Scope

A number of additional items have been discussed for inclusion in the Banfield project, some of which can be included with minor interpretations by UMTA within the existing Full-Funding Contract, some of which can be funded from alternate sources and some of which will require Congressional approval for addition to the full-funding contract. Since \$7.3+ million remains, it is recommended that these not be sought concurrent with the seven additional vehicles. Items to be funded within the existing scope or an alternate source involve dealings with the Seattle office only and are, therefore, not subject to the September 30 constraint imposed on the additional cars.

Furthermore, the other items that do require Congressional approval will require much more effort to convince UMTA and Congressional committees. As such, a more deliberate effort involving Bob Duncan, Congressman AuCoin and Senator Hatfield should be undertaken leading up to inclusion in the FY 85 Appropriations Bill beginning in March 1984. Since the additional light rail vehicles are clearly a part of the light rail project (without interpretation) and are needed to meet the original project objectives defined in the EIS, UMTA support and Congressional approval are expected.

TPAC and JPACT have reviewed this project and recommend approval of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

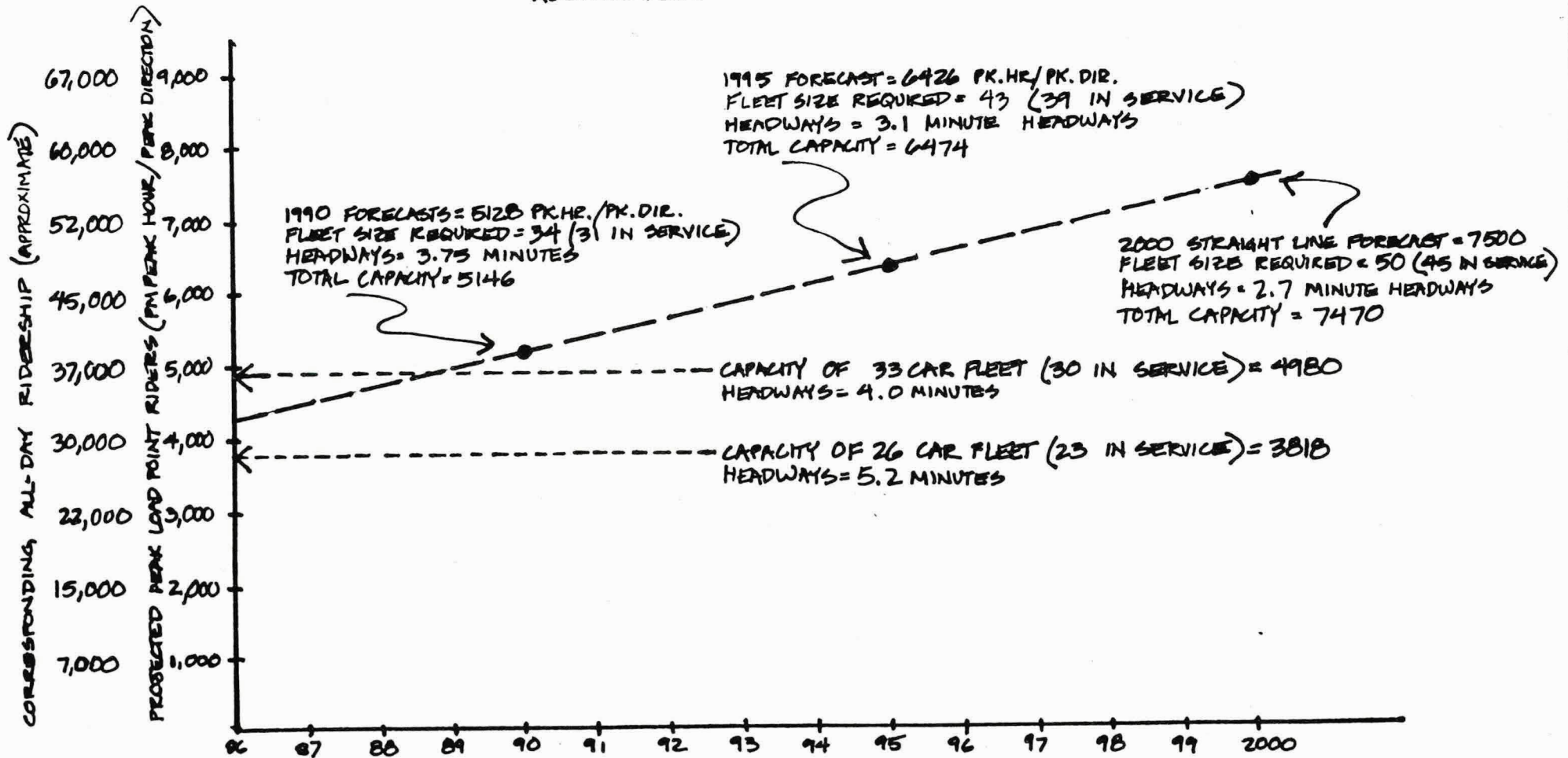
The Executive Officer recommends adopting the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On August 8, 1983, the Regional Development Committee unanimously recommended adoption of Resolution No. 83-422.

AC/gl
9159B/353
8/11/83

BANFIELD LRT VEHICLE REQUIREMENTS / PEAK LOAD POINT RELATIONSHIP



- ASSUMPTIONS:
- PEAK HR. VEHICLE CAPACITY OF 166/CAR (4 PERSONS/SQ. METER STANDER DESIGN STANDARD)
 - 10% SPARE VEHICLE RATIO
 - ASSUMED RUNNING TIMES: 11th/MORRISON TO GATEWAY = 25 MINUTES
GATEWAY TO GRESHAM TERMINUS = 25 MINUTES
11th/MORRISON TO GRESHAM TERMINUS = 50 MINUTES + LAYOVER

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)
BANFIELD SCOPE OF WORK TO INCLUDE)
THE ADDITION OF SEVEN LIGHT RAIL)
VEHICLES)

RESOLUTION NO. 83-422
Introduced by the Joint
Policy Advisory Committee
on Transportation

WHEREAS, The Banfield light rail project includes the purchase of 26 light rail vehicles; and

WHEREAS, The Tri-Met agreement with Bombardier for Banfield light rail vehicles has a September 30, 1983, deadline for ordering additional vehicles without a price increase; and

WHEREAS, After September 30, 1983, the price of each vehicle could increase by \$300,000 to \$400,000; and

WHEREAS, Local match funding will be provided without affecting other non-Banfield Section 3 projects; and

WHEREAS, Funds are available in the full funding contract for the purchase of additional vehicles; and

WHEREAS, Purchase of additional vehicles requires a change in the work scope and concurrence by Congress; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses amending the work scope to include purchase of seven (7) light rail vehicles.

2. That the TIP and its Annual Element be amended to reflect this amendment.

3. That the Metro Council finds the revised work scope 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

AC/gl
9159B/353
8/01/83

STAFF REPORT

Agenda Item No. 6.3

Meeting Date August 25, 1983

CONSIDERATION OF A RESOLUTION RECOMMENDING
APPROVAL OF WASHINGTON COUNTY'S REQUEST FOR
ACKNOWLEDGMENT OF COMPLIANCE WITH LCDC GOALS

Date: August 10, 1983

Presented by: Mark Brown

FACTUAL BACKGROUND AND ANALYSIS

Washington County adopted its Comprehensive Plan in June 1983 and submitted it to LCDC on June 30, 1983. Metro has previously commented on draft copies of the plan and noted several changes that were needed. These changes have been made. Based on a final review of the Comprehensive Plan and Findings documents with the Metro Plan Review Manual, staff finds that there are no acknowledgment issues of major regional concern and, therefore, support its acknowledgment by LCDC.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Washington County's request for acknowledgment of compliance with LCDC Goals.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On August 8, 1983, the Regional Development Committee unanimously recommended adoption of Resolution No. 83-425.

MB/gl
9170B/353
8/1/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING) RESOLUTION NO. 83-425
APPROVAL OF WASHINGTON COUNTY'S)
REQUEST FOR ACKNOWLEDGMENT OF) Introduced by the Regional
COMPLIANCE WITH LCDC GOALS) Development Committee

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

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

WHEREAS, Washington County is now requesting that LCDC acknowledge its Comprehensive Plan as complying with the Statewide Planning Goals; and

WHEREAS, LCDC Goal 2 requires that local land use plans be consistent with regional plans; and

WHEREAS, Washington County's Comprehensive Plan has been evaluated for compliance with LCDC Goals and regional plans adopted by CRAG or Metro prior to June 1983 in accordance with the criteria and procedures contained in the "Metro Plan Review Manual," as summarized in the Staff Report attached as Exhibit "A"; and

WHEREAS, Metro finds that Washington County's Comprehensive Plan complies with LCDC Goals; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that Washington County's Comprehensive Plan be acknowledged.
2. That the Executive Officer forward copies of this

Resolution and Staff Report attached hereto as Exhibit "A" to LCDC, Washington County and to the appropriate agencies.

3. That, subsequent to adoption by the Council of any goals and objectives or functional plans after July 1983, the Council will again review Washington County's plan for consistency with regional plans and notify Washington County of any changes that may be needed at that time.

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

Presiding Officer

MB/gl
9170B/353
8/1/83

EXHIBIT "A"

WASHINGTON COUNTY ACKNOWLEDGMENT REVIEW

The 1980 Census listed Washington County's population as 245,808 people. Over one-half of the population, 58 percent, was located in unincorporated areas--nearly all within the Urban Growth Boundary (UGB). Between 1970 and 1980 the population of Washington County grew by 55 percent, while the growth rate for the state was 26 percent. By the year 2000, the population of Washington County is projected to reach 383,610.

The Washington County Comprehensive Plan for the Urban Area, adopted in June 1983, is comprised of several elements as follows:

- . Resource Document - provides the factual data base and the identification of issues and problems.
- . Comprehensive Framework Plan - provides ultimate policy choices and strategy statement.
- . Community Plans - provides the land use designations for the planning area and specific design element states.
- . Community Development Code - sets the standards and procedures to carry out the Comprehensive Plan.
- . Transportation Plan - prescribes the transportation system necessary to accommodate travel to the year 2000.

The review of the plan that follows is intended to highlight issues of regional concern.

Goal No. 1: Citizen Involvement

Washington County's citizen involvement process was established in February 1974. The process is organized around nine Community Planning Organizations (CPO) in the urban area. The chairs of each CPO serve on the Committee for Citizen Involvement (CCI). The development of the Comprehensive Plan included numerous citizen involvement activities which are summarized in the County's draft LCDC Comprehensive Plan Findings document.

Conclusion: There are no acknowledgment issues of major regional concern with Goal 1.

Goal No. 2: Land Use Planning

Goal 2 requires that the County's land use plan be coordinated with the plans of cities and Metro. To comply with the regional aspects of Goal 2, the County must have valid "urban planning area agreements" with each of the cities in the County and must also recognize Metro's authority to require "re-opening" of the County's

plan to conform to adopted regional functional plans, i.e., the Regional Transportation Plan (RTP). Washington County has entered into Urban Planning Area Agreements with the 16 cities within the County. The Framework Plan includes Metro's "opening language." In addition the Framework Plan includes a strategy to comply with Metro's procedures to amend the UGB.

Until the community plans for 185th East-West, Raleigh Hills/Garden Home and Metzger/Progress are updated in December 1983, the comprehensive plan actually includes a second, older framework plan and development code relating specifically to these areas. Given that there are two sets of documents, there is a potential for inconsistency between documents. The preface to the new Framework Plan includes a provision to resolve ambiguities between documents in light of the provisions of the new Comprehensive Plan. While this may not be the most desirable of situations, it appears to be a workable interim solution. Ensuring that the community plans are updated by January 12, 1984, as indicated by the County's work program, will minimize the time frame within which inconsistencies could arise.

Conclusion: There are no acknowledgment issues of major regional concern. Metro emphasizes the need to adhere to the January 1, 1984, deadline for updating the three stated community plans.

Goal No. 3: Agricultural Lands

Not Applicable.

The relationship between Goal 3 and Specially Regulated Areas (SPA) is discussed under Goal 14.

Goal No. 4: Forest Lands

No acknowledgment issues of major regional concern.

Goal No. 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Goal 5 requires that a certain process be followed as specified in the Oregon Administrative Rules. That process involves the identification of significant resources and the consideration of economic, social, environmental and energy consequences where conflicting uses have been identified. The ultimate choices that must be made are to protect the resource site, allow conflicting uses, or limit conflicting uses. This process has been documented in the Resource Document and the resource protective measures are contained in the Community Plans and Community Development Code.

No acknowledgment issues of a regional concern.

Goal No. 6: Air, Water, and Land Resource Quality

DEQ and Metro share responsibility for air quality planning in the region and have jointly prepared the State Implementation Plan (SIP)

for the Portland area. The County's plan includes strategies to cooperate with the State and Metro in the implementation of the SIP.

