



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

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

Date: SEPTEMBER 29, 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.

7:55 6. CONSENT AGENDA

6.1 Minutes of the meetings of May 5, May 26, June 23, and August 25, 1983.

6.2 Consideration of Resolution No. 83-430, for the purpose of adopting the FY 1984 to Post-1987 Transportation Improvement Program and the FY 1984 Annual Element.

Williamson/  
Cotugno

7. ORDINANCES

8:00 7.1 Consideration of Ordinance No. 83-163, relating to Solid Waste Disposal Charges and User Fees; amending Metro Code Sections 5.02.020, 5.02.025 and 5.02.050; and declaring an emergency. (First Reading)

Hansen/  
Stuhr

9:00 7.2 Consideration of Ordinance No. 83-162, amending the Urban Growth Boundary (UGB) in Clackamas County for Contested Case No. 81-2. (First Reading)

Kafoury/  
Brown

9:20 7.3 Consideration of Ordinance No. 83-161, for the purpose of updating the Adopted Metropolitan Service District Regional Transportation Plan. (First Reading)

Williamson/  
Cotugno

COUNCIL AGENDA  
September 29, 1983  
Page Two

Approx.  
Time

Presented By

8. RESOLUTIONS

9:40        8.1 An Order and Resolution of Intent, No. 83-428, to  
             approve a petition by Corner Terrace Partnership  
             for a locational adjustment to the Urban Growth  
             Boundary (UGB) upon compliance with conditions.

Kafoury/  
Brown

9. REPORTS

10:00       9.1 Future Funding -- Zoo Projections

Gustafson/  
Carlson

10:30    10. Committee Reports.

10:35    ADJOURN



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

## MEMORANDUM

Date: September 28, 1983

To:

From: Dan F. Durig

Regarding: Outline for Disposal Rates

1. Background on Rates
  - a. Uniform rate/customer class
  - b. R.T.C./convenience charge
2. What is the most efficient and reasonable flow that should go to CTRC?
  - a. System efficiency/cost (map)
  - b. Funding of CTRC w/RTC
  - c. Pledges to Oregon City
3. Should financial load be put on RTC or convenience charge?
  - a. Would an increase in the CTRC convenience charge divert flow?
  - b. How much does "extra" waste cost to put through CTRC?
  - c. Review impact of shifting financial burden between RTC and convenience charge.
4. If not convenience charge, then what method to divert flow from CTRC?
  - a. Flow control - what about RTC
  - b. Close doors (time and customer class)
  - c. Marketplace - sliding convenience charge.

ST. JOHNS LANDFILL  
PROJECTED SOLID WASTE QUANTITIES

<u>1984</u>	<u>Commercial Tons</u>	<u>Transfer Tons from CTRC</u>	<u>Public Tons</u>	<u>Total Tons</u>
January	23,870	16,940	1,520	42,330
February	23,430	16,630	1,500	41,560
March	26,360	18,700	1,680	46,740
April	25,430	18,050	1,620	45,100
May	25,760	18,280	1,640	45,680
June	26,410	18,740	1,690	46,840
July	27,420	19,450	1,750	48,620
August	26,250	18,640	1,680	46,570
September	26,530	18,840	1,690	47,060
October	25,320	17,970	1,620	44,910
November	23,270	16,520	1,490	41,280
December	<u>25,140</u>	<u>17,840</u>	<u>1,600</u>	<u>44,580</u>
Total Tons	305,190	216,600	19,480	541,270
Total Trips	61,340		54,290	



# RATE COMPARISON

From 1984 Rate Study

For Solid Waste Transfer And Disposal

August, 1983

Proposed Rates XXX  
Current Rates (xxx)

	<u>Base Rate</u>	<u>User Fee</u>	<u>Regional Transfer Charge</u>	<u>Convenience Charge</u>	<u>Total Rate</u>
<u>St. Johns Landfill</u>					
Commercial	\$ 9.64 ( 10.33)	\$1.68 ( 1.68)	\$2.00 ( 1.47)	-	\$13.32 ( 13.48)
Public:					
Cars (2 cu yds)	4.62 ( 3.36)	0.54 ( 0.54)	1.34 ( 1.60)	-	6.50 ( .5.50)
Trucks, etc. (2-½ cu yds)	5.37 ( 4.11)	0.54 ( 0.54)	1.34 ( 1.60)	-	7.25 ( 6.25)
Extra Yards	2.31 ( 1.68)	0.27 ( 0.27)	0.67 ( 0.80)	-	3.25 ( 2.75)

## CTRC

Commercial	9.64 (10.33)	1.68 ( 1.68)	2.00 ( 1.47)	2.25 (1.49)	15.57 (14.97)
Public:					
Cars	4.62 ( 4.86)	0.54 ( 0.54)	1.34 ( 1.60)	0.75 (0.50)	7.25 ( 7.50)
Trucks, etc.	5.37 ( 5.61)	0.54 ( 0.54)	1.34 ( 1.60)	0.75 (0.50)	8.00 ( 8.25)
Extra Yards	2.31 ( 2.43)	0.27 ( 0.27)	0.67 ( 0.80)	0.35 (0.25)	3.60 ( 3.75)

## Other Sites

Commercial	1.68 ( 1.68)	2.00 ( 1.47)	3.68 ( 3.15)
Public	0.54 ( 0.54)	1.34 ( 1.60)	1.88 ( 2.14)

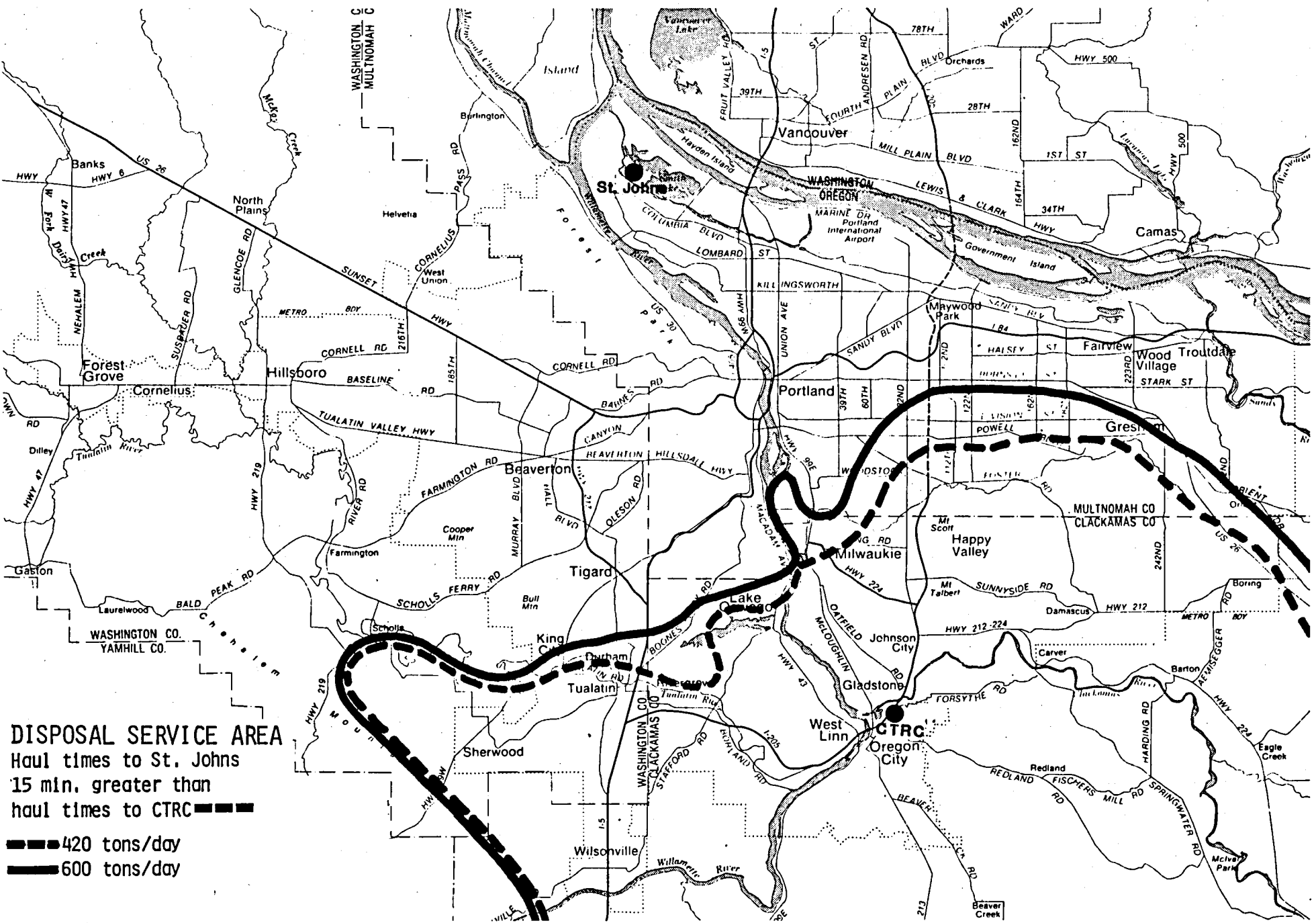
Commercial rates are per ton  
Public rates are per trip

Ed Stuhr  
9/28/83

### HAUL COST ANALYSIS

A TYPICAL COLLECTORS COST	\$60/HOUR \$1/MIN.
AVERAGE COMMERCIAL LOAD	5 TONS
COST TO TRANSFER WASTE FROM CTRC	\$8.00/TON
TRANSFER COST FOR AVERAGE COMMERCIAL LOAD	\$40.00
TIME SAVINGS NEEDED TO JUSTIFY CTRC USE	40 MINUTES
TIME SAVINGS AT CTRC VS. ST. JOHNS (ON-SITE)	10 MINUTES
TRAVEL TIME SAVING FOR BREAKEVEN	30 MINUTES/ROUND TRIP OR 15 MINUTES/EACH WAY