Metro is the lead agency for "208" water quality planning in the region. The County's plan includes recognition of the "208" plan and designates the Unified Sewerage Agency as having principal responsibility for planning and operation of sewage treatment facilities. The plan also includes strategies to comply with DEQ water quality standards.

The County's plan is responsive to Metro's authority and responsibility to prepare and implement a Solid Waste Management Plan. This is discussed more fully under Goal 11.

Conclusion: There are no acknowledgment issues of major regional concern.

Goal No. 7: Natural Hazards

The County's Framework Plan includes policies and strategies addressing floodplain and steep slope hazards. The Community Plans include a design element statement that further provides protection for floodplains and steep slopes. The Community Development Code includes standards and procedures addressing these hazard areas. The Code also provides for a density transfer from hazard and natural resource areas to the buildable portions of a site.

Conclusion: There are no acknowledgment issues of major regional concern with Goal 7.

Goal No. 8: Recreation

The County's plan includes an inventory and analysis of recreation facilities and needs within the County. The preparation of this inventory includes consideration of CRAG's The Urban Outdoors, and also includes more recent and more specific information on recreation needs. In addition, the Community Plans provide for an identification of park deficient areas.

Conclusion: There are no acknowledgment issues of major regional concern.

Goal No. 9: Economy of the State

The County's plan provides approximately 2,300 acres of gross buildable land to accommodate future industrial, retail commercial and office development. This in turn is estimated to provide approximately 77,000 future jobs.

Previous studies by Metro, SRI and others indicate that the Portland area has a shortage of large industrial sites suitable for high-tech industries. This finding led Metro to request (Resolution No. 82-348) an amendment to the UGB findings to permit industrial development on sites of 30 acres or more for Specially Regulated

Areas (SRA) without applying Goal 3. In October 1982, LCDC amended the UGB acknowledgment order by adding a new provision to permit industrial development as outlined above.

Since this amendment, Washington County has done additional research in the preparation of the Community Development Code and the adoption of a Special Industrial District. This district provides for the preservation of 30-acre-plus industrial sites while incorporating the flexibility to permit some smaller industrial sites in close proximity to larger industrial facilities.

Conclusion: There are no acknowledgment issues of major regional concern.

Goal No. 10: Housing

Oregon Administrative Rules require that cities and counties within the Metro UGB meet a certain new construction residential mix and residential densities. For Washington County this requirement is to provide the opportunity for at least 50 percent of new residential units to be single family or multi-family housing and a minimum overall density of eight or more dwelling units per net buildable acre.

The County's Findings include data for each Community Planning area which indicate that a new construction housing mix of 46% single family and 54% multi-family for the urban area has been provided. The overall density is 8.89 dwelling units per net buildable acre. Attached and detached housing is permitted in all residential districts subject to the applicable standards in the Community Development Code. Mobile homes are permitted in parks and subdivisions in residential districts ranging from 5 to 24 units per acre.

Conclusion: There are no acknowledgment issues of major regional concern.

Goal No. 11: Public Facilities and Services

Jurisdictions in the Metro region have been required to include plan policies which recognize Metro's adopted procedures for siting sanitary landfills within the region. Washington County's plan includes policies and strategies recognizing Metro's responsibility in this area and a pledge to cooperate with Metro in solid waste planning and implementation.

The County's plan includes inventory and analysis of other public services. The provision of these services to new development in an orderly and efficient manner is guided by the County's growth management policies.

Conclusion: There are no acknowledgment issues of major regional concern.

Goal No. 12: Transportation

Metro's RTP sets forth regional transportation goals and objectives, and recommends improvements to the year 2000. Local jurisdictions must demonstrate consistency with the RTP by December 31, 1983. Metro had reviewed the draft Transportation Plan in May 1983 and noted several areas where changes were necessary to be consistent with the RTP. We find that these changes have been made in the Transportation Plan.

Conclusion: No acknowledgment issues.

Goal No. 13: Energy Conservation

The County's plan includes policies and implementation measures which provide for and encourage energy conservation. The Community Development Code contains standards and criteria which implement the energy-related policies.

Conclusion: There are no acknowledgment issues of a regional concern.

Goal No. 14: Urbanization

The central issue with regard to compliance with Goal 14 for Washington County is treatment of the SRAs found in West Union, Bethany, surrounding most of Sherwood and northeast of Hillsboro. In order to understand the various aspects of the issue, a brief recap of the relevant orders and resolutions is necessary:

- | | |
|---------------|--|
| January 1979 | Metro submits UGB to LCDC for acknowledgment; LCDC grants a Continuance. |
| August 1979 | Metro adopts Resolution No. 79-83 responding to the five questions in the LCDC Continuance. |
| November 1979 | Metro adopts Resolution No. 79-102 amending No. 79-83 and clarifying policies on the management of urban lands. |
| January 1980 | LCDC acknowledges the UGB. |
| June 1980 | Metro adopts Ordinance No. 80-95 relating to the use of urbanizable land and the conversion of urbanizable land to urban use--particularly SRAs. |
| April 1981 | Washington County adopts Resolution and Order No. 81-59--Growth Management Policies. |
| May 1981 | Metro adopts Resolution No. 81-244 finding Washington County's No. 81-59 as an adequate replacement for Metro's No. 80-95. |

October 1982

LCDC amends the UGB acknowledgment order to permit industrial development in SRAs for sites of 30 acres+ without having to apply Goal 3.

Washington County has submitted 22 Working Papers in their Findings document responding to urbanization issues, growth management and SRAs. Staff's review of these findings as it relates to the above orders and resolutions and the County's plan follows:

Metro Resolution No. 79-83 and No. 79-102

These resolutions provided five policy guidelines for managing urban growth which can be compared to the Washington County Comprehensive Plan provisions.

Policy Guidelines

Plan Provisions

- | | |
|---|--|
| 1. Encourage infill and contiguous development. | Plan policies provide for infill (p. 3.3.32) and Code provisions in Sect. 430.51. |
| 2. Preserve urbanizable land in 10-acre minimum lot sizes until urban services are available. | Plan policies provide for 10-acre minimum lot size (p. 3.3.1). |
| 3. Require urban development to have water and sewer available. | Plan policies on growth management (p. 3.3.5) and public facility expenditures (p. 3.3.8). |
| 4. Prohibits septic tanks within the UGB except on lots of record. | Septic tanks allowed only on lots of record where USA does not now serve (p. 3.3.1). |
| 5. SRAs in the UGB prohibits residential development for 10 years except for lots of record and provides for local jurisdiction exceptions based on clear and concise criteria. | Plan policies limit residential development in SRAs and prohibit residential partitioning without public services (p. 3.3.2 and Code Section 501). |

LCDC UGB Acknowledgment Order

Relative to SRAs, this order specified that Goal 3 shall be applied to SRAs until the Washington County Plan is acknowledged by the Commission.

Metro Ordinance No. 80-95

The purpose of this ordinance was to establish temporary restrictions on SRAs and directed Washington County to develop growth management policies. The temporary restrictions on SRAs were to be removed upon the County's Plan being submitted to LCDC for compliance. Subsequently, Washington County adopted Resolution and

Order No. 81-59, Growth Management Policies, and Metro, in Resolution No. 81-244 found the County's policies to be an adequate replacement for No. 80-95.

In summary, the provisions of the Community Development Code and the policies of the Framework Plan treat the SRAs in a manner that permits continued agricultural activity while ensuring that eventual urbanization occurs in an orderly and efficient manner.

As a growth management tool the Framework Plan includes a strategy to prioritize and phase public facility expenditures. Under this system, outlying undeveloped residential areas receive the lowest priority. Properly employed, this priority and phasing policy should allow for the efficient urbanization of the SRAs. The phasing policy included in the Plan is somewhat vague in terms of its definition. However, the framework is there. The Plan recognizes the need to clarify this policy by July 1, 1984.

Conclusion: There are no acknowledgment issues of major regional concern with Goal 14. Metro emphasizes the need to operationalize the phasing policy by July 1, 1984.

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08/01/83

STAFF REPORT

Agenda Item No. 6.4

Meeting Date August 25, 1983

CONSIDERATION OF A RESOLUTION PROVIDING COMMENTS
TO MULTNOMAH COUNTY ON THEIR AMENDMENTS TO THE
FRAMEWORK PLAN FOR POST-ACKNOWLEDGMENT

Date: August 10, 1983

Presented by: Mark Brown

FACTUAL BACKGROUND AND ANALYSIS

Multnomah County adopted its Comprehensive Framework Plan in October 1977. The plan was amended several times prior to its acknowledgment by LCDC in October 1980. The April 1983 Update of the Framework Plan includes new data from the 1980 Census, the addition of some new policies and rewording of some other policies.

Based on a review of the Framework Plan Update with the Metro Plan Review Manual, staff finds no post-acknowledgment issues of a major regional concern. However, staff has made comments on Goals 1, 2, 11 and 12 which could improve the plan. These comments relate to:

- Framework Plan being responsive to changes that may arise as part of the Community Plan update process
- Inclusion of "opening language"
- Solid Waste
- Transportation

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of the comments on the Multnomah County Framework Plan amendments.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On August 8, 1983, the Regional Development Committee held a public hearing to consider the staff report and resolution. Following public testimony, the Committee approved an amendment to the staff report to more clearly explain the status of the Community Plans in the update process as follows:

Goal No. 1, Conclusion: modify last sentence and include a new sentence to clarify the relationship between the Framework Plan and the Community Plans, and define the role of the Community Planning Organizations.

The Committee unanimously recommended Council adoption of Resolution No. 83-427 and the staff report as amended.

The Committee also requested that Metro staff look into the status of the Transit Station Area Planning (TSAP) Program, and report on the need to amend the Framework Plan transportation policy (No. 35) if required. Based on staff discussions with Tri-Met and Multnomah County, staff finds that the County is in the process of organizing the final phase of the TSAP program, and that the work is estimated to be completed in six to nine months. This is consistent with the County's Framework Plan transportation policy, and it is recommended that the policy not be changed.

MB/gl
9233B/353
8/15/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROVIDING) RESOLUTION NO. 83-427
COMMENTS TO MULTNOMAH COUNTY)
ON THEIR REQUEST FOR POST-) Introduced by the Regional
ACKNOWLEDGMENT AMENDMENTS TO THE) Development Committee
FRAMEWORK PLAN

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

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

WHEREAS, The Multnomah County is now requesting that LCDC's post-acknowledgment of its Framework Plan as complying with the Statewide Planning Goals; and

WHEREAS, LCDC Goal 2 requires that local land use plans be consistent with regional plans; and

WHEREAS, Multnomah County's Framework Plan has been evaluated for compliance with LCDC Goals and regional plans adopted by CRAG or Metro prior to June 1983, in accordance with the criteria and procedures contained in the "Metro Plan Review Manual" as summarized in the Staff Report attached as Exhibit "A"; and

WHEREAS, Metro finds that there are no post-acknowledgment issues of a major regional concern with Multnomah County's Framework Plan, but Metro has comments for plan improvements; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends that the Multnomah County Board of Commissioners consider the comments attached as

Exhibit "A" and amend the Framework Plan accordingly.

2. That the Executive Officer forward copies of this Resolution and Staff Report attached hereto as Exhibit "A" to LCDC, Multnomah County and to the appropriate agencies.

3. That, subsequent to adoption by the Council of any goals and objectives or functional plans after July 1983, the Council will again review Multnomah County's plan for consistency with regional plans and notify the Multnomah County of any changes that may be needed at that time.

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

Presiding Officer

MB/gl
9192B/353
8/3/83

EXHIBIT "A"

POST ACKNOWLEDGMENT REVIEW OF
MULTNOMAH COUNTY COMPREHENSIVE FRAMEWORK PLAN
VOLUMES 1 & 2

The Multnomah County Comprehensive Framework Plan was adopted in October 1977 and acknowledged by LCDC October 30, 1980. The April 1983 Update Draft of the Framework Plan includes some reorganization of the plan format, addition of new policies and rewording of some other policies. The Updated Framework Plan includes Volume 1 - Findings and Volume 2 - Policies. The Community Plans are to be updated as part of the Development Plan at a later date. The review of the plan that follows is intended to highlight issues of regional concern within the Urban Growth Boundary.

Goal No. 1: Citizen Involvement

Metro has received copies of two letters indicating disagreement with the process and procedures being followed by the County in this update. The points raised in these letters are summarized as follows:

- . This update is not required until 1984 based on DLCD staff report comment of January 21, 1980.
- . This update process should simultaneously consider the impact of the Framework Plan on the various Community Plans.

Staff finds a December 1978 amendment to the 1977 Framework Plan which directs that the plan will be updated every five years beginning October 1976. Given that the County staff has indicated that the update process has been ongoing over the past two years, this update is in keeping with the schedule, although not completed within five years.

The development of the 1977 Framework Plan was followed by the completion of individual Community Plans. The process that is being followed with this update is similar, i.e., Community Plans would be updated in response to changes in the Framework Plan. It is possible that in updating the Community Plans that modifications may need to be made in the Framework Plan to achieve consistency. There are no assurances in the Framework Plan that this could be accomplished, or that it has been considered.

Conclusion: Metro staff finds that there are no post acknowledgment issues of a major regional concern. We also find that the point raised on the need to more closely consider the Community Plans has some merit. The Framework Plan could be improved by adding a policy that would explain the relationship between the newly adopted Comprehensive Framework Plan and the previously adopted Community Plans. This policy should explicitly define how the Community Planning Organizations will participate in the update process.

Goal No. 2: Land Use Planning

The 1977 Framework Plan was adopted prior to Metro's requiring "opening language" in comprehensive plans. Staff notes that the April 1983 Update does not include Metro's "opening language." The purpose of opening language is to assure, over time, adequate coordination and consistency between regional and local jurisdiction plans.

Conclusion: Inclusion of the following or similar language can help assure that consistency:

This Plan, and each of its elements, the zoning ordinance shall be opened for amendments that consider compliance with the Goals and Objectives and Plans of the Metropolitan Service District, on an annual basis and may be so amended or revised more often than annually if deemed necessary by the county commission. Annual amendment and revision for compliance with the above regional goals, objectives and plans shall be consistent with any schedule for re-opening of local plans approved by the Land Conservation and Development Commission (LCDC).

Goal No. 3: Agricultural Lands

Not applicable.

Goal No. 4: Forest Lands

No post acknowledgment issues of a major regional concern.

Goal No. 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Goal 5 requires that a certain process be followed as specified in the Oregon Administrative Rules. That process involves the identification of significant resources and the consideration of economic, social, environmental and energy consequences where conflicting uses have been identified. The ultimate choices that must be made are protect the resource site, allow conflicting uses, or limit conflicting uses.

The County's Findings document identifies ten Significant Resource Sites. The Framework Plan includes policies and strategies addressing these resources and the Zoning Code provides for an overlay zone entitled Areas of Significant Environmental Concern.

Conclusion: There are no post acknowledgment issues of major regional concern.

Goal No. 6: Air, Water and Land Resource Quality

DEQ and Metro share responsibility for air quality planning in the region and have jointly prepared the State Implementation Plan(SIP)

for the Portland area. The County's Findings document includes material recognizing Metro's role as a lead agency for certain transportation aspects of air quality planning and the fact that air quality is a regional problem.

With respect to water quality, the plan includes findings, policies and strategies emphasizing the regional nature of water quality problems, support for state and regional plans to reduce pollution levels and a commitment to cooperate in regional efforts to maintain water quality. This language is somewhat different than Metro's "sample language," but covers the same points.

Conclusion: There are no post acknowledgment issues of major regional concern.

Goal No. 7: Natural Hazards

The County's Findings document includes a discussion of Land Characteristics and Constraints which identifies various natural hazards. The Framework Plan includes policies to direct development away from areas that have development limitations.

Conclusion: There are no post acknowledgment issues of a regional concern.

Goal No. 8: Recreation

Multnomah County and the local jurisdictions in the County provide approximately 22 acres of dedicated park land per 1000 population. The Findings document identifies certain types of park deficiencies based on the 1978 Oregon Statewide Comprehensive Outdoor Recreation Plan. Additional data on individual parks and open space provided by private interests is also included. The Framework Plan includes policies supporting development of the proposed 40 Mile Loop and placing emphasis on maintaining established regional park and recreation programs.

Conclusion: There are no post acknowledgment issues of a regional concern.

Goal No. 9: Economy of the State

This update of the County's plan includes data from the 1980 Census. The economic analysis supporting the 1977 Framework Plan came largely from the 1970 Census. A comparison of the two sets of data shows some shifts in the data for various indices measured (e.g., fewer people employed in manufacturing in 1980 than in 1970 for urban unincorporated Multnomah County).

The Framework Plan includes a new Economic Development Policy section. This policy and its strategies relate the creation of new employment opportunities and directing economic development investment to activities that promote business development.

Conclusion: There are no post acknowledgment issues of a regional concern.

Goal No. 10: Housing

As directed on a Plan's first periodic review by ORS 197.303, "needed housing," the Framework Plan includes policy language addressing mobile homes. This policy provides for mobile home parks in Medium Density Residential Zones and mobile home subdivisions outside of Developed Neighborhoods. It has been noted that not all Community Plans include Developed Neighborhoods. It is assumed that in this case, mobile home subdivisions would not be limited by the Developed Neighborhood criteria. What is not clear at this point is how or when Developed Neighborhoods could be identified in those Community Plans where none presently exists. We do not find policy direction or criteria in the Framework Plan describing the identification of Developed Neighborhoods in the Community Plans.

The County's Findings document includes data demonstrating that the Community Plans provide a housing split of 57% attached and 43% detached at an average density of 9.6 dwelling units per acre. The County notes that this density is the maximum number of units that can be achieved within each zone as outright uses under prescribed conditions. If one assumes the maximum number of dwelling units allowed within each zone under conditional use provisions, then a density of 11 dwelling units per acre would be possible. Based on this data, some development will have to occur under conditional use provisions for the County to meet an average density of 10 dwelling units per acre as specified in the OAR's.

Conclusion: There are no post acknowledgment issues of a regional concern. Clarification of the procedures for designating Developed Neighborhoods would improve the plan.

Goal No. 11: Public Facilities and Services

Jurisdictions in the Metro region have been required to include plan policies which recognize Metro's adopted procedures for siting sanitary landfills. Policy No. 31 in the 1977 Framework Plan was intended to assist Metro in siting sanitary landfills. Given the LUBA decision in the Wildwood case, it is apparent that siting a landfill is more difficult than initially perceived.

Conclusion: It is suggested that the County review their policies and standards on landfill siting through this update process as recommended in the LUBA decision and in keeping with the findings under Solid Waste Disposal.

Goal No. 12: Transportation

Metro's Regional Transportation Plan(RTP) sets forth regional

transportation goals and objectives, and recommends improvements to the year 2000. Local jurisdictions must demonstrate consistency with the RTP by December 31, 1983. Staff is providing Multnomah County with a list of transportation plan inconsistencies under separate cover.

Conclusion: The RTP specifies that inconsistencies should be resolved by December 31, 1983. Therefore, even though these inconsistencies are a regional concern, they are not a post acknowledgment issue at this time. The County should be expected to resolve these issues by December 31, 1983.

Goal No. 13: Energy Conservation

No post acknowledgment issues of a regional concern.

Goal No. 14: Urbanization

The Framework Plan includes policies and strategies addressing the Urban Growth Boundary and procedures for major and minor amendments to the boundary.

Conclusion: There are no post acknowledgment issues of a major regional concern.

CONSIDERATION OF RESOLUTION NO. 83-426 FOR THE
PURPOSE OF CONTINUING THE BI-STATE POLICY ADVISORY
COMMITTEE

Date: August 16, 1983

Presented by: Hansen/Barker

FACTUAL BACKGROUND AND ANALYSIS

The Bi-State Policy Advisory Committee was established by a Joint Resolution of Metro and the RPC. It was established for a trial period of 18 months. That trial period expired February 26, 1983.

On June 9, 1983, the Committee met and voted to recommend to the Metro Council and the RPC that the Committee be continued for a period of two years and that the Committee meet on a quarterly basis (it has been meeting every other month).

The Committee feels that the need still exists for continued cooperation between Oregon and Washington jurisdictions for the purpose of resolving interstate differences, encouraging coordinated policies and increasing the possibility of securing federal, state or local funding through unified actions.

Attached is a proposed Joint Resolution that would continue the Bi-State Policy Advisory Committee for a period of two years.

The Council Coordinating Committee discussed the proposed Joint Resolution on August 15, 1983.

EXECUTIVE OFFICER'S RECOMMENDATION

Executive Officer recommends adoption of Joint Resolution to continue Bi-State Policy Advisory Committee.

COMMITTEE CONSIDERATION AND RECOMMENDATION

Council Coordinating Committee recommends Council adoption of Resolution No. 83-426 for the purpose of continuing the Bi-State Policy Advisory Committee.

RB/gl
9198B/353
8/16/83

JOINT RESOLUTION
OF THE
METROPOLITAN SERVICE DISTRICT
AND THE
REGIONAL PLANNING COUNCIL OF CLARK COUNTY

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 81-274
A BI-STATE POLICY ADVISORY)
COMMITTEE.)

WHEREAS, the Governors of the states of Oregon and Washington established a Bi-State Task Force to make recommendations concerning metropolitan transportation problems affecting the two states; and

WHEREAS, the Final Report of the Bi-State Task Force established the need for continued cooperation between Oregon and Washington jurisdictions for the purpose of resolving interstate differences, encouraging coordinated policies and increasing the possibility of securing federal, state or local funding through unified actions; and

WHEREAS, the Bi-State Task Force has fulfilled its charge from the Governors and is not the appropriate body for continued coordination; and

WHEREAS, the Metro Council and the Regional Planning Council of Clark County (RPC) recognizes the need to establish such a coordinating body; now therefore,

BE IT RESOLVED,

1. That the Metro Council and RPC hereby establish the Bi-State Policy Advisory Committee for a trial period of eighteen (18) months.

2. That the Charge to the Committee is as follows:
- a. To provide a forum at which policy-makers from the two states can express views and discuss metropolitan problems of mutual concern.
 - b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern. When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans, and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County.
 - c. To develop recommendations for consideration by the Metro Council and the RPC.

3. That the membership of the Committee shall include:

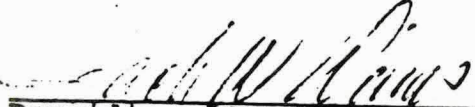
- a. A member of the Metro Council.
- b. A member of the RPC.
- c. A Multnomah County Commissioner.
- d. A Clark County Commissioner.
- e. A member of the Portland City Council.
- f. A member of the Vancouver City Council.

4. That the Committee is to be co-chaired by the representatives from RPC and Metro. They may convene the Committee by mutual agreement, but at least once annually. All other rules shall be determined by the members themselves.


5. That staff from RPC and Metro will prepare the agenda for each meeting, will complete all other tasks necessary to ensure that Committee members are notified of the meetings and provided with necessary information, and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects to the Committee may choose to pursue will be at the discretion of the member jurisdictions.

Adopted this 24th day of
September, 1981,
by the Metropolitan Service
District Council.

Adopted this 26th day of
August, 1981,
by the Regional Planning
Council of Clark County.



Presiding Officer



Presiding Officer

JOINT RESOLUTION OF THE
METROPOLITAN SERVICE DISTRICT (METRO)
AND THE
REGIONAL PLANNING COUNCIL OF CLARK COUNTY (RPC)

FOR THE PURPOSE OF CONTINUING THE) METRO RESOLUTION NO. 83-426
BI-STATE POLICY ADVISORY COMMITTEE) RPC RESOLUTION NO.

WHEREAS, The Governors of the states of Oregon and Washington established a Bi-State Task Force to make recommendations concerning metropolitan transportation problems affecting the two states; and

WHEREAS, The Final Report of the Bi-State Task Force established the need for continued cooperation between Oregon and Washington jurisdictions for the purpose of resolving interstate differences, encouraging coordinated policies and increasing the possibility of securing federal, state or local funding through unified actions; and

WHEREAS, The Bi-State Task Force has fulfilled its charge from the Governors; and the Metro Council and the Regional Planning Council of Clark County (RPC) recognized the need to replace the Task Force with a continuing coordinating body; and

WHEREAS, The Metro Council and RPC established the Bi-State Policy Advisory Committee by Metro Resolution No. 81-274 for a trial period of 18 months, and that period expired February 26, 1983; and

WHEREAS, The Bi-State Policy Advisory Committee voted on June 9, 1983, to recommend to the Metro Council and RPC that the Bi-State Advisory Committee be continued for a period of two years and that the Committee meet on a quarterly basis; now, therefore,

BE IT RESOLVED,

1. That the Metro Council and RPC hereby continues the Bi-State Policy Advisory Committee for a period of two (2) years from the date of passage of this Joint Resolution.
2. That the Charge to the Committee is as follows:
 - a. To provide a forum at which policy-makers from the two states can express views and discuss metropolitan problems of mutual concern.
 - b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern. When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans and Tri-Met. The Charge to the Committee will be reviewed and approved by JPACT and the RPC.
 - c. To develop recommendations for consideration by the Metro Council and the RPC.
3. That the membership of the Committee shall include:
 - a. A member of the Metro Council.
 - b. A member of the RPC.
 - c. A Multnomah County Commissioner.
 - d. A Clark County Commissioner.
 - e. A member of the Portland City Council.
 - f. A member of the Vancouver City Council.
4. That the Committee is to be co-chaired by the representatives from RPC and Metro. They may convene the Committee quarterly, but at least once annually. All other rules shall be determined by the members themselves.
5. That staff from RPC and Metro will prepare the agenda for each meeting, will complete all other tasks necessary to ensure that Committee members are notified of the meetings and provided with necessary information, and will see that the meetings are recorded. The allocation of staff time and other resources to

specific projects to the Committee may choose to pursue will be at the discretion of the member jurisdictions.