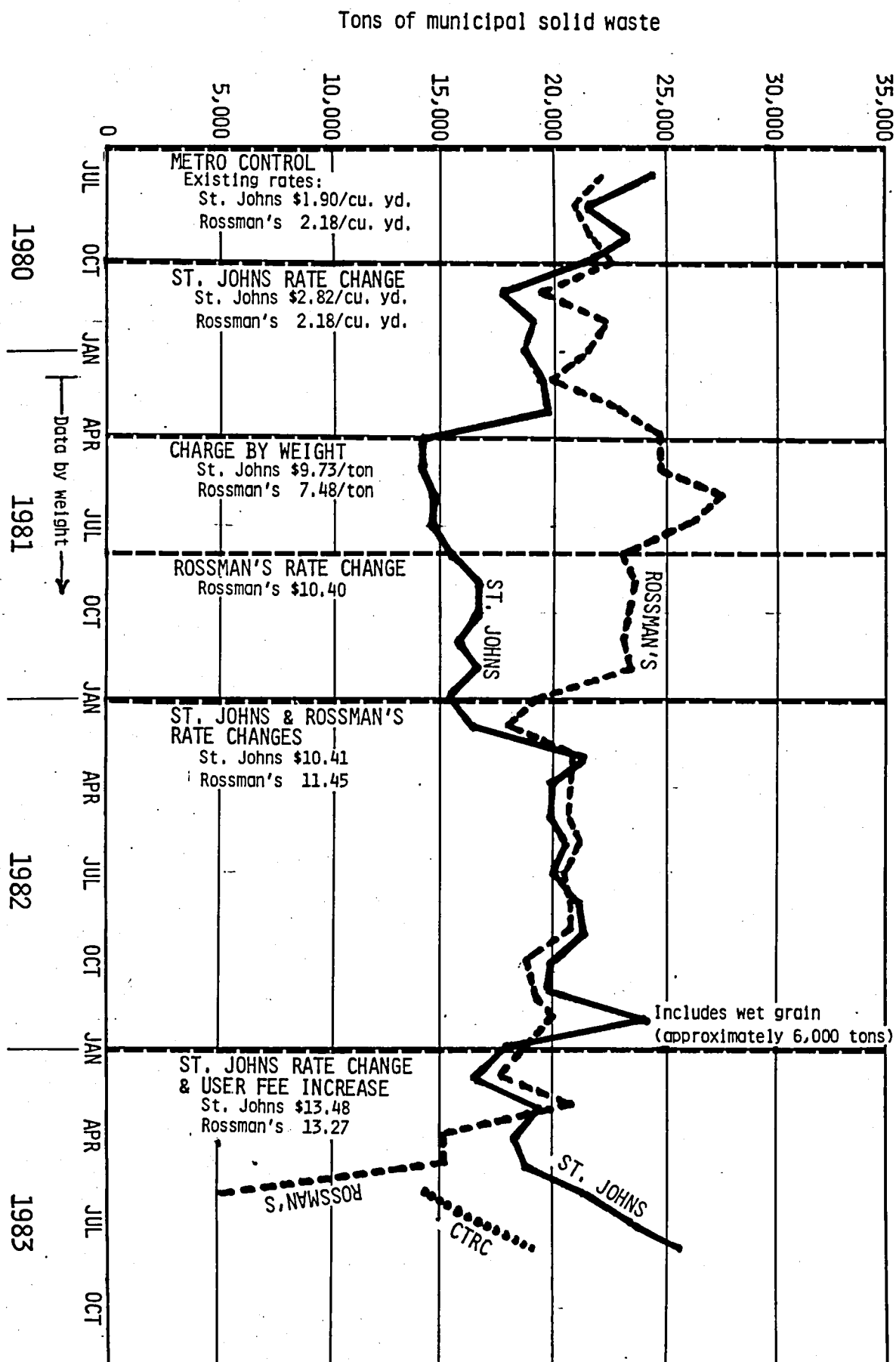
9/28/83 .



DISPOSAL SERVICE AREA  
 Haul times to St. Johns  
 15 min. greater than  
 haul times to CTRC

420 tons/day  
 600 tons/day

# HISTORY OF COMMERCIALLY HAULED SOLID WASTE St. Johns and Rossman's Landfills



# CTRC COST BEHAVIOR AT DIFFERING VOLUMES OF WASTE FLOW

(NO REGIONAL FLOW CHANGE)

CTRC FLOW	COMMERCIAL CTRC EXPENSE	<u>RTC</u> CONVENIENCE CHARGE AT \$2.25	<u>RTC</u> CONVENIENCE CHARGE HELD AT 1983 LEVEL (\$1.49)	<u>CONVENIENCE CHARGE</u> RTC HELD AT 1983 LEVEL (\$1.47)
800 TONS/DAY	\$2,200,560	\$2.50	\$2.80	\$4.88
750	2,074,150	2.37	2.65	4.72
700	1,945,340	2.24	2.49	4.53
650	1,818,200	2.10	2.34	4.30
600	1,707,480	2.00	2.21	4.12
550	1,614,500	1.92	2.11	4.02

## ASSUMPTIONS:

- VARIATION IS ALL COMMERCIAL
- IF INCREASED FLOW AT CTRC COMES FROM ST. JOHNS, THERE IS NO EFFECT ON BASE RATE.
- IF INCREASED FLOW AT CTRC COMES FROM ANOTHER FACILITY IN THE REGION, THE BASE DISPOSAL RATE WILL BE DECREASED BY ABOUT \$.10/TON FOR EACH 50 TPD INCREASE.
- PUBLIC RATES ARE NOT RECALCULATED

*Passed out at meeting*

RECEIVED BY

SEP 29 1983

PASSO

September 28, 1983

Joe Cancilla - President  
PASSO

Dear Joe:

For what it's worth -- spoke to Angus Mc Phee  
at the OSSI convention regarding problems Metro  
is having with landfills.

He says that they have never had a landfill engineer  
look for a site -- they have always asked for the  
public to submit sites; so of course, those who want  
to lease or sell property get in line.

Anyway, he says that what they should do is contract  
with a reputable landfill engineer and there are  
several -- for instance --

Emcon - San Jose, California

SCS - Long Beach, California

Schweinsgein (sp) - Silver Springs, Maryland

Angus Mc Phee - Newberg, Oregon

These people will look for sites that are geographically  
suitable for landfill sites and only select those that  
are.

Seems it would save a lot of time and, in the long run,  
money, to do it that way.

For what it's worth.....



The Findlings  
Garbage George, Inc.

LAW OFFICES

SCHWENN, BRADLEY, BATCHELOR,  
BRISBEE AND STOCKTON

W. C. SCHWENN  
CARRELL F. BRADLEY  
DEMAR L. BATCHELOR  
LARRY A. BRISBEE  
WILLIAM H. STOCKTON

SEP 27 1983

P. O. BOX 567  
139 NE LINCOLN  
HILLSBORO, OREGON 97123  
TELEPHONE (503) 648-6677  
TAX I.D. #93-0517776

September 27, 1983

Mr. Mark Brown  
Regional Planner  
Metropolitan Service District  
527 S. W. Hall Street  
Portland, Oregon 97201

Re: Corner Terrace UGB Amendment  
Case No. 81-9

Dear Mr. Brown:

We represent the applicant in the above proceeding and wish to submit the following response to Mr. Stacey's letter dated September 7, 1983, regarding the Proposed Findings to be considered by the Council on September 29, 1983.

Mr. Stacey contends that certain findings and conclusions in the Proposed Findings are not supported by evidence in the record. For example:

- (1) He refers to page 11 of the Findings and contends that the Metro Staff and Washington County testified that the roadways (185th and West Union Road) form a more recognizable UGB than the drainage ridge line. In fact, at page 5 of its December 2, 1982, "Staff Analysis" prepared by Joseph Cortright, the Staff stated on the issue:

"In general, it is more efficient for the boundary to utilize natural features, especially where they encompass drainage basins. The ridge line, a portion of the proposed boundary is such a line. \* \* \* A ridge line on the north and a north-south line on the west \* \* \* does achieve service efficiencies and promotes urbanization of all four quadrants of the 185th/West Union interesection." (Rec. 138)

Mr. Mark Brown  
September 27, 1983  
Page Two

Additionally, the Washington County Board of Commissioners recommended approval of the boundary adjustment by Minute Order No. 82-558 entered October 19, 1982 (Rec. Ex. No. R-35).

- (2) A reference is made to pages 11 and 12 of the Proposed Findings to support a contention that a Proposed Finding indicating "that there are only three or four major intersections of two arterials within the UGB" is fallacious because "there are, of course, hundreds of such intersections." A careful examination of the record by Mr. Stacey would have demonstrated that Mr. Benkendorf testified in 1981 that there are only three or four major intersections of two arterials along the boundary of the UGB. In a word, the cassette tape (which is part of the record) reporting Mr. Benkendorf's testimony was apparently not examined by Mr. Stacey. When he examined the written record only and found no such testimony, he then offers an erroneous conclusion.
- (3) A reference to page 15 is made to contend there is no evidence to support a Proposed Finding that "the remaining 83 1/2 acre farm site is of a generally uniform character and is similar in size to several existing farms in the vicinity." In fact, the record contains Tax Assessor's Maps, USGS Topographical Maps and other topographical information which demonstrates the uniform character and similarity of the remaining 83 1/2 acre farm site. Again, it appears that the writer examined only the written record and not the exhibits which are a part of the record.
- (4) A reference is made to page 16 of the Proposed Findings to contend that there is no evidence in the record to support a statement that "service to all surrounding properties was assumed as a given when existing facilities and services were installed." In fact, Mr. Batchelor testified before the Development Committee and the Metro Council and submitted written Exceptions to the Hearings Officer's Opinion in December, 1982, indicating that the Board of Commissioners of the Wolf Creek Highway Water District consciously calculated a service area which would be served by installation of a 16 inch water line in the area of the subject property. The calculated service area was determined to facilitate reimbursement of the cost of construction of the line by Portland Community College.



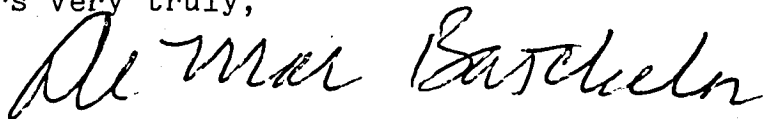
SCHWENN, BRADLEY, BATCHELOR AND BRISBEE

Mr. Mark Brown  
September 27, 1983  
Page Two

- (5) A reference is made to page 17 of the Proposed Findings to contend that there is no evidence that "the cost of services in the adjacent urban area is greater" if Corner Terrace remains outside the UGB. In fact, Mr. Batchelor testified before the Development Committee and Council (as evidenced by the cassette tapes) and filed written Exceptions in December of 1982 indicating that the cost of services would be greater in that the failure to include the subject property within the UGB would preclude a contribution from the subject property to the cost of providing public facilities and services in the immediate service areas which deprivation would impose higher costs upon properties within the UGB and the defined service areas for such facilities.

We ask that the above response be included in the record before the Council in its consideration of Proposed Findings.

Yours very truly,



DLB:eis

cc: Mr. Steve Berrey  
Mr. Al Benkendorf



# WASHINGTON COUNTY

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

SEP 14 1983

## BOARD OF COMMISSIONERS

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

PLANNING DEPARTMENT  
(503) 648-8761

September 13, 1983

Mark Brown, Regional Planner  
Metropolitan Service District  
527 SW Hall Street  
Portland, OR 97201

RE: CORNER TERRACE URBAN GROWTH BOUNDARY AMENDMENT

You have requested comments concerning the September 12th meeting of the Metro Regional Development Committee concerning the application of the Corner Terrace Partnership to adjust the Urban Growth Boundary in Washington County through a trade.

The Planning Department is on record of not opposing the addition of the Corner Terrace property into the UGB provided that a trade occurred.

Attached for your review is a letter dated September 20, 1982, to the representatives of the Corner Terrace property outlining the Planning Department's position.

If you have any questions concerning the Department's position or if you require any additional information, please let me know. I can be reached at 648-8761.

A handwritten signature in cursive script, reading "John Rosenberger".  
John Rosenberger  
Land Development Manager

JD

c: Richard A. Daniels, Planning Director  
Brent Curtis, Planning Manager

Attachment



# WASHINGTON COUNTY

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

## BOARD OF COMMISSIONERS

VIRGINIA DAGG, Chairman  
LYELL GARDNER, Vice Chairman  
JIM FISHER  
BONNIE L. HAYS  
LUCILLE WARREN

PLANNING DEPARTMENT  
(503) 648-8761

September 20, 1982

DeMar Batchelor  
139 NE Lincoln  
Hillsboro, OR 97123

Al Benkendorf  
Benkendorf and Associates  
620 SW 5th Avenue  
Portland, OR 97204

Dear Messrs. Batchelor and Benkendorf:

This letter is in response to your request of September 17, 1982, for comments from the Planning Department concerning trades in the Urban Growth Boundary for property located at the northwest quadrant of 185th and West Union Road, known as the Corner Terrace Property, and property located south of Tualatin-Sherwood Road, east of SW 120th Avenue, known as the Sharp property.