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

Presiding Officer

9198B/353
8/8/83

ADOPTED this _____ day of _____, 1983,
by the Regional Planning Council of Clark County.

Presiding Officer

CONSIDERATION OF CONTRACTS FOR WORKERS' COMPENSATION
AND EMPLOYEE HEALTH BENEFITS

Date: August 15, 1983

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

Metro provides a fringe benefit package to permanent employees in addition to wages and salaries paid. These are listed and described briefly in Attachment "A." As an employer, Metro must provide Social Security, Workers' Compensation and unemployment benefits. The organization has elected to also provide a health plan (including medical, dental, vision and prescription coverage), life insurance, a disability plan and a retirement plan. The benefits are administered by the Finance & Administration Department under applicable federal and state laws and carrier contracts. Except as described below, all contracts are ongoing and do not require renewal. The following contracts are negotiated on an annual basis and are presented for approval.

Non-Union Health Plans

Great-West -- Metro's broker, Alexander & Alexander, invited bids on Metro's coverage. Of 25 invitations, 2 did not respond, 16 declined to bid, and 5 submitted partial package bids. Only Blue Cross and Great-West submitted complete coverage bids. These bidders provided numerous combinations for rate reductions. Only Great-West will provide the in-force plan. Substantial plan modifications and coverage reductions are required to gain significant savings.

Kaiser -- Metro also offers a health plan with this health maintenance organization. While Kaiser rates have also increased dramatically (28 percent), total costs remain much below the other carrier.

Workers' Compensation -- Metro provides Workers' Compensation coverage as required by ORS ch. 656. There are two basic approaches for determining premiums. One is to pay a set standard premium which is based on the size of payroll and risk level. This amount is fixed regardless of actual losses. The second approach is called a retrospective plan. Under this plan, the premium is determined through periodic evaluation of losses. The premium may be reduced or increased to set minimums and maximums depending on the level of risk assumed by the employer. This provides an incentive to employers to implement a safety program.

Metro received three quotes on Workers' Compensation. While the quotes were relatively similar, our positive experience with SAIF's service and personnel weighs heavily in their favor.

Budget Impact -- An analysis of the final estimated fringe benefit costs for non-union employees shows a projected fringe rate of 30.4 percent. This exceeds the current budgeted rate by 2.4 percent. Budget impact by fund is estimated as follows:

General Fund	\$19,000
Solid Waste Fund	12,000
Zoo Fund	21,500
Planning Fund	<u>13,000</u>

Total Impact \$65,500

Significant cost increases have occurred in both health plans and in the social security rate. Variables will be unemployment and Workers' Compensation charges.

EXECUTIVE OFFICER'S RECOMMENDATION

Non-union Health Plans -- The Executive Officer recommends continuation of the current coverage provided by Great-West and Kaiser. Fringe costs will be very closely monitored for rate and conformance to the budget. A thorough study of market trends, cost saving options and comparability, will be conducted and presented prior to commencing the FY 1984-85 budget process. Workers' Compensation: The Executive Officer recommends continuation with SAIF under the retro plan approach.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On August 15, 1983, the Council Coordinating Committee recommended Council approval of continuing contracts with Great West and Kaiser Health; with a further recommendation that a study be conducted prior to the 1984-85 budget process regarding market trends, cost-saving options and comparability.

The Committee also recommended Council approval of continuation of contract with SAIF for workers' compensation insurance.

METRO

Summary of Benefits for Non-Union Employees

January 1982

1. Health Coverage

Metro offers a choice of two plans: a Health Maintenance Organization (Kaiser) and a private carrier (Great-West Life). Both provide comprehensive coverage including vision and prescriptions, and premiums are fully paid by Metro for regular employees and dependents. The Great-West Life plan pays 90 percent of actual costs to the doctor or hospital of the employee's choice; the Kaiser plan is restricted to Kaiser facilities and costs the employee a flat fee of \$2.00 per visit.

2. Dental coverage

Metro's dental plan is offered through Great-West Life: there is a \$50 lifetime deductible per family member--after the deductible is fulfilled, coverage is 100 percent for routine work and 50 percent for major work. Premiums for employees and dependents are fully paid by Metro.

Employees with health coverage under Kaiser are covered by Great-West's dental plan.

3. Life Insurance, Accidental Death and Dismemberment, Long-Term Disability

Life insurance is 1 1/2 times an employee's annual salary; accidental death and dismemberment is paid at 1 1/2 times an employee's annual salary, or a fraction thereof; long-term disability pays 66 percent of an employee's salary at the time of disablement. Premiums are fully paid by Metro.

4. Optional Insurance

Optional life and cancer insurance is available for employees and spouses at reasonable rates paid by the employee through payroll deduction.

5. Retirement

Metro's retirement plan is a two-part Defined Contribution Plan to which Metro contributes an amount equal to five (5) percent of an employee's salary through Banker's Life. The vesting schedule for Metro's contribution is as follows:

After 2 years of employment:	40%
After 3 years of employment:	60%
After 4 years of employment:	80%
After 5 years of employment:	100%

The second part of the plan is a Defined Contribution Plan through Western Retirement Trust to which Metro contributes an amount equal to six (6) percent of an employee's salary on behalf of the employee. The employee is 100 percent vested in this program at all times.

6. Sick Leave, Vacation, Holidays

Sick leave accumulates at the rate of 4 hours per pay period (13 days per year).

Vacation leave is earned according to the following schedule:

Date of hire to	3 years	=	10 days
- 4 to 9 years		=	15 days
- 9+ years		=	20 days

Metro observes eight regular holidays, plus two floating holidays of the employee's choice.

7. Education Benefits

Tuition is reimbursed for courses beneficial to Metro and the employee subject to budgetary constraints.

Great West

Base Benefits

Dental

Hospital Room & Board	90%
Hospital Extras	90%
Surgical Expenses	90%
Supp. Accident	\$500
Routine Physical/Well Baby	yes ¹
Deductible	\$100 ²
Family Deductible	\$100
Co-insurance	90%
Stop-loss	\$5,000
Psychiatric Max. Ben. Out Patient	\$1,000
Maximum Benefit	\$500,000
Pre-existing Clause	30 Days
Carry over stop-loss	yes

Deductible	\$50/Lifetime
Preventative Treatment	100%
Routine Treatment	100%
Major Treatment	50%
Orthodontic	50%

Maximum Benefits

Routine/Major - Annual	\$1,000
Orthodontic - Lifetime	\$1,000

¹Once a year benefit

²Deductible waived for almost everything

STAFF REPORT

Agenda Item No. 7.1

Meeting Date August 25, 1983

CONSIDERATION OF THE MUTUAL MATERIALS INC.
URBAN GROWTH BOUNDARY (UGB) AMENDMENT CONTESTED CASE
NO. 82-1

Date: August 11, 1983

Presented by: Mark Brown

FACTUAL BACKGROUND AND ANALYSIS

Mutual Materials has petitioned Metro to add approximately six (6) acres of land to the UGB. The property is located south of Highway 212 and east of S. E. 130th adjacent to the Clackamas industrial area. On June 21, 1983, Metro's Hearings Officer held a hearing and received evidence in accord with Metro's contested case proceedings. On June 29, 1983, the applicant submitted revised proposed findings.

The Hearings Officer and staff conclude that the applicable standards of Metro Ordinance Nos. 81-105 and 82-133 have been satisfied and recommend approval of this locational adjustment.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval.

COMMITTEE CONSIDERATION AND RECOMMENDATION

Not applicable.

MB/gl
9222B/353
8/11/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

IN THE MATTER OF A PETITION OF)
MUTUAL MATERIALS, INC. FOR AN)
AMENDMENT TO THE REGIONAL URBAN) ORDER
GROWTH BOUNDARY (CONTESTED CASE)
NO. 82-1))

WHEREAS, Mutual Materials, Inc. has submitted a petition (Contested Case No. 82-1) for an amendment to the Urban Growth Boundary (UGB) to add approximately six (6) acres to the urban area; and

WHEREAS, A hearing was held on the proposed amendment before the Metro Hearings Officer on June 21, 1983; and

WHEREAS, The Hearings Officer has submitted Findings, Conclusions and Recommendations recommending approval of the proposed amendment; now therefore,

IT IS ORDERED,

1. That the Council of the Metropolitan Service District approves the petition to add approximately six (6) acres to the Portland metropolitan UGB, as shown in Exhibit "A," and staff is directed to prepare an ordinance amending the UGB accordingly.

2. That the Council accepts and adopts the Findings, Conclusions and Recommendations submitted by the Hearings Officer on Contested Case No. 82-1 and designates as the record in this case all documents submitted to the Hearings Officer.

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

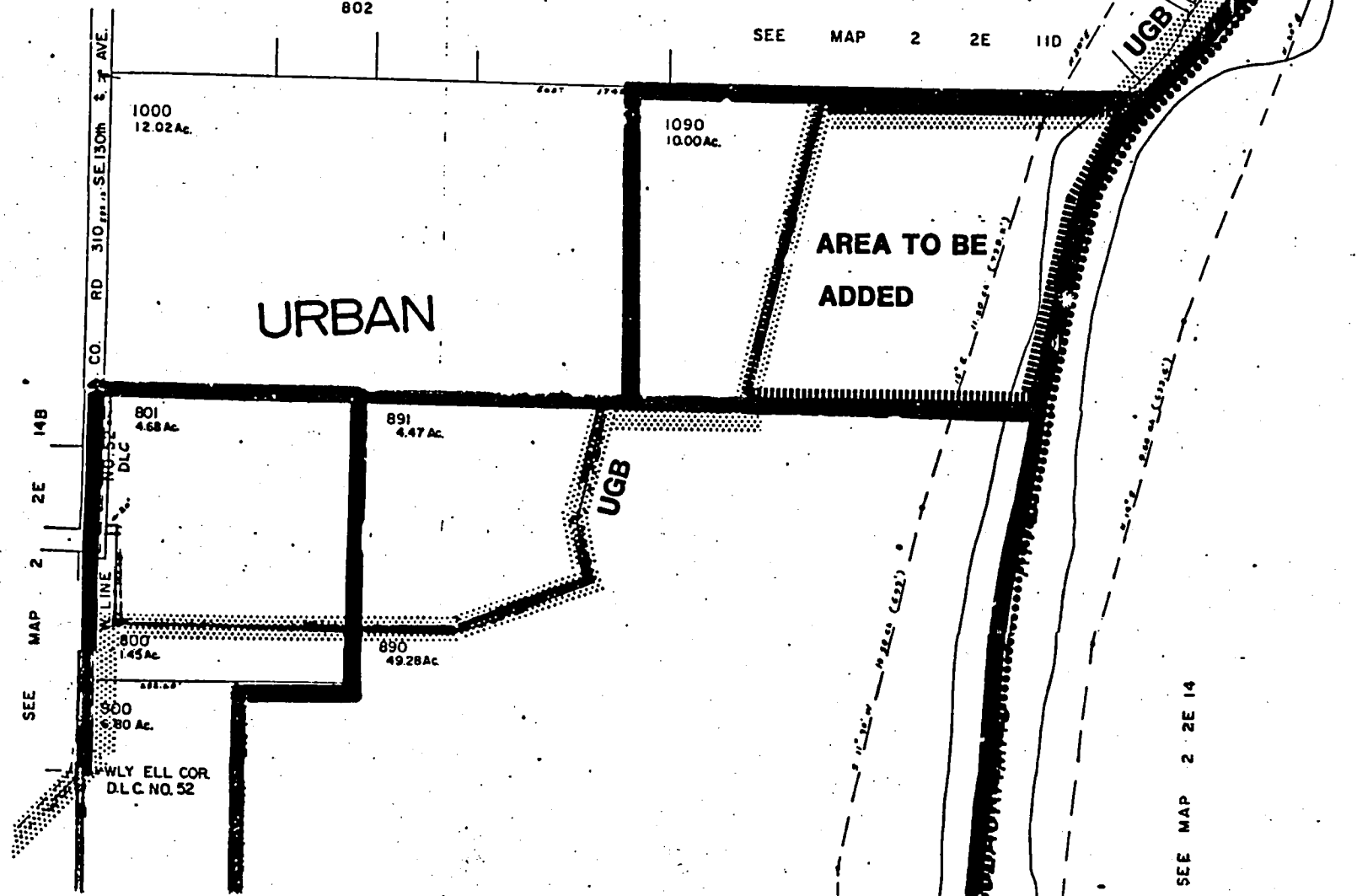
NE 1/4 SEC. 14 T.2S. R.2E. W.M.
CLACKAMAS COUNTY

1" = 200'

D.L.C.
ISAAC CAPPS NO. 52

CANCELLED NO.
100
200
300
400
500
600
700
802

SEE MAP 2 2E 110



SEE MAP 2 2E 14B

CO. RD 310 SE 130m & T AVE.

V.L. LINE

FWLY ELL COR.
D.L.C. NO. 52

1000
12.02 Ac.

1090
10.00 Ac.

801
4.68 Ac.

891
4.47 Ac.

800
1.45 Ac.

890
49.28 Ac.

URBAN

UGB

UGB

AREA TO BE
ADDED

SEE MAP 2 2E 14

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING THE METRO) ORDINANCE NO. 83-160
URBAN GROWTH BOUNDARY IN CLACKAMAS)
COUNTY FOR CONTESTED CASE NO. 82-1)

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 Recommendations in Exhibit "B" of this Ordinance which is incorporated by this reference.

Section 3. This Ordinance is a Final Order in Contested Case No. 82-1.

Section 4. Parties to Contested Case No. 82-1 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.

Presiding Officer

ATTEST:

Clerk of the Council

MB/gl
9222B/353

BEFORE THE METROPOLITAN SERVICE DISTRICT

In the Matter of a Petition)
of Mutual Materials, Inc.)
for a Locational Adjustment)
to the Portland Metropolitan)
Area Urban Growth Boundary.) FINDINGS, CONCLUSIONS
) AND RECOMMENDATIONS OF
) HEARINGS OFFICER

I

NATURE OF THE CASE

This is an application by Mutual Materials, Inc. for a locational adjustment of the Portland Metropolitan Area Urban Growth Boundary (hereinafter "UGB") to include within the UGB approximately six acres of land owned by Mr. Frank Spangler. The property to be added is located south of Highway 212, east of S. E. 130th, adjacent to the Clackamas Industrial Area and comprises the eastern portion of Tax Lot 1090 (Township 2 South R2E, Section 14A). Tax Lot 1090 is split by the existing UGB and the western portion lies within the existing urban area (see map attached as Appendix C).

This application is submitted pursuant to Metro Ordinance Nos. 81-105 and 82-133 which provide procedures for minor adjustments to the Urban Growth Boundary. On June 21, 1983, a hearing was held on the application before the undersigned hearings officer in the Metropolitan Service District Council Hearing Room. Notice of the June 21 hearing was published and mailed to adjoining property owners and all cities and counties within the Metropolitan Service District.

Following the June 21 hearing, the record was held open until June 30 for the receipt of additional written testimony. The applicant submitted revised proposed findings to the undersigned Hearings Officer on June 29, 1983.

The record in this matter consists of the tape recording of the June 21, 1983 hearing, the documents in support of the application submitted prior to and during the June 21, 1983 hearing, the Metropolitan Service District Staff Report, and the Notice and Certificates of Mailing for Contested Case No. 82-1.

II

FINDINGS OF FACT

The only persons appearing at the June 21, 1983 hearings on this matter were Mr. Frank Spangler (owner), Mr. Timothy Ramis (attorney for the applicant) and Mr. David Chase who owns the adjoining property to the north. There was no testimony in opposition to the proposed UGB adjustment. Following the close of the hearing, the applicant submitted revised proposed findings. (Attached as Appendix A.) The revised proposed findings submitted June 29 appear to be a revision of the findings adopted by the Clackamas County Board of Commissioners following their hearing on this matter on November 15, 1982. There is nothing to show that the revised findings were adopted by the Clackamas County Board of Commissioners and the first paragraph should probably have been omitted, though its inclusion does not affect the substantive validity of the findings.

Prior to the June 21, 1983 hearing, the undersigned hearings officer visited the site. Based on my observation of the site and the evidence and testimony submitted at the June 21, 1983 hearing, I believe that the revised proposed findings submitted by the applicant on June 29 fairly and accurately reflect the actual facts and I adopt those findings as my own. In addition, I found the staff report prepared by the Clackamas County Department of Environmental Services helpful in considering this matter and I adopt that report as part of my findings. The findings and the staff report are attached hereto as Appendicies A and B respectively and are hereby incorporated as part of my recommendation to the Council.

III

STANDARDS FOR APPROVAL

The legal standards applicable to this matter are contained in Metro Ordinance 81-105. Section 5 of Ordinance 81-105 requires that a local position be adopted on the petition prior to consideration by the District. Following a hearing on November 15, 1982, the Clackamas County Board of Commissioners advised the District that it supported the application and, as noted above, adopted findings to support approval. If this petition is approved, county comprehensive plan and zone changes will be required to permit the residential uses proposed by the applicant.

Metro Ordinance 81-105 Sections 8(a)(1) through (5) and (8)(d) (2) and (3) are set forth below:

- 8(a)(1) Orderly and economic provision of public facilities and services. A locational adjustment shall result in a net improvement in the efficiency of public facilities and services, including but not limited to, water, sewerage, storm drainage, transportation, fire protection and schools in the adjoining areas within the UGB; and any area to be added must be capable of being served in an orderly and economical fashion.
- 8(a)(2) Maximum efficiency of land uses. Considerations shall include existing development densities on the area included within the amendment, and whether the amendment would facilitate needed development on adjacent existing urban land.
- 8(a)(3) Environmental, energy, economic and social consequences. Any impact on regional transit corridor development must be positive and any limitations imposed by the presence of hazard or resource lands must be addressed.
- 8(a)(4) Retention of agricultural land. When a petition includes land with Class I - IV Soils that is not irrevocably committed to non-farm use, the petition shall not be approved unless the existing location of the UGB is found to have severe negative impacts on service or land-use efficiencies 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.
- 8(a)(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.

8(d)(2) For all other additions, the proposed UGB must be superior to the UGB as presently located based on a consideration of the factors in subsection (a). The minor addition must include all similarly situated contiguous land which could also be appropriately included within the UGB as an addition based on the factors in subsection (a).

8(d)(3) Additions shall not add more than 50 acres of land to the UGB and generally should not add more than 10 acres of vacant land to the UGB. Except as provided in subsection (4) of this subsection, the larger the proposed addition, the greater the differences shall be between the suitability of the proposed UGB and suitability of the existing UGB, based upon consideration of the factors in subsection (a) of this section.

A. Orderly and Economic Provision of Public Facilities and Services.

The Clackamas Water District has advised that water service must be provided from the existing main on 130th Avenue at the applicant's expense. There is adequate existing water supply capacity. Once in place, this connecting line would allow future connection with existing mains at the end of 135th Avenue which would result in a loop which would improve the system as a whole (October 14, 1982 letter from Ric Cotting).

Sewerage service would be provided, at the applicant's expense, by a new eight inch line from the property to 130th Avenue. The sewerage facilities serving this area were designed with capacity to serve this parcel. 130th Avenue and Capps Road have recently been improved and are designed to serve the Clackamas Industrial Area to the west. Both roads are adequate to provide access to the subject

parcel. Access to the parcel from 130th would be provided by the applicant. There is Tri-Met bus service available at Route 212 and 135th Street with 20 outbound and 18 inbound trips daily. Storm drainage would be directed to the adjacent Clackamas River through natural drainageways and would have no affect on adjoining storm drainage facilities. (December 17, 1982 letter from Walt Tschudy; November 18, 1982 letter from Tim Ramis.)

Fire protection service is provided to the property by the Clackamas Fire Protection District. There is no indication that the proposal will require added fire protection facilities. (November 15, 1982 letter from Conrad Christiansen.) The North Clackamas School District 12 responded that the school enrollment in this area has been declining and there is adequate school space to accommodate residential development of the property. (November 18, 1982 letter from David F. Church.)

On balance, I conclude that the impact of the development that would be permitted by this adjustment on adjoining public facilities and services will be slight and will be positive. There will be improvement to the water system by allowing future construction of a loop between 130th and 135th. This is the only impact of any significance. There is also a slight improvement to the sewerage system and the schools in that development of this site will result in use of presently under utilized facilities.

B. Maximum Efficiency of Land Uses.

The property is presently undeveloped. This application is based in large part on the applicant's contention that the parcel is isolated topographically from the adjoining parcels to the north, west and south and by the Clackamas River on the east. Development for agricultural uses in connection with the parcel to the south is impractical due to a lack of feasible access by farm equipment from the south (see discussion below and Appendix A pp. 1-3). The findings attached as Appendix A contain a lengthy discussion of the need for additional urban land to provide for housing in the Clackamas County subregion. While "need" is not a direct consideration for approval under Ordinances 81-105 and 82-133, the need to provide proximate housing for large employment centers such as the Clackamas Industrial Area does relate to efficiency of land uses.

To the extent that residential development of this parcel will provide housing adjacent to a significant employment center, it will facilitate development on adjoining urban lands. The topography of the parcel will mitigate or eliminate any land use conflicts that might be expected from residential use of the property. For the reasons stated in the findings, residential use of the property is likely to result in fewer land use conflicts than would attempts to use the property for agricultural purposes.

C. Environmental, Energy, Economic and Social Consequences.

This application will require subsequent planning, zoning and development approvals from Clackamas County prior to residential development of the property. The existing physical constraints posed by the ravine along the north and west, the slopes to the south and the steep drop off to the Clackamas River to the east are all capable of being properly addressed by Clackamas County. These constraints are not unique and should be readily resolvable by application of local site planning and development regulations. The environmental consequences of development of this property should be minimal.

The energy, economic and social consequences will be generally positive. The desirability, from a land use perspective, of constructing housing in proximity to employment centers has been discussed above. Such proximity is likely to generate positive energy, economic and social consequences. The impact on regional transit corridor development will be insignificant.

D. Retention of Agricultural Land; Compatibility of Proposed Urban Uses with Nearby Agricultural Activities.

The subject property contains Classes II - IV Soils and is currently planned and zoned for agricultural use. The uncontroverted evidence submitted at the June 21 hearing was that this property is not farmed and has not

been farmed in the past. Fifty to sixty year old trees are located on the property. While property to the south is used for agricultural purposes, the subject parcel is located at a higher elevation and the elevation differential makes access to the portion of the site with agricultural quality soils impractical.

My view of the site suggests that the difficulty of negotiating the slope to the south with agricultural equipment is probably somewhat overstated by the applicant. However, the difference in elevation clearly presents severe access difficulties and there is only a portion of the subject six acres parcel with agricultural quality soils. Based on these two facts, while the issue is a close one, I believe that the applicant has demonstrated that the parcel is irrevocably committed to nonfarm use. The Council should note that Ordinance 81-105 Section 2(i) contains a definition of the term "irrevocably committed to nonfarm use". I read that definition as one that is descriptive rather than limiting. Thus, while the Clackamas County plan has been acknowledged, and a Goal 3 exception was not taken on this parcel and acknowledged by LCDC, I do not believe the definition in Ordinance 81-105 was intended to preclude the applicant from now showing that it is not possible to preserve the parcel for farm use.

The question of compatibility of the proposed urban uses with adjoining agricultural uses to the east and

south is also a close one. The uses are effectively separated by the Clackamas River from the agricultural uses to the east. The agricultural lands to the south are separated by the difference in elevation described above. This elevation differential will not completely isolate the proposed uses from the adjoining agricultural uses. It does, however, provide a sufficient buffer to largely prevent any adverse impacts due to incompatibility of uses. The justification for the amendment described above (taken as a whole) clearly outweighs the potential adverse impacts of any incompatibility.

E. Improvement of the UGB and Inclusion of Similarly Situated Contiguous Land.

My view of the property and the evidence submitted at the hearing strongly suggest that this property would be included within the UGB if the boundary being established today. There is no reason why the property should be left in its natural state and its use for agricultural purposes is restricted by its small size and the slopes, ravines and natural barriers that separate it from adjoining parcels. Inclusion of the property within the UGB would allow its development for urban uses in conjunction with the adjoining urban uses to the west and north. The property is presently surrounded on one side by the Clackamas River, on 2 sides by urban land and on the south by agricultural land from which it is topographically isolated. The proposed adjustment to the UGB to follow the natural boundaries formed by the Clackamas River and the sloping southern property line will result in a superior UGB.


The property to the south is dissimilar from the subject property since it is not separated from adjoining agricultural lands by an elevation differential. The property to the south is currently being farmed and presumably will continue to be farmed unless a major UGB amendment can be justified based on need for additional urban land.

IV

CONCLUSIONS AND RECOMMENDATIONS

Based on all of the above, I conclude that the applicable legal standards are satisfied by the proposed locational adjustment. I recommend that the UGB be adjusted to include the eastern portion of Tax Lot 1090 that is now located outside the UGB.