It is our understanding that you are proposing to have both of these properties included within the Urban Growth Boundary by trading property located in the north-eastern portion of Washington County that is currently included within the Urban Growth Boundary. Both the Corner Terrace property and the Sharp property came before the Planning Commission and the Board of County Commissioners approximately one year ago for comments. At that time, both properties were proposed as additions to the Urban Growth Boundary, and a trade was not being considered at that time. The Planning Commission and Board's action on Corner Terrace was to recommend not including that property within the Urban Growth Boundary. No comments were made on the Sharp property. The no comment on the Sharp property was based on the fact that the City of Tualatin had not commented on the proposal. At the time the City of Tualatin was going through the acknowledgement process at LCDC and felt that it would complicate their acknowledgement process if they were to comment on this particular proposal. Since then the City of Tualatin has taken the position they would not oppose the trade to have the Sharp property being included in the Boundary, and ultimately within the City limits of Tualatin.

Based on the information we received on September 17, 1982, the Corner Terrace property is proposed for residential use if included within the Boundary and the Sharp property is proposed for industrial use.

The Corner Terrace property: As we discussed on September 17th the land which you are proposing to exclude from the Boundary, by way of a trade for the Corner Terrace property, is now under some discussion by the County and the CPO to have the entire Bethany/Springville Road area removed from the Urban Growth Boundary.

At this time we do not know if such a removal will occur. If the Bethany-Springville Road area were to be excluded from the Urban Growth Boundary, the Corner Terrace adjustment to the Urban Growth Boundary would be an addition and therefore identical to the previous request made a year ago. If that is the case, then the Planning Department would oppose the addition of Corner Terrace within the Urban Growth Boundary. Additionally, if land on the east side of SW 185th and north of West Union Road were removed from the Boundary, the Corner Terrace property would be an illogical extension of the Urban Growth Boundary.

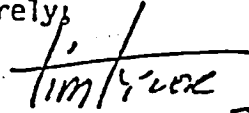
However, if the Springville Road area is not removed from the Urban Growth Boundary and a trade can be made with property that is currently within the Boundary, then the Planning Department would not oppose such a trade taking place. We base that position on the following facts:

1. Sewer service to the Corner Terrace property is in close proximity as opposed to the site being proposed to be traded.
2. The Corner Terrace property is adjacent to an eighteen inch Wolf Creek District water line and the property proposed to be traded is outside of any water district.
3. The Corner Terrace property is adjacent to two arterial roads, West Union and NW 185th Avenue.
4. The property proposed to be taken out has no direct public access today.
5. The Corner Terrace property is immediately adjacent to existing urban development, that is, the Rock Creek area.
6. The property proposed to be taken out of the Boundary is primarily rural residential and agricultural.
7. The Corner Terrace property is more easily served by Police, Fire and Transit service than the property proposed for trade.

The Sharp property: Again, like with the Corner Terrace property, if a trade can be accomplished for land that is now within the Urban Growth Boundary and the City of Tualatin is willing to provide future urban services to the area, the Planning Department would not oppose this area being included within the Boundary. We have spoken with the Planning Department of the City of Tualatin, and they have indicated their willingness to provide services to the land at such time as it is included within the Boundary and annexed to the City. However, if the land being proposed for trade is included in the Springville Road area, and that property is taken out of the Urban Growth Boundary, then the Sharp property would be an addition to the Boundary, and the Planning Department could not support the addition.

I hope that the above information is sufficient for your needs at Metro concerning the trades in the Urban Growth Boundary. If the Planning Department can be of any further assistance to you on this matter, please let us know.

Sincerely,



Richard A. Daniels *For*  
Planning Director

RAD:JER/emc

SEP 7 1983

400 Dekum Building  
519 SW Third Avenue  
Portland, OR 97204  
(503) 223-4396

September 7, 1983

Mark Brown, Regional Planner  
Metropolitan Service District  
527 SW Hall Street  
Portland, OR 97201

RE: Corner Terrace UGB Amendment, Case No. 81-9

Dear Mr. Brown:

I have reviewed the proposed findings submitted by the applicants in the above-named matter. On behalf of Michael McPherson and Gary Sundquist, appellants, I offer the following exceptions to the proposed findings.

Generally, our exceptions remain the same as those expressed in our December 1, 1982 letter to the Metro Council: that this application fails to comply with the requirements of Metro Ordinance No. 81-105 in section 8(a), paragraphs (4) and (5). The applicant has failed to show, and the proposed findings fail to demonstrate, that the existing location of the UGB has "severe negative impacts on service or land use efficiency in the adjacent urban area," §8(a)(4), or that the inclusion of the Corner Terrace parcel would have benefits that "clearly outweigh the adverse impact" of development in proximity to agricultural lands, §8(a)(5). Our December 1, 1982 letter is attached.

The following findings and conclusions in the applicant's proposed findings are not supported by evidence in the record:

- ° Page 11: The assertion that Metro and LCDC have "determined . . . that it is more efficient for the UGB to utilize natural features." In fact, Metro staff and Washington County both testified in this proceeding that 185th and West Union form a more recognizable UGB than the ridge line.
- ° Pages 11 and 12: The assertion that "there are only three or four major intersections of two arterials within the UGB." There are, of course, hundreds of such intersections.

- Pages 12, 16 and 17: "To leave one quadrant vacant and unused at such an intersection is inefficient, results in poor urban form and creates conflicts between incompatible land use types." There is no evidence to support this conclusion. The wording is lifted verbatim from a letter submitted by the applicant, which likewise contained no documentation to support the assertion. See Record pp. 18-19.
- Page 15: "No evidence was provided which supports the claim that the remaining 83-1/2 acres [owned by Corner Terrace outside the UGB] cannot and will not remain a viable farm unit." On the contrary, both opponents and Metro staff testified that some of the best land would be taken from the farm unit, diminishing the productive capability of the remainder; and that farming on the remainder would be impaired by interference from development of the portion added to the UGB.
- Page 15: "The remaining 83-1/2 acre farm site is of a generally uniform character and is similar in size to several existing farms in the vicinity." No evidence supports this statement.
- Page 16: "Service to all surrounding properties was assumed as a given when existing facilities and services were installed." As Metro staff has previously noted (Rec, p. 80), there is no evidence in the record to support this statement.
- Pages 16-17: The assertion that failure to develop all four corners of the intersection "will result in severe impacts on the scope and scale of use and development of the remaining quadrants," citing the applicant's planning consultant, Mr. Benkendorf. Mr. Benkendorf did not say that. See Record, pp. 18-19.
- Page 17: There is no evidence that "the cost of services in the adjacent urban area is greater" if Corner Terrace remains outside the UGB, or that such cost differentials, if any, are "severe."
- Page 18: The assertion that the ridge line "will provide a buffer between urban and agricultural use." The record does not support this assertion. It shows that this ridge line crosses through a single farm operation that is conducted across the "ridge line."

Mark Brown  
September 7, 1983  
Page Three

Finally, the findings document's conclusion that subsection (a)(4) of section 8 is met by the applicant (pp. 17-18) is not supported by the findings. The applicant contends that because existing sewer and water lines near the site have enough capacity to serve this parcel, it would constitute a "severe negative impact" on land uses inside the existing UGB to deny this UGB amendment. This conclusion does not follow logically from those facts, as Metro's staff and hearings officer have already twice concluded in this case. See Record, pp. 72-73, 80.

This recommendation resulting from LUBA's remand provides Metro with a second chance to implement the requirements of Ordinance No. 81-105, and to preserve 30 acres of prime farm land and the integrity of the regional UGB. We strongly urge denial of the request for locational adjustment.

Very truly yours,



Robert E. Stacey, Jr.  
Attorney for Appellants  
McPherson and Sundquist

RES:yc  
enc.

cc: DeMar Bachelor  
Michael McPherson  
Gary Sundquist  
Howard Clyman



400 Dekum Building  
519 SW Third Avenue  
Portland, Oregon 97204  
December 1, 1982

Councilor Cindy Banzer  
Presiding Officer  
Metropolitan Service District  
Council  
527 SW Hall Street  
Portland, Oregon 97201

Re: Case No. 81-9, Corner Terrace UGB Amendment

Dear Councilor Banzer:

I represent Michael McPherson, 18225 NW Springville Road, Portland, 97229 and Gary Sundquist, Route 2, Box 453, Portland, 97231. Both Mr. McPherson and Mr. Sundquist participated in the proceedings of the Council's Metropolitan Development Committee resulting in its recommendation for approval of the petition to add the "Corner Terrace" property to the regional urban growth boundary. Both my clients reside outside the UGB in the vicinity of the proposed change. Mr. McPherson's home is within plain view of the Corner Terrace property. Mr. McPherson and Mr. Sundquist oppose inclusion of this parcel of prime agricultural land within the UGB. This letter contains their exceptions to the Development Committee's report.

The petitioner in this case, Corner Terrace, proposes to add to the UGB 30 acres owned by it at the northwest corner of West Union Road and 185th Avenue. The petitioner proposes to "trade" this addition for the removal of 20 acres (the Malinowski property) on Springville Road. Both parcels are productive agricultural land.

My clients do not object to the proposal to remove the Malinowski property from the UGB. This removal appears to satisfy all the requirements for a petition to remove land from the UGB. See pages 2-4 of the staff recommendation.

However, we strongly object to Corner Terrace's request that its property be included in the UGB. The request does not comply with Metro's standards for "locational adjustments" to the UGB, and no amount of "trading" can make it comply.

The problem with Corner Terrace's proposal is that its property is open, undeveloped farmland, and the applicable law does not permit farmland to be added to the UGB except in extraordinary circumstances. Those circumstances do not exist in this case.

The applicable standard is in subsection (a)(4) of section 8 of Metro Ordinance No. 81-105. It declares that a petition

to add agricultural land to the UGB

"shall not be approved unless the existing location of the UGB is found to have severe negative impacts on service or land use efficiency in the adjacent urban area, and it is found to be impractical to ameliorate those negative impacts except by means of the particular adjustment requested." (Emphasis added.)

This ordinance standard is set out at page 5 of the Staff's recommendation.

The ordinance is clear. Farmland cannot be added to the UGB through a minor amendment -- with or without a trade -- unless the farmland is needed to solve a severe service or land use inefficiency.

There will be cases where severe negative impacts exist. For example, if a sewer line must cross farmland outside the boundary in order to allow development of land already in the boundary, it may be necessary to include the farmland within the UGB.

However, in this case the applicant has not identified a single "negative impact on service or land use efficiency" from the present location of the UGB -- much less a severe negative impact. The analysis prepared by your staff contains no findings addressing this standard (see applicable section, at the bottom of page 5 and page 6).

Approval of this addition would be an obvious and complete violation of Metro's locational adjustment standards. It would also undermine the entire process for locational adjustments. That process is based on the assumption that it will work to make the UGB more efficient, but that it will not be used to expand the UGB onto productive farmland. Farmland can be converted only if a need is demonstrated for additional land, through a major UGB amendment. However, if farmland can be added by means of "locational adjustments," the UGB will no longer stand as a firm line between land needed for growth and land to be preserved for farming. It will be difficult for farmers to avoid speculative pressure on land costs all around the edge of the UGB.

That is the reason your ordinance prohibits additions of farmland except in cases of severe negative impact. That is an important reason why LCDC acknowledged Metro's ordinance as in compliance with the goals.

Finally, and as a second exception to the recommendation for approval, we would point out that the staff analysis fails to demonstrate compliance with subsection (a)(5) of section 8 of the

Councilor Cindy Banzer  
December 1, 1982  
Page Three

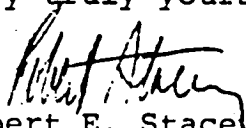
the ordinance, which provides:

"When a proposed adjustment would allow an urban use in proximity to existing agricultural activities, the justification in terms of factors (1) through (4) of this subsection must clearly outweigh the adverse impact of any incompatibility."