DATED this 15th day of July, 1983.



Michael A. Holstun
Hearings Officer

ALLIED EQUITIES LOCATIONAL ADJUSTMENT:
PROPOSED FINDINGS REGARDING
MSD LOCATIONAL ADJUSTMENTS ORDINANCE

In addition to the specific factual findings in the staff report, the Board of Commissioners adopts the following findings as a basis for urging the Metropolitan Service District to amend the Urban Growth Boundary as proposed in this application. We find that, under the criteria of Metro's Locational Adjustments Ordinance, all of this property should be included within the UGB rather than splitting a single ownership into urban and nonurban land.

1. Orderly and Economic Provision of Public Facilities and Services.

The proposed locational adjustment will bring the boundaries of the UGB into alignment with the existing boundaries of the Clackamas Water District and Clackamas County Service District No. 1 which provides sewer service. In its current configuration, the map of the various district boundaries shows that the entirety of the 10-acre Tax Lot 1090 is within the service districts, but that only four acres of it is within the UGB. In fact, the service district boundaries follow the property lines of Tax Lot 1090 on the east and south. The UGB should correspond to these boundaries.

The letters from the various service providers which are in the record indicate that the property can be efficiently serviced. The testimony has also indicated that no improvements will be necessary in order to accommodate storm water runoff.

The proposed locational adjustment will result in a net improvement in the efficiency of public facilities and services, particularly delivery of water. Provision of a line through the

property will allow the Clackamas Water District to create a loop system in this area, thus increasing the efficiency of the overall system. By extending a main to the east portion of Tax Lot 1090, it will be possible to connect two mains at the end of 135th Avenue. It is the opinion of the District that this connection will improve service for the whole area.

The inclusion of the property as urban land will also contribute to the orderly and economic provision of sewer service because the system and lines in this area are sized in anticipation of servicing the parcel.

2. Maximum Efficiency of Land Uses.

The current boundary leaves the subject parcel as an isolated piece of land cut off from agricultural land to the south by topography and bounded on the west by industrial use, on the north by residential land, and on the east by a steep 60-foot embankment at the edge of the Clackamas River. With its current resource designation, it is isolated and has no apparent use.

Inclusion of the land within the UGB will relate it topographically to the residential land on the north side. The property is a bench which is at a much higher level than the agricultural land to the south. It is separated from that land by a series of benches and, therefore, the current designation is an inefficient use of land because it is physically impossible to manage the property as a farming unit in conjunction with agricultural land to the south.

The proposed use of the property for residential development will improve the efficiency of land uses because it will reduce potential conflict between resource uses of the property and

residential and industrial activities on the surrounding properties. The residential land to the north would create obvious conflicts in attempting to obtain commercial productivity on an isolated 6-acre parcel of resource land. The impacts of trespass and vandalism, coupled with the incompatibility of spraying and residential use would create conflicts in violation of Goals 14 and 3. Goal 14 calls for an orderly transition between rural and urban use. The guidelines to Goal 3 call for buffering or transitional areas of open space between urban development and active agricultural use. These requirements are not met by the present configuration of the UGB. They would, however, be accomplished by the proposed amendment of the boundary because the difference in elevation between the subject property and the agricultural land to the south would provide the required buffer.

The limited access to the property creates another inherent conflict in using the land for agricultural activities. The parcel cannot be directly reached from the land to the south, which is currently in agricultural use, because of the steepness of the terrain. Farm vehicles and equipment would have to be brought to the property via 135th. This street is currently experiencing great increases in traffic flow because of the rapid development of surrounding industrial lands. It is also impacted by traffic going to and from the residential areas to the north. Transport of slow-moving agricultural vehicles would pose an increasing danger to traffic safety in this area.

The testimony establishes that the proposal will facilitate needed development on adjacent existing urban land in two ways. First, the development of the property will permit looping of

the water system in the area as indicated in the letter from Ric Cushing. The increase in efficiency of the overall water system for the area will be a benefit for the development of all surrounding urban lands.

Second, this land will provide needed developable housing land within close proximity to a rapidly developing industrial center. Clackamas County's need for residential land is discussed in more detail elsewhere in these findings; however, it is important to note here that housing will be needed in close proximity to new job sources. Within the last few years, approximately 1,000 new jobs have been created in the immediate vicinity of the subject parcel. Industrially zoned but undeveloped land in the area is experiencing rapid urbanization. The location of medium density housing in the area will clearly facilitate continued development on nearby industrial lands.

The amendment, therefore, maximizes the efficiency of land uses and better carries out the requirements of Goals 3 and 14 than the present boundary. This conclusion is confirmed by the undisputed testimony of Mr. Spangler and Mr. Chase. They agree that, due to the topography, elevation, uses in the area and the traffic system, the subject parcel relates more logically to the residential lands to the north rather than to the agricultural lands to the south or the industrial lands to the west.

3. Environmental, Energy, Economic and Social Consequences.

Development of this property will not have any adverse environmental, energy, economic or social consequences. The property is amply served by the fire and school districts. Impact on regional transit corridor development will be diminimous.

Resource lands are buffered from the subject property by a difference in elevation and by the Clackamas River and, therefore, will not be affected.

The most important long-term implication of amendments such as this one is the impact on the workability of the UGB in Clackamas County. It has long been recognized by various planning agencies that Clackamas County has the least amount of urbanizable land of any of the three counties in the metropolitan area. Clackamas County has a reasonable concern that the result of the tight boundary in Clackamas County will be a diversion of development to other areas of the region. A policy of growth diversion from Clackamas County to Washington County was considered and rejected by Metro because of the risk of a Goal 10 violation. Clackamas County is concerned that, while an active policy of growth diversion was rejected, this unwise policy could still spring into effect through nonaction on Clackamas County's UGB. If other jurisdictions have ample urbanizable land and Clackamas County is left in short supply, the price of housing in the county may be forced upward and the goal of providing affordable housing for Clackamas County residents may be jeopardized.

The concern over this issue has a long history. The Regional Urban Growth Boundary, adopted by CRAG in November, 1978 and by Metro in November, 1979, was designed to delineate the area in which urban growth would occur over the next 20 years. LCDC acknowledged Metro's UGB. The acknowledged boundary has been the subject of a legal challenge by those who maintain that it is too large to satisfy the goals. There is also an attempt being made to challenge the boundary as being too restrictive, particularly in Clackamas County.

In April of 1980, Metro approved an amendment to the UGB in the Clackamas County area, stating that "Metro has long recognized the need for a boundary adjustment in Clackamas County." The findings for this amendment described its history and noted that the existing boundary did not provide for sufficient urban land in the county. The findings also cite Resolution No. 79-1581, adopted by the Clackamas County Board of Commissioners on August 20, 1979, which expresses support for the Regional UGB, based upon the condition that the boundary for Clackamas County would be reevaluated in response to a proposed amendment. The Metro staff memorandums on the subject of UGB amendments continue to acknowledge the problem of the availability of urban land in Clackamas County. For example, the July 3, 1980 memorandum from the Executive Officer to the Regional Planning Committee states:

"Because proportionately more vacant urban [land] is located in Washington County than in Clackamas or Multnomah Counties, the possibility of land shortages in geographic sub-markets is a real one--particularly Clackamas County... ."

During acknowledgment hearings on the UGB, LCDC heard testimony from a number of homebuilders and other interested parties on the need for more urban land in Clackamas County. The Commission directed Metro to give early attention to amendment requests for the county. This was yet another aspect of the continuing recognition of potential land shortages in Clackamas County.

As a potential solution to this problem, the Metro staff has suggested at some points that consideration should be given to the possibility of diverting Clackamas County growth into Washington County. This approach has not met with favorable

reaction. Informally, LCDC staff has indicated that it may not be prudent to attempt to shift growth to an area which may not immediately be able to accommodate it, given the status of its land use and facilities planning. In April of 1980, the Metro Council rejected this approach more specifically in its findings in support of a UGB amendment in Clackamas County. Metro found that, in order to force growth in this direction, it would need to place such stringent controls on Clackamas County that the cost of housing in that jurisdiction would rise dramatically, thus risking violation of Goal 10. The Council also found that the more likely result of such restrictions would be an increase in development on rural lands rather than diversion to Washington County. More specifically, Metro found:

"The alternative to amending the Boundary in Clackamas County would be to attempt to divert projected growth to areas of Washington County where there may be sufficient land to accommodate some or all of Clackamas County's 'spill-over.'

"The housing market in the Metro region is composed of a number of geographic and other types of sub-markets. The population projected to reside in Clackamas County can be defined as individuals seeking housing in the Clackamas County sub-market. If, as projected, the demand in this sub-market exceeds the supply of housing, then housing prices can be expected to rise. A diversion of growth to other areas of the region could be accomplished only by increases in the cost of housing in this sub-market beyond perceived benefits of residing in that sub-area of the region.

"The case of Seaman v. Durham, drawing on the extensive body of literature in the field, established the principle that, while no government can ensure that sufficient low cost housing will be provided to meet identified needs, the requirements of Goal #10 (Housing) are best met when alternative courses of action are evaluated for their potential impacts on housing costs and the alternative with the least impact on housing costs is selected, provided that alternative is consistent with other goals and stated local objectives.

"Clackamas County, which will create a shortage of land sufficient to raise housing costs to the point that sub-market demand will be diverted elsewhere, is not the least cost alternative. This alternative should, therefore, be preferred, only if necessary for Goal #14 compliance, or to achieve other regional objectives. In this case, which involves final resolution of the UGB, rather than a major new change Metro does not believe that such a course of action is necessary.

"There is insufficient information on the operation of the various sub-markets in the region to provide any assurance that growth would be effectively diverted to the urban areas of Washington County. Available data on past growth trends suggests that the diversion of growth to the rural areas of Clackamas County may be a more likely outcome. During the years 1976 to 1979, the proportion of building permits issued outside the Urban Growth Boundary has been substantially higher in Clackamas County than in either Washington or Multnomah Counties. An average of about 22 percent of all building permits in Clackamas County were issued outside the UGB during this period, while the average for the other two counties has been about three percent. This data suggests that rural lots in Clackamas County may be a more attractive alternative to the Clackamas County urban housing market than urban lots in Washington County. A tight boundary in Clackamas County that promotes an increase in urban land prices could make rural lands still more competitive, as the price of an urban lot would approach more closely the price of five, ten and even twenty-acre lots in close proximity to the urban area.

"Clackamas County has already taken steps to dramatically limit opportunities for rural growth. It is impossible to entirely shut down the potential for growth in rural areas, however, no matter how restrictive the zoning. There are approximately 500,000 acres of rural land in Clackamas County. Approximately 200,000 of these are located in the area described as RUPA II, which includes much, but far from all of the land closest to the urban area. In the RUPA II area, there are approximately 5,000 acres of land which, due to soil classification alone, are not subject to the protection of Goals #3 (Agricultural Lands) or #4 (Forest Lands). Additional lands have been identified by the County as unavailable for farm or forest use due to commitment to rural development. In these areas, average parcel sizes generally range from one to five acres in size. Some of these lands will always be available as an alternative for those wishing to reside in Clackamas County who cannot find a homesite at a comparable price in the urban area.

"While it is impossible to be certain that maintaining a tight Boundary in the County will indeed exacerbate rural growth trends, or that expanding the Boundary to accommodate identified needs will mitigate them, the risks of the former course of action relative to promoting a type of 'rural sprawl,' which is antithetical to the intent of Goal #14, should be taken only if the potential benefits of the latter course of action were outweighed by more severe costs relative to goal compliance in other areas.

"The greatest potential cost would be if expansion of the Boundary in Clackamas County were to in some way promote urban sprawl in either Washington or Clackamas County. The three counties, Metro and LCDC have all committed, however, to take such action as necessary to ensure that strong policies governing the conversion of urbanizable land to urban use are adopted and enforced throughout the region. Clackamas County has already adopted policy establishing a 10-acre minimum lot size for all future urban land and policies controlling its conversion. Metro is now in the process of adopting its own ordinance to provide for comparable regulations in Washington County. These regulations should be adequate to ensure that land in both counties is converted in a timely fashion, and with the efficient provision of services.

"Metro finds, therefore, that maintaining a tight Boundary in Clackamas County in order to attempt to divert growth to Washington County is not necessary to control urban sprawl, and that an expansion of the Boundary in Clackamas County to accommodate projected population growth would have the least impact on housing costs and the best chance of controlling rural sprawl outside the UGB."

Based upon these findings, Metro adopted the UGB amendment which resulted in the boundary that exists today. In adopting the findings, Metro also affirmed a policy that boundary amendments are to be considered under the Goal 14 policies and that schemes for diverting development to Washington County are not a solution to land shortages which are found in Clackamas County.