The staff report finds that the proposed addition would break up an existing farm parcel; would isolate a portion of the remaining farm parcel from other farm land; and would fail to provide any buffer between the new urban area and adjoining farm lands. The staff does not even attempt to explain how this interference is "outweighed" by approval.

We respectfully request that the Council deny that portion of the application for locational adjustment which would add 30 acres at 185th and West Union to the regional UGB.

Very truly yours,



Robert E. Stacey, Jr.  
Attorney for Michael McPherson  
and Gary Sundquist

cc: De Mar Batchelor  
Michael McPherson  
Gary Sundquist



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

## MEMORANDUM

Date: September 28, 1983  
To: Metro Council  
From: Warren Iliff, Zoo Director  
Regarding: PRELIMINARY FIVE YEAR PROJECTIONS FOR ZOO  
OPERATING FUND

This is the fourth in a series of memos regarding future funding of Metro services. The subject of this memo is expenditure and revenue projections for the Zoo Operating Fund. These projections are preliminary in that they show low and high possibilities depending on various major assumptions. A report will be provided at a later date which will include a recommendation for a specific amount for the proposed tax levy.

### Assumptions

Tables I and II show expenditure and revenue projections which reflect "low" assumptions. Major assumptions included are:

1. A 4% inflation factor applied to personal services, materials and services, capital outlay expenditures, and the transfer to the general fund for support services; and
2. Admission fee increases of \$ .25 effective January 1, 1984 (\$2.25), January 1, 1986 (\$2.50), and January 1, 1988 (\$2.75).

Tables III and IV show expenditure and revenue projections which reflect "high" assumptions. Major assumptions included are:

1. An 8% inflation factor applied to personal services, materials and services, capital outlay expenditures, and the transfer to the general fund for support services; and
2. Admission fee increases of \$ .50 effective on January 1, 1984 (\$2.50), January 1, 1986 (\$3.00), and January 1, 1988 (\$3.50).

Major assumptions which are common to both set of projections include:

1. Added staff to handle increased workload as follows:

- |         |  |
|---------|--|
| 1983-84 | --New keeper for Penguinarium and Alaska<br>Tundra exhibit   |
|         | --New gardener   |
|         | --Volunteer Coordinator becomes full-time.   |
| 1984-85 | --New custodian  |
|         | --New construction supervisor to supervise<br>capital maintenance projects and new ex-<br>hibit projects |
|         | --Information Assistant bcomes full-time.  |
| 1985-86 | --New keeper for African Plains Exhibit  |
|         | --New maintenance worker   |
| 1987-88 | --Additional security services   |
|         | --New gardener   |

2. Election expenses included in Materials and Services category for 1983-84, 1985-86 and 1986-87.

3. Capital outlay costs based on revised replacement and maintenance needs listed in Exhibit A attached. New construction supervisor needed to manage these projects.

4. A contingency amount equal to 3% of expenditures for personal services, materials and services, and capital outlay.

5. The fund balance projections include the prior year contingency and unappropriated balance plus 6% of the prior year materials and services amount. The latter item reflects a historical pattern of underexpending the materials and services budget.

6. Attendance figures as follows:

1982-83 Actual	--	694,994
1983-84 Budgeted	--	720,000
1984-85 Projected	--	734,000
1985-86 Projected	--	740,000
1986-87 Projected	--	756,000
1987-88 Projected	--	770,000

7. An unappropriated balance of \$600,000 to provide cash flow for the operating fund from July 1 to receipt of tax collections in November.

8. The transfers of accumulated operating funds during the current fiscal year to the Capital Fund for future capital projects. Included are: 1) the \$820,100 budgeted for such transfer; 2) \$219,530 of contingency which would reduce the contingency to 3% of direct operating expenditures; and 3) additional funds in excess of current budgeted fund balance.

Comparisons Between Projections

As indicated, Tables I and II show "low" expenditure and revenue projections and Tables II and IV provide "high" projections.

Total expenditures for the fund are projected to grow over the six year period as follows:

<u>Projection</u>	<u>1982-83 Actual</u>	<u>1987-88 Projected</u>	<u>Percentage Increase</u>
Low	\$6,550,529	\$7,107,591	9%
High	6,550,529	8,166,183	25%

The actual and projected enterprise revenue (admission fees, concessions and rentals) to be raised during this six year period is shown below.

<u>Projection</u>	<u>1982-83 Actual</u>	<u>1983-84 Budgeted</u>	<u>1984-85 Projected</u>	<u>1985-86 Projected</u>	<u>1986-87 Projected</u>	<u>1987-88 Projected</u>
Low	2,049,315	2,287,136	2,260,974	2,378,004	2,519,072	2,668,714
High	2,049,315	2,287,136	2,421,837	2,631,350	2,882,280	3,134,646

The comparison of property taxes needed to balance the budgets for the six year period are shown below. The average tax levy needed, based on the "low" projections, for the period 1984-85 through 1987-88 is \$3,154,930; while the average figure needed for the same period for the "high" assumption is \$3,414,843.

<u>Projection</u>	<u>1982-83 Actual</u>	<u>1983-84 Budgeted</u>	<u>1984-85 Projected</u>	<u>1985-86 Projected</u>	<u>1986-87 Projected</u>	<u>1987-88 Projected</u>
Low	2,646,960	2,619,000	2,825,639	3,131,682	3,303,154	3,359,243
High	2,646,960	2,619,000	2,850,242	3,302,424	3,633,243	3,873,461

This information is provided to the Council to give a preliminary picture of expenditure and revenue needs for the Zoo Operating

Metro Council  
September 28, 1983  
Page 4

Fund. It provides a range of possibilities for your consideration. This information, along with relevant additional data or assumptions will be utilized by staff at a later date to give the Council a definite tax levy amount for Zoo operating purposes.

cc: Rick Gustafson  
Don Carlson  
Kay Rich

0062C/D5  
9/28/83

TABLE I

## ZOO OPERATING FUND EXPENDITURES (LOW PROJECTION)

Category	1982-83 Actual	1983-84 Budgeted	1984-85 Projected	1985-86 Projected	1986-87 Projected	1987-88 Projected
Personal Services	2,585,222	2,729,321	2,949,302	3,127,697	3,284,113	3,441,605
Materials & Services	1,354,225	1,648,533	1,672,854	1,834,463	1,941,445	1,940,911
Capital Outlay	217,693	276,066	291,218	363,128	416,174	460,458
Subtotal (Direct)	4,157,140	4,653,920	4,923,374	5,325,288	5,641,732	5,842,974
Contingency	0	139,618 <sup>A</sup>	147,701	159,759	169,252	175,289
Transfer to General Fund	389,252	418,280 <sup>B</sup>	435,011	452,412	470,508	489,328
Transfer to Capital Fund	---	1,039,630 <sup>B</sup>	---	---	---	---
Unappropriated Balance	2,004,137 <sup>C</sup>	600,000	600,000	600,000	600,000	600,000
Subtotal (General Expenses)	2,393,389	2,197,528	1,182,712	1,212,171	1,239,760	1,264,617
Total Expenditures	6,550,529	6,851,448	6,106,086	6,537,459	6,881,492	7,107,591

<sup>A</sup> Assumes the transfer of \$219,530 of budgeted contingency to Capital Fund as indicated in footnote B. Remaining contingency is 3% of budgeted direct operating expenditures.

<sup>B</sup> The amount of accumulated operating fund revenue transferred to Capital Fund for future capital projects funding. Includes \$820,100 as budgeted and \$219,530 of contingency. These transactions will have the effect of reducing the fund balance in future years.

<sup>C</sup> The estimated ending fund balance per Metro's books for 6/30/83. This figure could change as a result of 1983 Audit.

TABLE II

## ZOO OPERATING FUND REVENUES (LOW PROJECTION)

Category	1982-83 Actual	1983-84 Budgeted	1984-85 Projected	1985-86 Projected	1986-87 Projected	1987-88 Projected
Fund Balance	1,412,106	1,697,394 <sup>A</sup>	838,530	848,072	869,827	885,739
Enterprise Revenue	2,049,315	2,287,136	2,260,974	2,378,004	2,519,072	2,668,714
Property Taxes	2,646,960 <sup>B</sup>	2,619,000	2,825,639	3,131,682	3,303,154	3,359,243
All Other	442,148	247,918	180,943	179,701	189,439	193,895
Total Revenues	6,550,529	6,851,448	6,106,086	6,537,459	6,881,492	7,107,591

<sup>A</sup> This is the budgeted fund balance. Per book ending fund balance is \$2,004,137. The difference of \$306,743 may be recommended for transfer to Capital Fund for future capital projects. Such transaction would increase the transfer to the Capital Fund shown in Table I.

<sup>B</sup> Includes one time refund of accumulated retirement payments in the amount of \$139,003.



TAB III

**ZOO OPERATING FUND EXPENDITURES (HIGH PROJECTION)**

<u>Category</u>	<u>1982-83 Actual</u>	<u>1983-84 Budgeted</u>	<u>1984-85 Projected</u>	<u>1985-86 Projected</u>	<u>1986-87 Projected</u>	<u>1987-88 Projected</u>
Personal Services	2,585,222	2,729,321	3,074,197	3,372,907	3,677,872	4,002,256
Materials & Services	1,354,225	1,648,533	1,736,049	1,976,997	2,172,825	2,255,594
Capital Outlay	<u>217,693</u>	<u>276,066</u>	<u>302,369</u>	<u>392,089</u>	<u>466,075</u>	<u>535,469</u>
Subtotal (Direct)	4,157,140	4,653,920	5,112,615	5,741,993	6,316,772	6,793,319
Contingency	0	139,618 <sup>A</sup>	153,378	172,260	189,503	203,800
Transfer to General Fund	389,252	418,280	451,742	487,881	526,911	569,064
Transfer to Capital Fund	---	1,039,630 <sup>B</sup>	---	---	---	---
Unappropriated Balance	<u>2,004,137<sup>C</sup></u>	<u>600,000</u>	<u>600,000</u>	<u>600,000</u>	<u>600,000</u>	<u>600,000</u>
Subtotal (General Expenses)	<u>2,393,389</u>	<u>2,197,528</u>	<u>1,205,120</u>	<u>1,260,141</u>	<u>1,316,414</u>	<u>1,372,864</u>
Total Expenditures	6,550,529	6,851,448	6,317,735	7,002,134	7,633,186	8,166,183

<sup>A</sup> Assumes the transfer of \$219,530 of budgeted contingency to Capital Fund as indicated in footnote B. Remaining contingency is 3% of budgeted direct operating expenditures.

<sup>B</sup> The amount of accumulated operating fund revenue transferred to Capital Fund for future capital projects funding. Includes \$820,100 as budgeted and \$219,530 of contingency. These transactions will have the effect of reducing the fund balance in future years.

<sup>C</sup> The estimated ending fund balance per Metro's books for 6/30/83. This figure could change as a result of 1983 Audit.

TABLE IV

**ZOO OPERATING FUND REVENUE (HIGH PROJECTION)**

<u>Category</u>	<u>1982-83 Actual</u>	<u>1983-84 Budgeted</u>	<u>1984-85 Projected</u>	<u>1985-86 Projected</u>	<u>1986-87 Projected</u>	<u>1987-88 Projected</u>
Fund Balance	1,412,106	1,697,394 <sup>A</sup>	838,530	857,541	890,880	919,873
Enterprise Revenue	2,049,315	2,287,136	2,421,837	2,631,350	2,882,280	3,134,646
Property Taxes	2,646,960	2,619,000	2,850,242	3,302,424	3,633,243	3,873,461
All Other	<u>442,148<sup>B</sup></u>	<u>247,918</u>	<u>207,126</u>	<u>210,819</u>	<u>226,783</u>	<u>238,203</u>
Total Revenues	6,550,529	6,851,448	6,317,735	7,002,134	7,633,186	8,166,183

<sup>A</sup> This is the budgeted fund balance. Per book ending fund balance is \$2,004,137. The difference of \$306,743 may be recommended for transfer to Capital Fund for future capital projects. Such transaction would increase the transfer to the Capital Fund shown in Table I.