Clackamas County remains concerned that its limited amount of urban land will result in a de facto diversion of development. We, therefore, urge Metro to respond favorably to our request for this UGB amendment. The economic and social consequences of unfairly limiting the amount of available urban land in Clackamas

County could be disastrous to the County's residents.

4. Retention of Agricultural Land

The subject property is irrevocably committed to nonresource use because of its size, isolation and the impact of residential development. As previously described, the property cannot be managed as a single farming unit with the property to the south because of the differences in elevation. Its small size prevents its use as a productive unit standing on its own. Proximity to urban uses creates specific negative impacts such as frequent trespass and vandalism. The adjoining industrial development also has negative impacts because it encourages a great deal of nearby activity which results in trespass.

The testimony further indicates that it is not possible to put farm equipment on the subject parcel except by obtaining an access easement to 130th and constructing a road and bridge. The estimated cost to accomplish this is \$75,000, thus precluding any economic use of the approximately four acres of land that would theoretically be available for farming. As previously noted, the only access to this property by farm equipment would be over a heavily traveled residential/industrial street. This clear conflict, with its resulting negative impact on traffic safety, further precludes use of the land for agricultural or forestry purposes.

Testimony also established that the land has not been used in the past for farming. Presumably, the topographic constraints that isolate this property today also precluded its use in the past.

The proposed amendment would not result in the loss of

agricultural land because the subject parcel cannot be used for that purpose. However, the topographic features along the southern edge of the property create a transition area which buffers the agricultural uses to the south. Those uses will not, therefore, be affected.

5. Compatibility of Proposed Urban Uses with Nearby Agricultural Activities.

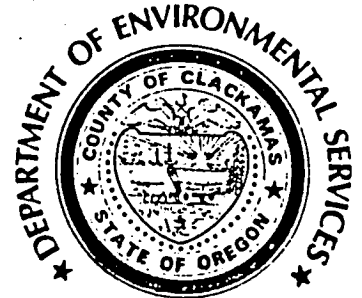
The proposed residential use is compatible with nearby agricultural activities to the east because it is buffered from those uses by the Clackamas River. This forms a natural boundary which is the appropriate delimitation of the UGB. The result of the proposed amendment will be to separate urban from resource lands by means of a natural boundary, rather than an arbitrary division that splits a tax lot in half. The agricultural lands to the south will not be affected due to the difference in elevation.

6. Inclusion of All Similarly Situated Contiguous Land

The evidence in the record establishes that there is no similarly situated contiguous land to be included simultaneously with this proposal. The property is uniquely located with urban lands on two sides and the river on the third. The agricultural land to the south is distinguishable for all the reasons discussed above. This property is also unique in the fact that it is the only piece of land within the Clackamas County Service District which is not inside the current Metropolitan Urban Growth Boundary. The contiguous land to the south is distinguishable on this basis as well as for the other reasons noted herein.

CONCLUSION

Based upon the above factors, the proposed Urban Growth Boundary is superior to the Urban Growth Boundary as presently located. We, therefore, urge Metro to adopt the proposed amendment.



REPORT DATE: November 10, 1982
HEARING DATE: November 15, 1982

JOHN C. MCINTYRE THOMAS J. VANDERZANDEN
Director Project Development Director
WINSTON W. KURTH DAVID R. SEIGNEUR
Deputy Director Development Agency Director
BENJAMIN R. RAINBOLT
Administrative Services Director

PROJECT AND POLICY DEVELOPMENT DIVISION
STAFF REPORT
TO THE BOARD OF COMMISSIONERS

FACTS

GENERAL INFORMATION

Applicant: Mutual Materials, Inc., 16800 S.E. 130th Clackamas 97015

Proposal: Recommendation to Metro for locational adjustment to the Regional Urban Growth Boundary.

Location: East of S.E. 130th Ave. approximately 500 feet north of Capps Road in the Clackamas area.

Legal Description: T2S, R2E, Section 14A, a portion of Tax Lot 1090, W.M.

SITE DESCRIPTION

The ten acre lot lies west of and adjacent to the Clackamas River. The Regional Urban Growth Boundary (UGB) roughly bisects the property from northeast to southwest (See Exhibit 1). The UGB aligns with a ravine 25 - 30 feet in depth. The eastern portion (that portion of the lot for which the locational adjustment recommendation is requested) is approximately 5 acres, vacant pasture area with scattered patches of Big Leaf Maple, Oregon Oak, Douglas Fir and Western Hemlock. This portion of Tax Lot 1090 is elevated above adjacent land 25 to 30 feet. The eastern edge of the lot is a vertical bank approximately 60 feet in height dropping to the Clackamas River.

The ravine on the western edge of the area of request continues north then turns east. It then cuts across the north side to the Clackamas River. In essence, the area of request is an isolated bench of 0 to 2 percent slope separated from adjacent areas by the Clackamas River on the east and a 25 - 30 foot ravine on the west and north. The lot slopes gently south and continues off site to a bluff located approximately 175 feet south of the requested area.

APPENDIX B - 1



There are no identified natural hazards on the bench area. Slopes do occur on the edge of the ravine on the west side and north sides of the area. Identified floodplain is limited to the 60 foot bank of the east side of the property (see Exhibit 3).

The portion of the lot requested for inclusion in the UGB is planned agriculture and zoned EFU-20. The area was annexed to Clackamas County Service District No. 19/18/80 per Annexation Order No. 1639, however, currently is not served. The area requested for locational adjustment is planned and zoned agricultural and is in a sanitary sewer service district.

Soils on the parcel are Briedwell gravelly loam, Briedwell extremely stony loam, Quatama loam and Terrace Escarpments, Classes II, IV, II and VI respectively (see Exhibit 4).

AREA DESCRIPTION

The area can be roughly divided into two terraces; the level of the Clackamas Industrial/Hwy. 212 area and the Clackamas River Floodplain Terrace.

Northwest of the site in the Clackamas Industrial area, industrial uses are mixed with warehousing (storage) and industrial manufacturing. Shadowbrook Mobile Home Park lies to the northeast. Empire Block Company lies immediately west. The Clackamas River is the eastern boundary. Agricultural land lies south. Row crop (intensive) agricultural is confined to the Clackamas River Floodplain on the lower terrace. The area immediately north of the site is largely vacant. One single family home is situated on the southeast corner of S.W. 135th Avenue.

The area is rapidly developing. New industrial development in the area is anticipated as a result of imminent completion of the South Clackamas Area Local Improvement District project. Additional infrastructure investments are expected as a result of the proposed Clackamas Industrial Service District.

Planned/zoned land uses are Industrial/I-2 to the west and north, medium density residential/MR-1 to the north and northeast and Agricultural/EFU-20 to the east and south.

APPLICABLE COMPREHENSIVE PLAN POLICIES

Policy 1.0 page 48 was amended in April 1981 to state, "Recognize the statutory role of MSD" (Metro)" in maintenance of and amendments to the Regional Urban Growth Boundary."

Policy 2.0, page 48 states, "The following area may be designated as Urban:

- b. Land needed for increased housing, employment opportunities and livability from both a regional and subregional view.
- c. Land to which public facilities and services can be provided in an orderly and economic way.

- e. Land which is best suited for urban uses based on consideration of the environmental, energy, economic and social consequences.
- f. Agricultural land only after considering retention of agricultural land as defined, with Class I having the highest priority for retention and Class VI the lowest priority.
- g. Land needed after considering compatibility of proposed urban uses with nearby agricultural activities.

Policy 3.3 page 171 states, "All proposed Comprehensive Plan amendments are to be considered at advertised public hearings before the Planning Commission, in accordance with state law and county requirements."

METRO LOCATIONAL ADJUSTMENT CRITERIA

Standards for petition approval Section 5, 6, and 8 of Metro Ordinance 81-105 are contained in Exhibit 5. A locational adjustment is defined as an addition or deletion of 50 acres or less and consistent with Section 8 of Ordinance 81-105.

Section 5 of the ordinance requires a written action by the governing body prior to consideration of a locational adjustment petition by Metro. The written action must recommend 1) Metro approve, 2) Metro deny or 3) Expresses no opinion on the petition.

Standards for petition approval (Section 8) are

- 1) Orderly and economic provision of public facilities and services,
- 2) Maximum efficiency of land uses,
- 3) Environmental, energy, economic and social consequences,
- 4) Retention of agricultural land, and
- 5) Compatibility of proposed urban uses with nearby agricultural activities.

PROCEDURAL SEQUENCE

The procedural sequence would be action by Metro: If approved, action by the Planning Commission and Board of Commissioners would be necessary to possibly amend the UGB, Comprehensive Plan and Zoning district.

Metro must approve or deny the petition consistent with their adopted criteria. One of the submittal requirements is an approval, denial or no opinion on the petition from the Board of Commissioners.

Since this request is quasi-judicial, pursuant to HB 2225 and OAR 660-18-005, forty-five day notice must be provided. Since the application was submitted in late October and a Metro review of November 4, 1982 requires an action by the local government within 14 days, a quasi-judicial decision could not be legally rendered within that time frame. In addition, a decision from the governing

body at this time may prejudice a possible future quasi-judicial decision necessary at the county level.

CONCLUSIONS

The eastern portion of the tax lot 1090 is proposed for inclusion in the Regional Urban Growth Boundary as a locational adjustment.

The lot is within the boundaries of Clackamas County Service District No. 1, a sanitary sewer service district.

The eastern portion of the lot is adjacent to the UGB, is approximately five acres, is planned and zoned Agricultural and the ownership is bisected by the UGB.

A quasi-judicial decision (approval or denial) prior to the 14 day time frame necessitated by Metro Ordinance 81-105 would violate state and county law and may jeopardize a future quasi-judicial county decision.

An approval, denial or no opinion is necessary within 14 days to meet Metro submittal requirements.

The eastern portion of the lot is isolated from adjacent lands topographically. This is unique as it is the only known lot within a sanitary sewer service district outside the Urban Growth Boundary which is topographically isolated.

STAFF RECOMMENDATION

1. Based on the materials submitted the Board of Commissioners recommends there is sufficient merit for Metro to conduct a hearing to determine consistency of the application with their locational adjustment standards.

GC:elk
3/5-8

LIST OF EXHIBITS

1. Assessors lot line map with UGB regional.
2. Aerial Photograph
3. Montgomery Engineering Preliminary Floodplain map
4. Soils maps and OR-1 sheets.
5. Section 5, 6, and 8, Metro Ordinance 81-105.
6. Metro letter of November 4, 1982
7. Metro application

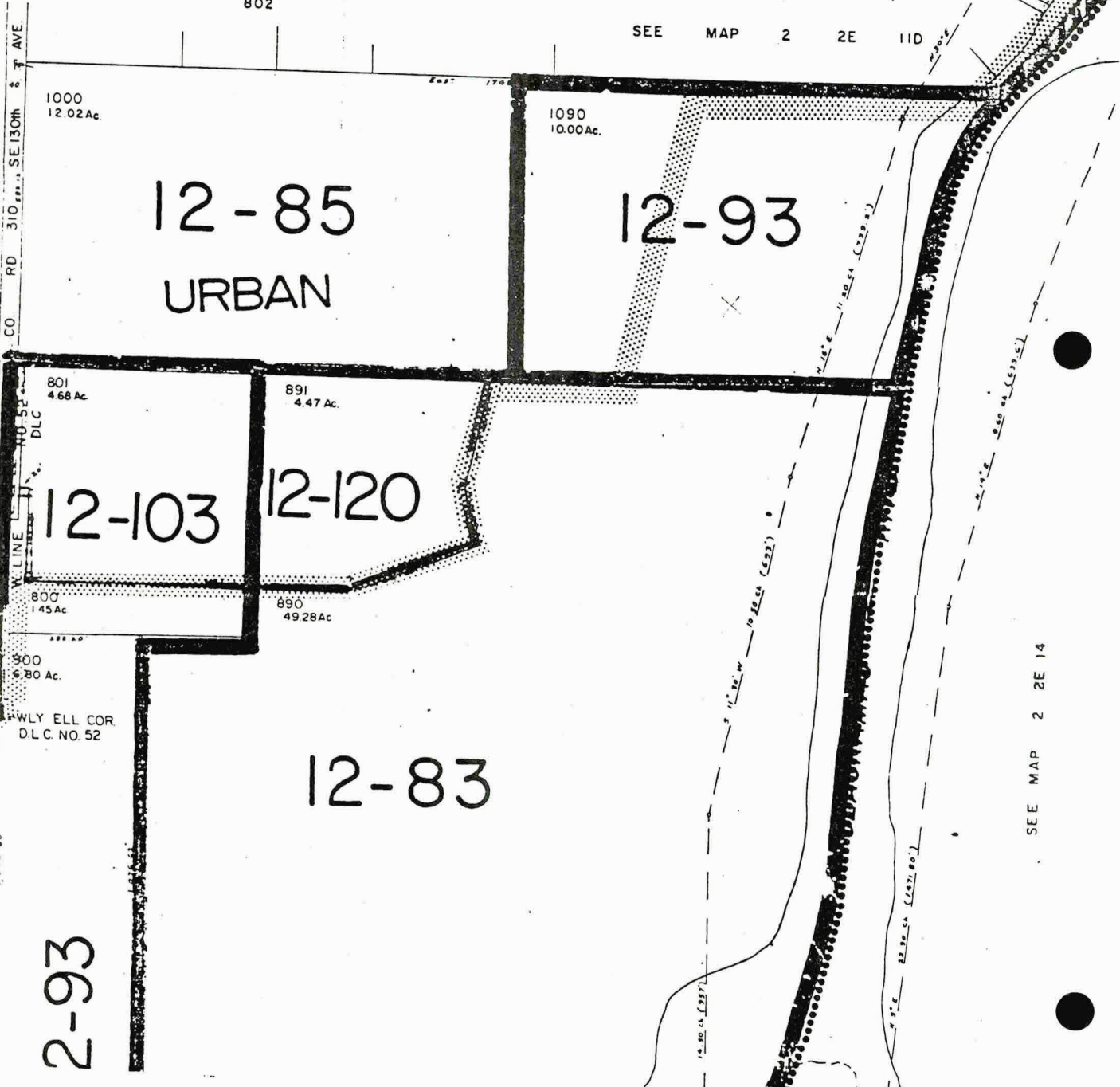
NE 1/4 SEC. 14 T.2S. R.2E. W.M.
CLACKAMAS COUNTY