<sup>B</sup> Includes one time refund of accumulated retirement payments in the amount of \$139,003.

Zoo Capital Replacement Program: Projected Expenses

Administration Building. Exterior wall and window upgrade, reroof, interior finishes, HVAC system upgrade, lighting upgrade.

Ticketing/Concession Kiosks. Refinishing, air conditioning.

Tiger Terrace Cafe and Gift Shop. Roof repair/replacement, handicap access, gift shop carpeting, insulation and double pain windows, new floor covering for food service and restrooms, repair floor drains, upgrade HVAC, upgrade electrical.

Education Offices. Insulation and HVAC upgrade.

Railroad Roundhouse. Office installation, lighting upgrade, floor leveling, HVAC upgrade.

Children's Zoo and Nursery. Insulation, reroof, upgrade HVAC, upgrade electrical.

Meeting Center. Access from outside Zoo, roof repairs.

Quarantine Building. Replace loading dock.

Research Center. Exterior refinish, storm windows, south side awnings, weatherize, upgrade floor drainage, repair water damage, upgrade HVAC.

Feline House. Refinish exterior, remove night country holding windows, reroof night country, reroof rest of building, acoustic treatment, remove darkroom.

Bear Grottos (West and East). Exterior refinish, roof repairs, kitchen, office, toilet and lounge remodel.

Elephant Building. Insulation and weatherization, repair roof, repair fascia, replace broken windows, resurface floors, improve floor drainage, remodel restrooms, upgrade lighting.

Bandshell. Automatic sprinkler system installation, add heating, railing at stage, relocate ramp, improve drainage in front.

Primate House. Insulation at walls, ceiling and windows, reroof, upgrade floor drainage, finish chimpanzee interior rooms.

Hoof Stock Shelters. Roof repairs, improve yard drainage.

Giraffe Barn. Roof repairs, weatherize.

Maintenance Complex. Reroof electrical shop.

Commissary. Insulate and weatherize, reroof, repair concrete floor, upgrade graphics area, reduce size of freezer.

Water System. Repair leaks.

Gas System. Repair and replace where needed.

Electrical System. Replace feeders and upgrade panels.

Lighting. Replace where needed.

Roads. Maintenance patching where needed.

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

INFORMAL MEETING  
MAY 5, 1983

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

Also Present: Rick Gustafson, Executive Officer.

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

An informal meeting of the Council of the Metropolitan Service District was called to order at 5:15 p.m. by Presiding Officer Banzer for the purpose of discussing the relationship between Metro and Tri-Met.

Presiding Officer Banzer said she would like to see resolution to two issues: 1) How to respond to the letter from Rep. Glenn Otto, and 2) What should the legislative strategy be for dealing with H.B. 2228. She cited as a basis for discussion the materials which had been distributed to the Council: 1) a memo from Ray Barker regarding Possible Approaches to the Metro/Tri-Met Relationship; 2) a memo from Executive Officer Gustafson regarding the Tri-Met/Metro Relationship; 3) a draft letter to Rep. Otto; 4) a memo from Donald Carlson entitled General Thoughts on a Regional Government Reorganization Study; 5) a copy of the letter from Rep. Otto regarding H.B. 2228; and 6) a copy of H.B. 2228. She said Council Etlinger had also distributed a memo regarding Resolution of Tri-Met/Metro Relationship (copies of the material are attached to the agenda of the meeting).

Andrew Jordan, Legal Counsel, briefly reviewed the legal statutes related to Metro and Tri-Met.

Ray Barker, Council Assistant, presented his memo regarding possible approaches to the Metro/Tri-Met Relationship. He said there were three general alternatives: 1) Do nothing regarding the relationship; 2) "take-over" Tri-Met as allowed under existing statute; and 3) study the relationship to determine whether or not a merger should take place and if so, under what circumstances.

Mr. Gustafson then presented his memo which proposed an independent review of the Metro/Tri-Met relationship and policies for Council consideration, as follows:

1. Public transportation is a regional service;
2. Accountability through direct election of policy officials is a desirable goal;
3. Efficient transit service is a priority;
4. Proliferation of single purpose regional governments should be discouraged.

He said that before any study was conducted, policies should be established which would serve as a basis for an independent review of Metro/Tri-Met relationship.

Councilor Bonner then presented a resolution for Council consideration (a copy of the resolution is attached to the agenda of the meeting). He said the difference between the Executive Officer's proposal and his resolution was that the decision to merge was made in his resolution, rather than to conduct a study in which the question of whether a merger should occur is asked.

Councilor Etlinger presented his memorandum which proposed amending Metro's enabling legislation to require a mandatory evaluation of Metro's structure, functions, funding and relationship to other regional agencies every four years by an outside neutral group of individuals.

Councilor Williamson said he disagreed with both Councilors Etlinger and Bonner. He said there were advantages to an appointed Tri-Met Board and that there was a good case for leaving things the way they were. He said he supported a do nothing alternative but did not object to a broad-based study to investigate the structure and functions of Metro, Tri-Met and the Boundary Commission as outlined in the Deputy Executive Officer's memo.

Councilor Waker said he supported the general content of Councilor Bonner's resolution subject to feedback from the public and other interested parties.

Councilor Oleson said there was growing legislative and public sentiment to have more accountability from Tri-Met. He said he would like to know what Tri-Met's reaction was to Rep. Otto's suggestion to establish a process for resolving the uncertainty of the Metro/Tri-Met relationship.

Councilor Kelley said she thought a study could provide the answers to questions she had whether there should be a take-over. She said her primary question was whether Metro could provide a higher level of service than that currently provided.

Council Minutes  
Informal Meeting of  
May 5, 1983  
Page 3

Councilor Kafoury stated she was most comfortable with the broad-based study approach. She said she agreed with Councilor Williamson that there were lots of pros and cons to an elected board. She said she did not like the mandatory review as proposed by Councilor Etlinger given Multnomah County's experience with Charter Review Commissions. She said they should not make any statement regarding the issue until input was received from the public and other agencies.

Councilor Deines stated he supported the do nothing approach. He said input should be received on what the transportation system should be from the people who pay for it.

Councilor Hansen said he supported Councilor Bonner's resolution because he thought it was a good way to start the dialogue on the issue. He said he hoped Tri-Met would come to a public hearing on the issue and bring forth an alternative if they disagreed with the proposed resolution.

Councilor Kirkpatrick stated she was opposed to the proposal by Councilor Bonner. She said she could support a broad-based study.

Councilor Van Bergen stated he supported the position of doing nothing. He said he might feel differently if there was a direct mandate by the legislature, and they provided the funding, or if there was a crisis which could be resolved through a merger. He said a general study was acceptable if Rep. Otto wanted one.

Councilor Bonner said that if the Council passed his resolution, there would need to be a great deal of study which could answer many of the questions raised by Councilors and also provide alternatives for how to implement a take-over.

The Council then recessed for twenty minutes.

Upon reconvening Presiding Officer Banzer directed the Council's attention to a discussion of H.B. 2228. Mr. Barker provided a memo indicating the status of H.B. 2228 (a copy of the memo is attached to the agenda of the meeting). He said the bill had been passed by the House on April 25th and had been assigned to the Senate Commerce, Banking & Public Finance Committee.

Presiding Officer Banzer said the issue to be resolved was what position the Council should take before the Senate. She said her recommendation was to let the bill go through the way it was presently written.

Councilor Kafoury said she was concerned about the language in Section 3; that it should be clarified and monitored.

Presiding Officer Banzer said she agreed they should get the language clarified.

Councilor Williamson said that given what he had heard that evening he intended to express to his legislators his opinion that the marriage clause be repealed.

Councilor Etlinger reiterated that he would like to see a companion bill passed to change the Metro's enabling legislation to require an evaluation of Metro.

Councilor Kirkpatrick supported the recommendation to let the bill go and to get the language in Section 3 clarified.

Councilors Kelley, Bonner, Waker and Van Bergen also supported the recommendation of the Presiding Officer.

Presiding Officer Banzer then asked for an advisory vote on a Council position regarding H.B. 2228. She asked for a vote on a position to neither endorse or oppose H.B. 2228, except to obtain a clarification of Section 3 of the bill.

A voice vote resulted in:

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

Nays: Councilor Etlinger.

Councilor Etlinger said Metro couldn't solve a problem by neglecting it and that's why he couldn't support the recommendation.

Presiding Officer Banzer said the next issue was to address Rep. Otto's letter and whether the Executive Officer's draft letter was acceptable.

Councilor Waker suggested that the Council acknowledge receipt of the letter and inform Rep. Otto that Metro was currently conducting discussions regarding the issue and would let him know the results.

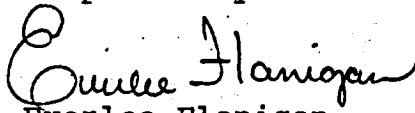
Councilor Bonner asked that Executive Officer Gustafson's draft letter be put in the form of a resolution which the Council could consider with his proposed resolution. He said the Council and public would then have some options before them for discussion.

Council Minutes  
Informal Meeting of  
May 5, 1983  
Page 5

Presiding Officer Banzer said if there were no objections she would work with the Executive Officer to develop a resolution and then schedule a public meeting to consider the options. She concluded that a consensus had been reached to acknowledge Rep. Otto's letter and inform him the issue was being discussed.

There being no further business, the meeting adjourned at 7:00 p.m.

Respectfully submitted,

  
Everlee Flanigan  
Clerk of the Council

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

REGULAR MEETING  
MAY 5, 1983

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

Councilors Absent: Councilor Oleson.

Also Present: Rick Gustafson, Executive Officer.

Staff Present: Donald Carlson, Andrew Jordan, Ray Barker,  
Dennis Mulvihill, Jack Bails, Andy Cotugno,  
Norm Wietting, Dan Durig, Jennifer Sims,  
Keith Lawton, Steven Siegel, Doug Drennen,  
Mel Huie, Rod Sandoz, Sonnie Russill, Tom  
O'Connor, and Dan LaGrande.

Testifiers: Ray Polani, Robert Breihof, Ernestine  
Francisco, and Joe Cancilla.

A regular meeting of the Council of the Metropolitan Service District was called to order at 7:45 p.m. by Presiding Officer Banzer.

1. Introductions.

There were no introductions.

2. Councilor Communications.

Councilor Hansen asked if agenda item 8.3 should be on the agenda since the Council had voted to table the ordinance on April 28, 1983. Donald Carlson, Deputy Executive Officer, responded that the agenda had been printed prior to the Council's action to table the ordinance.

Councilor Bonner introduced for Council consideration and public hearing, a resolution for the purpose of declaring the Metropolitan Service District Council's intent to develop a plan and bring about the merger of Metro and Tri-Met.

Councilor Bonner invited Council members to tour, with members of the Recycling Subcommittee, the Waste By-Products Company on Friday, May 13th.



3. Executive Officer Communications.

There were no Executive Officer communications.

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

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

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

Mr. Ray Polani, 2717 S.W. Spring Garden Street, Portland, 97219, representing Citizens for Better Transit, stated that he had attended the Council Informal on the Tri-Met/Metro Relationship earlier in the evening. He said the Citizens for Better Transit wanted to bring to the Council's attention legislation they had had introduced, S.B. 593, which addressed the election of the Tri-Met Board of Directors. He distributed a copy of the bill and highlighted elements of it (a copy of the bill is attached to the agenda of the meeting).