1" = 200'

D.L.C.
ISAAC CAPPS NO. 52

CANCELLED NO.
100
200
300
400
500
600
700
802

SEE MAP 2 2E 11D



2-93

SEE MAP 2 2E 14

CONSIDERATION OF RESOLUTION NO. 83-423 FOR
THE PURPOSE OF SELECTING THE PREFERRED ALTERNATIVE
FOR THE WESTSIDE CORRIDOR, ALLOCATING THE WESTSIDE
(e) (4) RESERVE AND ALLOCATING THE WESTSIDE SECTION 3
RESERVE

Date: July 27, 1983

Presented by: Steve Siegel

FACTUAL BACKGROUND AND ANALYSIS

In 1979, Metro adopted a Resolution specifying the Westside Corridor as the second (after the Banfield) priority corridor for a potential transitway investment. It later reconfirmed this priority by adopting the Regional Transportation Plan (RTP). In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor. \$47.5 million (federal share) in Urban Mass Transportation Administration (UMTA) Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds were made available, through a series of regional decisions, to fund a combined highway-transit project on the Westside.

In March 1982, the Draft Environmental Impact Statement (DEIS) for the Westside Corridor project was completed. The DEIS studied five alternatives: No Build, Bus Service Expansion, Sunset Busway, Sunset LRT and Multnomah LRT. The analysis pointed to Sunset LRT as the best long-term transportation solution on the Westside. Furthermore, it pointed to the need to phase into light rail in stages, beginning with the implementation of bus-related improvements using the existing Section 3 Letter of Intent funds.

The analysis also concluded that there is a need to improve the Westside Corridor Highway System and there are a number of highway improvements funded as part of the proposed resolution.

To date there have been over 150 public meetings on the Westside Corridor Project. In May 1982, public hearings were held on the DEIS and support was expressed for a major transit expansion which would include a Sunset LRT between Portland and Washington County. In June 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased implementation of the Sunset LRT, including the related highway projects; and in January 1983, the Project Steering Group, which consists of policy-makers from all the affected governmental units, approved the release of the Preferred Alternative Report which made recommendations included in

the attached Resolution. Since then, all the directly affected governmental units (Portland, Beaverton, Hillsboro, Washington County, Multnomah County, Tri-Met and ODOT) have adopted supporting resolutions.

By adopting Resolution No. 83-423, Council takes the following actions:

1. Selects Sunset LRT as the preferred alternative for Preliminary Engineering and Final Environmental Impact Statement (FEIS) preparation;
2. Amends the RTP to eliminate options not selected and adds a description of the phasing (bus to rail) strategy;
3. Allocates approximately \$47.5 million (federal) of Section 3 Letter of Intent funds to Westside transit projects which are to be implemented as part of the phased approach;
4. Allocates about \$18 million (federal) of Westside (e)(4) Reserve funds to Westside highway projects; and
5. Describes the general organizational responsibilities for the next phase of Sunset LRT study and authorizes funds for the study.

JPACT has reviewed this project and recommends approval of the resolution as amended by the Regional Development Committee.

EXECUTIVE OFFICER'S RECOMMENDATION

Approve the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee recommended approval of the resolution with the following amendment to Resolve #1: after the word "concerns" add the language "capital and operating financing feasibility."

SS/gl
9065B/353
8/15/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING THE)	RESOLUTION NO. 83-423
PREFERRED ALTERNATIVE FOR THE)	
WESTSIDE CORRIDOR, ALLOCATING THE)	Introduced by the Joint
WESTSIDE (e)(4) RESERVE AND)	Policy Advisory Committee
ALLOCATING THE WESTSIDE SECTION 3)	on Transportation
RESERVE)	

WHEREAS, In 1979 Metro adopted Resolution No. 79-65 specifying the Westside Corridor as the second (after Banfield) priority corridor meriting consideration of a transitway investment and later re-confirmed this priority by the adoption of the Regional Transportation Plan (RTP); and

WHEREAS, In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor; and

WHEREAS, A series of regional decisions have made approximately \$47.5 million (federal share) in the Urban Mass Transportation Administration Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds available as of December 31, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, A Draft Environmental Impact Statement (DEIS) was completed in March 1982 which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient option to operate;
6. The Sunset LRT has several important long-term operating advantages over the other alternatives;
7. Implementation of the Sunset LRT alternative enhances economic development prospects;

8. The Sunset LRT enhances environmental quality, compared to the other alternatives;

9. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs;

10. The risks involved with uncertain funding and growth can be managed by phasing the project;

11. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

12. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented;

13. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway system; and

WHEREAS, In May 1982 public hearings were held on the Westside Corridor Project DEIS and support was expressed for a major transit expansion which included a Sunset light rail transitway between Portland and Washington County; and

WHEREAS, In June 1982 the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, In January 1983 the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution; and

WHEREAS, The recommendations included in this resolution have been approved by the Councils or Boards of all the governmental units which comprise the Westside Corridor Project; now, therefore,

BE IT RESOLVED,

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. That the Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A" and that the Preliminary Engineering and Final Environmental Impact Statement will address the environmental concerns, capital and operating financing feasibility and design sub-options raised during the public hearing processes of the local jurisdictions.

2. That approval of the Sunset LRT is for preparation of the Final Environmental Impact Statement and related work. Before any construction or non-hardship right-of-way acquisition can occur, the participating agencies will review:

a. The Final Environmental Impact Statement.

- b. A Sunset LRT Conceptual Design which addresses the environmental concerns and design sub-options raised during local jurisdiction public hearings.
- c. A detailed funding and phasing plan which includes commitments from appropriate federal and other agencies to provide new funds for the Sunset LRT.
- d. A one-year assessment of actual Banfield LRT operations.

3. That a Project Management Committee with representatives from affected local jurisdictions and regional agencies be formed to direct Phase III (PE and FEIS) work; and that,

- a. Tri-Met will lead an effort to complete PE and FEIS.
- b. Metro and Tri-Met will lead an effort to prepare a Sunset LRT funding package for regional review and approval.
- c. The Project Management Committee should review the use of advanced right-of-way acquisition for hardship purposes and recommend an action to the governing bodies of the participating agencies.

4. That the Westside Citizens' Advisory Group will continue to review technical work and provide for public review.

5. That implementation of the light rail project will be phased, based on demand and funding availability, beginning with the implementation of the bus capital facilities shown in Attachment "B"; that the Westside Section 3 Letter of Intent Reserve be allocated to these projects and that the RTP and TIP be amended accordingly.

6. That as part of the Sunset LRT alternative, improvements will be made to the Westside highway system including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

7. That during the Westside study process other highway projects, in addition to those specified above (#3), have been identified as being needed and that the Westside (e)(4) Reserve be allocated to projects in accordance with Attachment "C" and that the RTP and TIP be amended accordingly.

8. That the RTP be amended to eliminate LRT alignments along Stephens' Gulch, Multnomah Boulevard and the Oregon Electric Right-of-Way and to preserve an LRT branch line in the Macadam Corridor for future consideration.

9. That the RTP is amended to include the following Westside Corridor Project policies:

- Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.
- The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased connections to Beaverton.
- Transit service will be phased with development in the developing areas.
- Transit service will be implemented in accordance with the availability of transit revenues.
- The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.
- Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

10. That the prior commitment to the Westside as the next priority for light rail development after the Banfield, and the funding of the I-505 alternative projects as the first priority use of freeway transfer funds is reaffirmed.

11. That the Metro Council finds the project additions to the TIP to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

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

Presiding Officer

SS/gl
7520B/327
8/1/83

ATTACHMENT A

Downtown Portland

Option Selected:

- 18th/Columbia/5th/6th

Options Rejected:

- 12th/Columbia/5th/6th
- 12th/Columbia/4th/5th
- 12th/Montgomery/4th/5th
- 12th/Montgomery/5th/6th
- 18th/Columbia/4th/5th

Downtown Portland to Beaverton

Option Selected:

- Jefferson Street LRT subject to re-examination of trackway alignment and grades.

Options Rejected:

- Montgomery Street tunnel
- Walker Road station

Options Needing Further Study:

- Northside tunnels

Central Beaverton

Options Selected:

- Baker Transit Center site
- S-3 (south entry)
- 114th LRT station
- Hall Boulevard LRT station

Options Rejected:

- Hall/Watson Transit Center site
- Beaverton-Hillsdale/Lombard Transit Center site
- S1/S2 (north and south entries)
- S-3 (north entry)

West of Beaverton

Option Selected:

- Terminate at 185th Street

ATTACHMENT B

Westside Corridor Section 3 Letter of Intent Projects¹

	<u>Total Project Cost</u>
Westside Garage (II and III)	\$ 7,674,633
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	906,600
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	1,194,002
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency ²	9,292,564
	<u>TOTAL</u>
	\$59,367,799
	 FEDERAL
	\$47,494,239 ²

¹ Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects. Costs are in June 1982 dollars.

² Contingency and escalation account include former Section 3 inflation reserve rollback.

ATTACHMENT C

Westside (e)(4) Reserve Allocation

Westside¹
(e)(4) Reserve Funds

CATEGORY I

Preliminary Engineering/FEIS for Sunset LRT	\$ 500,000
Ramp Metering on Sunset Highway	770,000

CATEGORY II

TV Highway : 21st - Oak	1,800,000
Murray Boulevard : BN RR to Sunset Highway	3,130,174
Scholls Ferry Road/Hall Boulevard Int.	400,000
Hall Boulevard ² : Allen to Greenway	1,200,000
185th Avenue : TV Highway to Rock Creek Boulevard	9,004,547
Sylvan/Skyline Improvements ² : Vicinity of Sunset Hwy.	<u>1,800,000</u>
	\$18,604,721

BACK-UP PROJECTS (for consideration with Cost Underruns)

Brookwood : TV Highway to Cornell Road
Scholls Ferry Road : Fanno Creek to Murray Boulevard

- ¹ Annual adjustments may be recommended by the TIP Subcommittee to JPACT and the Metro Council.
- ² By adoption of this resolution, the RTP is hereby amended to include these projects.
- ³ This allocation is based on the assumption that the Sunset Climbing Lane project will be accepted by the OTC as a Federal Aid Primary project.



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

MEMORANDUM

Date: August 16, 1983
To: Metro Council
From: Jennifer Sims, Mgr., Budget & Admin. Svcs.
Regarding: Sublease of Office Space

As reported to the Council Coordinating Committee on Monday, August 15, we are concluding negotiations on a sublease of our office space at 527 S. W. Hall. A private company, Columbia Research Center (CRC) is interested in about 3,150 square feet in the southwest corner of the building (Transportation Department area). As of this date, the following terms and conditions have been negotiated:

Rate: CRC will pay \$7.46/sq. ft. base rent plus \$.54/sq. ft. operating costs and about \$.90/sq. ft. taxes. Metro now pays \$9.50/sq. ft. for rent and operations. Taxes are waived.

Rent CRC's move-in date will be mid-October.
Abatement: They have requested four months' rent abatement.

Entry: CRC will enter through the back stairs.

Broker Metro will pay a five percent of total
Fees: base rent broker fee to Bishop Hawk.

Tenant CRC will bear the cost of improve-
Improvements: ments to their area and will erect a wall separating their space from Metro.

Duration: The lease will terminate June 30, 1986.

This item will be brought to the Council for action on Thursday, August 25.

JS:gpw