Mr. Robert Breihof, 1246 S.E. 49th Avenue, Portland, expressed his concern about the membership of the Contract Review Committee. He said the Committee was not comprised of the membership required by Metro ordinance. Presiding Officer Banzer responded that Mr. Breihof was correct and that she had requested that a change to the ordinance be drafted for Council consideration.

6. Consent Agenda.

The Consent Agenda consisted of the following item:

6.1 A-95 Review Report.

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

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilor Oleson.

Motion carried, Consent Agenda adopted.

7.1 Consideration of Resolution No. 83-403, for the purpose of approving the FY 1983-84 budget and transmitting the approved budget to the Tax Supervising and Conservation Commission.

Motion: Councilor Kirkpatrick moved adoption of Resolution No. 83-403. Councilor Kafoury seconded the motion.

Ms. Jennifer Sims, Budget & Administrative Services Manager, distributed a summary sheet indicating changes the Budget Committee had made to the Proposed Budget and items which individual Councilors had raised as issues during the Council's work sessions on the budget (a copy of the summary sheet is attached to the agenda of the meeting).

Solid Waste

Motion: Councilor Deines moved deletion of Transfer Station Capital Funds (Land Acquisition & Engineering Services) from the Solid Waste Capital Fund budget. Councilor Van Bergen seconded the motion.

Presiding Officer Banzer said a letter had been received from the Washington County Refuse Disposal Association supporting Councilor Deines' motion (letter attached to the agenda of the meeting).

Councilor Deines stated that there was no demand for a transfer station in Washington County and that he did not see a reason to appropriate the funds.

Mr. Dan Durig, Solid Waste Director, said that when the budget was proposed, staff had tried to anticipate what the capital needs would be. He said the funds would be borrowed and the Council would have many more opportunities to consider whether to go ahead with the transfer station. He said one of the conditions of the lifting of the 400 ton daily limit at CTRC was that another transfer station would be sited by 1985. He said Metro had also been critized by the Solid Waste Advisory Committee in Washington County for not doing enough in solid waste and was recommending the County go out and look for its own landfill. He said it would be prudent to begin to make some decisions during FY 83-84 about a facility in Washington County.

Councilor Bonner said it was a problem of not having a systems plan. He said if a systems plan was complete, they would know whether they needed to have the transfer station in the budget.

Councilor Kirkpatrick noted that until a new systems plan was adopted, the existing plans called for the transfer station.

Councilor Hansen said the new systems plan might call for the transfer station and believed the appropriation should be left in the budget.

Motion: Councilor Waker moved to call the question. Councilor Kirkpatrick seconded the motion.

Vote: The vote on the motion to call the question carried by voice vote.

Vote: The vote on the motion to delete the appropriation for the Washington County Transfer Station resulted in:

Ayes: Councilors Banzer, Deines, Kelley, and Van Bergen.

Nays: Councilors Bonner, Hansen, Kafoury, Kirkpatrick, Waker, and Williamson.

Absent: Councilor Oleson.

Abstention: Councilor Etlinger.

Motion failed.

Councilor Etlinger presented his memorandum proposing Community-Based Yard Debris Collection Projects (attached to the agenda of the meeting). He said he was proposing that \$23,000 be shifted from Contractual Services and designated for community-based yard debris collection projects. He said the funding would be open to any county, city, neighborhood or civic group, with highest priority given to volunteers and home pick-up for seniors and the disabled.

Motion: Councilor Etlinger moved that \$23,000 be shifted from Waste Reduction Contractual Services to Yard Debris and to add to the Waste Reduction Work Program a quantifiable target to be attained, as follows: Support community based yard debris collection projects in order to increase volume of material diverted from disposal facilities to Metro yard debris processing centers. RFP criteria to be approved by Council. Councilor Bonner seconded the motion.

Councilor Williamson said he had not seen the Yard Debris Report Councilor Etlinger alluded to in his memo and wondered if other recommendations which might be in it would be preempted if the Council decided to adopt the motion.

Councilor Kirkpatrick suggested that the budget be left as it was until the Council had reviewed the Yard Debris Report recommendations.

Mr. Durig said the \$23,000 could be left in Contractual Services and earmarked for Yard Debris if the Council desired. He said the Yard Debris Committee would be submitting its report to the Executive Officer and the Executive Officer would be submitting it to the Council.

Vote: The vote on the motion to transfer \$23,000 from Contractual Services to Yard Debris resulted in:

Ayes: Councilors Banzer, Bonner, Etlinger, Hansen, and Kafoury.

Nays: Councilors Deines, Kelley, Kirkpatrick, Van Bergen, Waker, and Williamson.

Absent: Councilor Oleson.

Motion failed.

Councilor Bonner suggested that the Recycling Subcommittee and Services Committee look at the Yard Debris Report and make recommendations to the Council for implementation in the FY 83-84 budget. Presiding Officer Banzer responded that that would be appropriate once the Executive Officer had submitted the Report to the Council.

Ms. Ernestine Francisco, 11727 S.E. Brookside Drive, representing the League of Women Voters of CRRILO, submitted and read a letter regarding Waste Reduction which substantially supported the proposed budget for waste reduction (a copy of the letter is attached to the agenda of the meeting).

#### Criminal Justice

Mr. Carlson distributed and presented a memo regarding the Criminal Justice budget. He noted that the Council had requested information regarding the Regional Jails program option. He said a decision to allocate approximately \$12,000 to the Criminal Justice Program for the purpose of doing a

regional jail plan study was premature because the nature and scope of such an effort had not yet been determined by the Ad Hoc Regional Jails Committee nor had Metro been specifically asked to do such a plan. He said it was recommended that any study be considered under the Project Initiatives Program and that Mr. Bails continue to provide support to the Ad Hoc Committee. He said if Metro was asked to do a study, there was the opportunity at the end of the first quarter to allocate the funds. He said Councilor Oleson, who had requested the information, was in concurrence with the recommendation.

Councilor Williamson asked what they needed to do to adopt the recommendation. Presiding Officer Banzer responded they need not do anything.

#### Transportation

Andy Cotugno, Transportation Director, distributed and presented a memo regarding alternatives for the use of \$30,000 budgeted for the development of an "Elderly & Handicapped Transit Plan" (attached to the agenda of the meeting). He outlined three options for use of the funds if the Council wanted to transfer the funds to other projects:

1. Accelerate LRT studies in the Barbur/Westside Corridor.
2. Increase the budget for the Southwest Corridor Study.
3. Increase the Technical Assistance budget.

He said his recommendation was to retain the \$30,000 for elderly and handicapped planning.

Motion: Councilor Bonner moved to: 1) reduce the elderly and handicapped plan budget to \$5,000 which would allow sufficient funding for staff and Council review and public hearings on the plan developed and recommended by Tri-Met; and 2) to increase the budget for the Southwest Corridor study by \$25,000 and Metro's local match of \$2,500. Councilor Etlinger seconded the motion.

Councilor Bonner said it hadn't been shown to him that having both Tri-Met and Metro involved in the elderly and handicapped study would make the plan any better and there were other uses for the funds.

Mr. Cotugno said the rationale for Metro involvement was the fact that Tri-Met was one of the possible operators of the special handicapped services and one of the possible funding

sources. He said if it was strictly an effort conducted from only their point of view, it may not necessary be the best plan for the client group or the community as a whole.

Councilor Kafoury said that the Council should vote on the elderly and handicapped funding proposal, but that any other options should be discussed at the Regional Development Committee and a recommendation forwarded to the Council. Councilor Van Bergen agreed.

Vote: The vote on the motion resulted in:

Ayes: Councilors Banzer and Bonner.

Nays: Councilors Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Van Bergen, Waker, and Williamson.

Absent: Councilors Deines and Oleson.

Motion failed.

### Council

Presiding Officer Banzer said that at the May 2nd meeting of the Council on the budget they had discussed whether the Clerk position should be in the Council's budget. She said she was recommending that the position be transferred to Executive Management.

Motion: Councilor Kirkpatrick moved to delete the Clerk of the Council position from the Council budget and add it to the Executive Management budget. Councilor Waker seconded the motion.

Vote: The vote on the motion resulted in:

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

Nays: Councilors Hansen and Kafoury.

Absent: Councilors Deines and Oleson.

Motion carried.

Presiding Officer Banzer noted that during the budget work sessions a number of suggestions had been made regarding the

Council Assistant's work plan. She asked Mr. Barker to present his memo on his work program for FY 1983-84 (a copy of the memo is attached to the agenda of the meeting). She noted that with the inclusion of the Project Initiatives Program to Mr. Barker's work program, Councilors should be sensitive when making requests for Mr. Barker's time.

Finance & Administration

Motion: Councilor Hansen moved that the Council adopt a budget note to appoint a committee comprised of non-Metro members to review the size and organizational structure of the administrative and support positions in the Finance & Administration Department, specifically the question of whether the level of staffing was reasonable and appropriate for the assigned tasks and mission. Councilor Bonner seconded the motion.

Councilor Williamson commented that a fiscal task force had already reviewed the level of staffing a year previously.

Mr. Carlson suggested that instead of appointing an outside review committee, it would be appropriate to add a budget footnote which directed the Executive Officer to review the Finance & Administration Department and address the issues raised by Councilor Hansen prior to the preparation of the next budget.

Councilor Hansen said that would be satisfactory and withdrew his motion. Councilor Bonner withdrew his second.

Ms. Sims then presented revised estimates for the Transportation Technical Assistance Fund (attached to the agenda of the meeting).

Motion: Councilor Kirkpatrick moved adoption of the revised estimates for the Transportation Technical Assistance Fund. Councilor Kafoury seconded the motion.

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilors Bonner, Etlinger, and Oleson.

Motion carried.

General Issues

Ms. Sims said that the Tax Supervising and Conservation Commission staff had raised the question as to whether the level of detail provided in the Schedule of Appropriations was sufficient. She said the statute appeared to require a greater level of detail than that currently provided by Metro documents. She said staff had prepared the FY 83-84 Schedule the same way as they had in past years. She asked the Council if they wanted to change the level of detail.

Councilor Van Bergen commented that the Schedule should be left the way it was presented and if the TSCC wanted Metro to change its standard, TSCC should make a formal request. Presiding Officer Banzer suggested that the 1984-85 budget be presented in greater detail.

Councilor Deines noted that he was going to vote against the Resolution because he believed the Solid Waste Budget, especially the Capital Fund, was bloated.

Vote: The vote on the motion to adopt Resolution No. 83-403, as amended, resulted in:

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

Nays: Councilor Deines.

Absent: Councilor Oleson.

Motion carried, Resolution adopted.

At this time, the Council recessed for ten minutes.

8.1 Consideration of Ordinance No. 83-153, for the purpose of adopting the annual budget of the Metropolitan Service District for Fiscal Year 1983-84, making appropriations from funds of the District in accordance with said annual budget, and levying ad valorem taxes. (First Reading).

Motion: Councilor Kirkpatrick moved adoption of Ordinance No. 83-153. Councilor Kafoury seconded the motion:

The ordinance was then read the first time, by title only.



There was no public testimony.

The ordinance was passed to second reading on June 23, 1983.

Presiding Officer Banzer thanked Councilor Kirkpatrick and her committee for the work they had done on the budget.

8.2 Consideration of Ordinance No. 83-154, relating to the FY 1982-83 budget and appropriations schedule and amending Ordinance No. 82-132. (First Reading).

Motion: Councilor Kirkpatrick moved adoption of Ordinance No. 83-154. Councilor Hansen seconded the motion.

The ordinance was then read the first time, by title only.

Mr. Cotugno presented the computer purchase funding schedule.

Councilor Van Bergen said he was not particularly enamored with initial computer equipment requests and hoped it had been reviewed in depth. Councilor Waker said he had asked for assurances there would be a performance standard referred to in the contract. Mr. Cotugno responded that the contract would contain performance standard language.

The public hearing was then opened.

Mr. Joe Cancilla, 18450 S.E. Vogel Road, Boring, 97009, President of the Portland Association of Sanitary Service Operators, submitted and read a letter supporting the acquisition of the computer hardware and software (a copy of the letter is attached to the agenda of the meeting).

The ordinance was then passed to second reading on May 26, 1983.

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

(This agenda item was tabled by the Council on April 28, 1983 and was not considered at this meeting).

9. Committee Reports.

Councilor Van Bergen made comments regarding his desire for the Council to adopt more formal procedures when addressing each

Council Minutes  
May 5, 1983  
Page 11

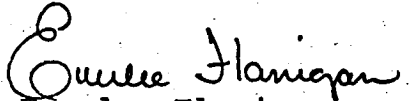
other during meetings. He said it would lend far more dignity to the Council.

Councilor Kafoury noted that the Regional Development Committee would meet on Monday, May 9, 1983.

Councilor Hansen noted that the Regional Services Committee would meet on Tuesday, May 10, 1983.

There being no further business, the meeting adjourned at 10:05 p.m.

Respectfully submitted,

  
Everlee Flanigan  
Clerk of the Council

9336B/313A  
ef

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

REGULAR MEETING  
MAY 26, 1983

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

Councilors Absent: Councilors Kafoury and Oleson.

Also Present: Rick Gustafson, Executive Officer.

Staff Present: Donald Carlson, Andrew Jordan, Ray Barker,  
Andy Cotugno, Tom O'Connor, Keith Lawton,  
Sonnie Russill, Dan LaGrande, Dennis  
Mulvihill, and Jack Bails.

Testifiers: Robert Breihof.

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 Van Bergen introduced a Resolution for the purpose of declaring the Metropolitan Service District Council's intent to do nothing toward the merger of the Tri-County Metropolitan Transportation District and the Metropolitan Service District (a copy of the resolution is attached to the agenda of the meeting). He said he believed it was the appropriate position for Metro to take and one he endorsed.

Presiding Officer Banzer said the resolution would be considered at the time the Tri-Met issue was discussed.

Councilor Hansen introduced a Resolution for the purpose of declaring the Metropolitan Service District Council's intent to commence the evaluation of combined Metro/Tri-Met Functions (a copy of the resolution is attached to the agenda of the meeting).

Presiding Officer Banzer announced that an informal Council meeting would be held on June 2, 1983 at 5:30 p.m. to consider the Tri-Met issue and that formal consideration would occur at the regular meeting on June 23, 1983.

3. Executive Officer Communications.

Executive Officer Gustafson distributed the Yard Debris Report and a memo outlining a proposed process for considering the recommendations within the report (attached to the agenda of the meeting). He said he was proposing that prior to forwarding formal recommendations to the Council two public forums should be held to receive citizen and industry comment on the report.

Councilor Bonner suggested that in lieu of the Executive Officer's recommendation, that the report be forwarded to the Services Committee to be made a part of their Solid Waste Systems Planning effort.

Mr. Gustafson responded that after the public forums and recommendations were forwarded to the Council, the Council could choose to fold the recommendations into the systems plan.

Councilor Williamson said he would like to see the process move along as quickly as possible so implementation steps could be taken and amendments to the budget made if necessary. Councilor Etlinger said he had no problem with the process proposed by the Executive Officer but urged that it occur as soon as possible.

Mr. Gustafson then presented a memorandum regarding Council Policy Priorities (attached to the agenda of the meeting). He said there were three main items of work for the Council to accomplish by the end of FY 1983-84:

1. A decision on future funding for the Zoo and general government operations, with initial work to be completed by the Council Coordinating Committee.
2. Completion and adoption of the Solid Waste Systems Plan and Zoo Master Plan, with initial work to be completed by the Regional Services Committee.
3. Start work on the Project Initiatives Program initiated during the budget process, with initial work to be completed by the Regional Development Committee.

Presiding Officer Banzer thanked Mr. Gustafson for his suggestions and said she would take them under advisement when reviewing the work programs of the committees. She said in terms of the Project Initiatives Program, Mr. Barker had prepared a memo outlining initial steps to be taken and hoped it would be refined enough to discuss at the June 2, 1983 Council meeting.

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

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

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

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

6. Consent Agenda

The Consent Agenda consisted of the following items:

- 6.1 Minutes of the meetings of April 14 and April 25, 1983.
- 6.2 Resolution No. 83-398, for the purpose of approving a procedure to allocate Federal Aid Urban Funds to Forest Grove.
- 6.3 Resolution No. 83-399, for the purpose of amending the FY 83 Unified Work Program for Computer Purchase.
- 6.4 Resolution No. 83-404, for the purpose of approving the FY 1984 Unified Work Program (UWP).
- 6.5 Contract approval for the purpose of Transportation Planning software (EMME 2) and hardware (Pixel Super Micro-Computer).
- 6.6 Resolution No. 83-406, for the purpose of authorizing a new Regional Planner I position in the Solid Waste Department.
- 6.7 Ratification of Waiver of Personnel Rules.

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

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilors Deines, Kafoury, and Oleson.

Motion carried, Consent Agenda adopted.

7.1 Consideration of Ordinance No. 83-154 (authorizing computer purchase), relating to the FY 1982-83 budget and appropriations schedule, and amending Ordinance No. 82-132. (Second Reading)

Ordinance No. 83-154 was read a second time, by title only.

There was no Council discussion or public testimony.

Vote: The vote on the motion made at the Council meeting of May 5, 1983 by Councilors Kirkpatrick and Hansen to adopt Ordinance No. 83-154, resulted in:

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

Nays: None.

Absent: Councilors Deines, Kafoury, and Oleson.

Motion carried, Ordinance adopted.

7.2 Consideration of Ordinance No. 83-155, relating to the composition of the Contract Review Committee of the Council and amending Ordinance No. 82-130. (First Reading).

Councilor Kirkpatrick said the issue had been discussed by the Coordinating Committee. She said the staff report in the agenda was inaccurate when it stated she and Councilor Oleson asked to have another Councilor appointed in their place on the Contract Review Committee. She also pointed out that a minority report should have been included because of the 3-2 vote on

the recommendation. She said the minority report should have indicated support for an amendment to the current language of the ordinance to add the words "or their designee" after Deputy Presiding Officer and Chair of the Council Coordinating Committee. She said the majority Committee recommendation amended the ordinance to allow appointment of the three members to the Contract Review Committee by the Presiding Officer. For purposes of discussion, she said she would move the majority recommendation of the Committee.

Motion: Councilor Kirkpatrick moved adoption of Ordinance No. 83-155 as presented in the agenda. Councilor Hansen seconded the motion.

The ordinance was then read the first time, by title only.

Presiding Officer Banzer stated she recommended adoption of the Ordinance as presented in the agenda and also indicated that she was proposing that the Chair of the Contract Review Committee be appointed to the Council Coordinating Committee to provide a link between the two committees.

Motion: Councilor Kirkpatrick moved to amend Ordinance No. 83-155 to add the language proposed in the minority report. The motion died for lack of a second.

Motion: Councilor Williamson moved to amend Ordinance No. 83-155 to add the words "and confirmed by the Council", with Section (b) of Ordinance No. 82-130 to read as follows:

- (b) The Contract Review Committee shall be comprised of three members to be appointed annually by the Presiding Officer of the Council, and confirmed by the Council.

Councilor Hansen seconded the motion.

Councilor Van Bergen commented that he would like language changes to appear in the body of the original ordinance so the Council is aware of the impact proposed changes would have on the original ordinance. Presiding Officer Banzer agreed and asked staff to prepare ordinances in the future in such a manner. Mr. Carlson responded that that would be done.

Vote: The vote on the motion to amend Ordinance No. 83-155 carried unanimously by voice vote.

The ordinance was passed to second reading on June 2, 1983.

Mr. Robert Breihof, 1246 S.E. 49th Avenue, 97215, stated he had met with Presiding Officer Banzer and was pleased with the meeting. He requested that he receive a copy of the minutes of the May 5th Contract Review Committee meeting.

8.1 Consideration of Resolution No. 83-405, for the purpose of supporting the Governor's budget request for obtaining new minimum or medium security prison space.

Councilor Hansen said that Councilor Oleson had requested that the resolution be introduced supporting the Governor's budget request for construction of new prison space. He said the Services Committee had forwarded the resolution to the Council with no recommendation.

Mr. Jack Bails, Criminal Justice Planning Director, explained the purpose of the resolution was to support the Governor's request for \$20 million to increase available prison space.

Councilor Williamson asked if support of the resolution also meant the Council was going on record as supporting the Governor's proposal to raise taxes through a net receipts tax to fund items such as the prison space.

Mr. Bails responded that he wasn't sure where the funding was to come from but was sure that the crowding in the jails was becoming critical.

Councilor Williamson said it was a laudable goal but felt there were other options besides the Governor's for getting additional jail space and that those should be looked into before taking a position.

Motion: Councilor Van Bergen moved adoption of Resolution No. 83-405. Councilor Hansen seconded the motion.

Councilor Bonner said he was also uncomfortable supporting the Governor's budget request.

Motion: Councilor Williamson moved that Resolution No. 83-405 be amended to delete the words "the Governor's budget request for obtaining", and add the words "funding for", so that the Be It Resolved section would read as follows:



That the Metropolitan Service District fully supports (the Governor's budget request for obtaining) funding for new minimum or medium security prison space.

Councilor Bonner seconded the motion.

Vote: The vote on the motion to amend Resolution No. 83-405 resulted in:

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

Nays: Councilor Waker.

Absent: Councilors Kafoury and Oleson.

Councilor Waker commented that the resolution had no meaningful significance and he intended to vote against it.

Vote: The vote on the motion to adopt Resolution No. 83-405, as amended, resulted in:

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

Nays: Councilors Kelley, Kirkpatrick, Waker, and Williamson.

Absent: Councilors Kafoury and Oleson.

Motion carried, Resolution adopted as amended.

9.1 Confirmation of appointment of Councilor Etlinger to the Council Coordinating Committee.

Motion: Councilor Hansen moved confirmation of Councilor Etlinger to the Council Coordinating Committee. Councilor Bonner seconded.

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilors Kafoury and Oleson.

Motion carried.

10. Legislative Report.

Tom O'Connor, Legislative Liaison, briefly reported on the status of the Recycling Bill and the Expenditure Limitation proposal.

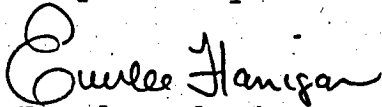
Mr. Barker reported on H.B. 2228 (Tri-Met/Metro bill) and said it had been before the Senate Commerce, Banking and Public Finance Committee on May 25th. He said he appeared before the Committee regarding a clarification of Section 3.2 of the bill. He said representatives of Tri-Met and the State Treasurer's Office, had testified in favor of the bill as it had come from the House. He said no action was taken by the Committee.

11. Committee Reports.

Councilor Hansen noted that the Regional Services Committee would meet on June 7th at 5:30 p.m.

There being no further business, the meeting adjourned at 8:55 p.m.

Respectfully submitted,



Everlee Flanigan  
Clerk of the Council

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

SPECIAL MEETING  
JUNE 23, 1983

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

Councilors Absent: Councilors Deines and Oleson.

Staff Present: Donald Carlson, Ray Barker, Mark Brown,  
Keith Lawton, Steven Siegel, Andy Cotugno,  
Marion Hemphill, Andrew Jordan, and  
Jennifer Sims.

A special meeting of the Council of the Metropolitan Service District was called to order at 5:35 p.m. by Presiding Officer Banzer for the purpose of discussing the work plans for Future Funding and the Project Initiative Program.

Future Funding

Donald Carlson, Deputy Executive Officer, presented a memorandum proposing a work plan for consideration of future funding options for the Zoo and general government functions of Metro (a copy of the memo is attached to the agenda of the meeting). He noted that at the Council Coordinating Committee meeting of June 13, 1983 there was discussion of the process to be followed for considering the issue. He said that at the time, the Executive Officer had recommended using the Council Coordinating Committee as the vehicle for initial discussion of the funding options. But since that time Mr. Barker had talked to most of the Councilors to determine their opinion on what course of action to adopt. As a result, he said, the Executive Officer had changed his recommendation to reflect Council wishes and had concurred with their desire to have the Council as a whole meet to deliberate on the matter.

Councilor Van Bergen commented that he agreed that the Council as a whole should discuss the issue. However, given that the Council had received the memorandum only that evening, there had been insufficient time for proper review. Consequently, he said, it would be appropriate to adopt a format for discussing the issue at this meeting but that the Presiding Officer and Executive Officer should establish the agenda for future meetings in order to commerce discussion on the issue.

Councilor Kirkpatrick reported that the Council Coordinating Committee had recommended that that Committee do the initial work, with

other Councilors invited to participate on an ad hoc basis. She said the Committee would make recommendations but the final decision would be made by the Council.

Councilor Kelley said that she would like to see an expanded citizen involvement process in the funding discussions. She suggested that a survey be conducted on public perceptions of the funding alternatives.

Councilor Kafoury said that the purpose of the Council Coordinating Committee's recommendation was to speed up the decision-making process. This could be accomplished by the Committee doing the initial work to narrow down the options. Options could then be presented in a manageable format for Council action.

Motion: Councilor Van Bergen moved that the first meeting for the consideration of the future funding issue be conducted by the entire Council. Councilor Williamson seconded the motion.

Councilor Van Bergen said the intent of his motion was to allow the Council members time to study the memo. The extra time would also allow the Presiding Officer and staff to make specific recommendations on an agenda, and on whether the Council as a whole or a standing committee should work on the issue.

Vote: The vote on the motion resulted in:

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

Nays: Councilor Kirkpatrick.

Absent: Councilors Deines and Oleson.

Motion carried.

Mr. Carlson asked that Councilors read the memo and provide him with feedback on its content, as well as to let him know if there was any other information they needed in order to discuss the issue.

#### Project Initiatives Program

Ray Barker, Council Assistant, presented a memorandum suggesting a work plan for the Project Initiatives Program (a copy of the memo is attached to the agenda of the meeting). He said the first step would be to choose the order of study for the topics identified by Council. He noted that during the budget process four potential

projects were proposed for inclusion in the Project Initiatives Program: Jails, Parks, Libraries and Drainage. He then distributed a ranking sheet to each Councilor and requested that they rank the projects in the order they each would like to see the item researched.

Motion: Councilor Kelley moved to adopt the work plan for the Project Initiatives Program as presented in the memo from Ray Barker dated June 23, 1983. Councilor Etlinger seconded the motion.

Councilor Waker commented that Metro had authority only in one of the four areas listed and believed that the Council should only work in areas where they had statutory authority. Presiding Officer Banzer answered that if it was determined that a particular area should be undertaken by Metro, then appropriate options for such an action could be recommended through the Project Initiatives Program process.

Presiding Officer Banzer indicated that if the motion was adopted, she intended to refer the Project Initiatives Program to the Regional Development Committee to oversee the work.

Councilor Kirkpatrick indicated support for moving ahead with the Program and suggested that the timelines for future funding and the Project Initiatives Program should dovetail since they were integral.

Vote: The vote on the motion to adopt the work plan for the Project Initiatives Program resulted in:

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

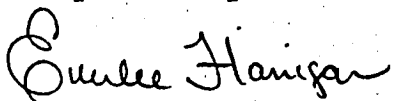
Nays: Councilor Van Bergen.

Absent: Councilors Deines and Oleson.

Motion carried.

There being no further business, the special meeting adjourned at 6:16 p.m.

Respectfully submitted,

  
Everlee Flanigan  
Clerk of the Council

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

REGULAR MEETING  
JUNE 23, 1983

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

Also Present: Rick Gustafson, Executive Officer.

Staff Present: Donald Carlson, Andrew Jordan, and Dan  
LaGrande.

Testifiers: Louis Turnridge, Ken Bunker, Betty  
Schedeen, Mike Burton, Glenn Otto, Ronald  
Buel, Wes Myllenbeck, Paul Thalhofer,  
Jeanne Orcutt, Jack Nelson, Douglas Allen,  
Earl Blumenauer, Ronald Cease, Greg Kantor,  
Harrison King, Chet Kershaw, Ray Polani,  
Jim Worthington, George Burton, Kathy Laib,  
Robert Calquest, and Jean Hood.

A regular meeting of the Council of the Metropolitan Service District was called to order at 7:10 p.m. by Presiding Officer Banzer.

1. Introductions.

There were no introductions.

2. Councilor Communications.

Presiding Officer Banzer said she had several items she wanted to share with the Council:

- a. Copies of her memo entitled "Major Issues to be Addressed by Metro Council During the Next Six Months" were distributed (a copy of the memo is attached to the agenda of the meeting). She asked that Councilors refer to it during Committee deliberations and use it as a framework for discussion.
- b. She referred the Project Initiatives Program to the Regional Development Committee.
- c. Noted that initial discussion of the Future Funding issue would be held at the second Council meeting in July.

- d. Announced that Council had been invited to visit the regional government in Vancouver, B.C. on July 28 and 29, and because of that the second Council meeting in July would be moved to either July 21st or July 26th.
- e. A letter she had written to Dr. Cease was distributed, together with his response. The communication concerned the Metropolitan Citizens League interest in conducting a review of Metro (a copy of the letter is attached to the agenda of the meeting).
- f. She reported that the Portland Chamber of Commerce had provided to the Council copies of its report on Tri-Met and its FY 84 budget (attached to the agenda of the meeting).
- g. Copies of a letter the Presiding Officer had sent to Gerald Drummond of the Tri-Met Board were distributed (attached to the agenda of the meeting).
- h. She distributed copies of H.B. 3017 introduced by State Representative Jane Cease and said the Bill was scheduled for public hearing on June 24th. She asked the Executive Officer to comment on the bill (a copy of the Bill is attached to the agenda of the meeting).

Executive Officer Gustafson said that the Bill was scheduled for hearing before the House Intergovernmental Committee. His recommendation, given the late date of introduction to the Legislature, was that the Council did not necessarily need to take a position. He said the Bill would allow Metro to provide park, library and jail services if a tax base or serial levy was passed to provide the services. He said it required that a Commission be appointed by Metro to provide the services, and to appoint a transit commission to operate the transit system if Metro were to take over Tri-Met. Mr. Gustafson pointed out that there was not a high expectation that the Bill would pass this session. He said that he and the Presiding Officer would attend the public hearing and seek a clarification of whether a commission was required even if Metro wasn't providing the service.

### 3. Executive Officer Communications.

Mr. Gustafson noted that the music season at the Zoo had begun on June 22nd.

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

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

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

Mr. Louis Turnridge, 18144 S.E. Pine, 97233, stated that given Metro's record, he supported adoption of Resolution No. 83-408 which would declare the Council's intent to do nothing about a merger between Metro and Tri-Met.

6. Consent Agenda.

The Consent Agenda consisted of the following items:

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

Motion: Councilor Kafoury 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, Kafoury, Kelley, Kirkpatrick, Oleson, Van Bergen, and Waker.

Nays: None.

Absent: Councilor Williamson.

Motion carried, Consent Agenda adoption.



7. Consideration of Ordinance No. 83-158, amending the Metro Urban Growth Boundary in Multnomah County for Contested Case No. 81-6 (Jenne Lynd Acres). (First Reading)

Mark Brown, Development Services Planner, presented the staff report, as contained in the agenda of the meeting. He said the conditions specified in Resolution No. 82-356 had been met and the area should now be added to the urban growth boundary.

Motion: Councilor Etlinger moved adoption of Ordinance No. 83-158. Councilor Kirkpatrick seconded the motion.

The ordinance was read the first time, by title only.

Presiding Officer Banzer noted that a letter had been received from Bruce R. Burmeister opposing the addition of Jenne Lynd Acres to the Urban Growth Boundary (a copy of the letter is attached to the agenda of the meeting).

There was no public testimony.

The ordinance was passed to second reading on July 7, 1983.

8. Public Hearing on Metro/Tri-Met Relationship

(Inasmuch as there was time before the time certain hearing on this agenda item, the Council took up agenda items 9 through 11 before hearing this item. See after Agenda Item No. 11 for discussion.)

9. Consideration of Resolution No. 83-414, for the purpose of declaring the Metropolitan Service District Council's intent to proceed with the truck wash facility at Clackamas Transfer & Recycling Center, and directing staff to obtain construction bids and file for local permits.

Councilor Hansen reported that the Services Committee recommended adoption of the resolution.

Motion: Councilor Hansen moved adoption of Resolution No. 83-414. Councilor Oleson seconded the motion.

Councilor Deines stated that he thought the elaborate process they were going through to construct a wash facility for garbage trucks was unnecessary and that the costs were prohibitive.

He suggested an alternative used elsewhere that hoses be used to wash the trucks, with the waste water flowing into the pit and transported to the landfill.

Councilor Kafoury asked what the potential rate increase would be if the wash rack was constructed. Mr. Norm Wietting, Solid Waste Operations Manager, responded that with an estimated construction cost of \$60,000 plus the operating costs, the rates would raise between 2¢ and 7¢ per ton.

Councilor Kafoury asked if the staff had looked at Councilor Deines suggestion. Mr. Wietting responded that staff had and the cost to transport water from CTRC to St. Johns far exceeded the cost of the sewer discharge at the Tri-Cities Plant.

Mr. Ken Bunker, 1825 N.E. 125th Avenue, 97230, commented on the survey conducted by the Solid Waste Department regarding the wash rack. He questioned that the number of respondents (50 out of 212), and the percentage of those 50 who were in favor, 88%, justified the expense.

Mr. Wietting responded it was a good response compared to other surveys they had conducted and that the results were presented as information, not necessarily justification for construction.

Vote: The vote on the motion to adopt Resolution No. 83-414 resulted in:

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

Nays: Councilors Deines, Kafoury and Van Bergen.

Motion carried, Resolution adoption.

10. Consideration of Ordinance No. 83-156, relating to FY 1982-83 appropriations, transferring funds from the General Fund contingency, amending Ordinance No. 82-132, and declaring an emergency. (Second Reading)

Councilor Kirkpatrick reported that the Council Coordinating Committee had reviewed the appropriations and recommended adoption of the ordinance. She indicated that the emergency clause was unnecessary.

Motion: Councilor Kirkpatrick moved that Ordinance No. 83-156 be amended to delete the emergency section from the ordinance and title. Councilor Oleson seconded the motion.

Vote: By voice vote, the motion to amend Ordinance No. 83-156 carried unanimously.

The ordinance was then read a second time, by title only.

Vote: The vote on the motion to adopt Ordinance No. 83-156, as amended, made on June 2, 1983 by Councilors Kirkpatrick and Etlinger resulted in:

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

Nays: None.

Motion carried, Ordinance adopted as amended.

11. Consideration of Ordinance No. 83-153, for the purpose of adopting the Annual Budget of the Metropolitan Service District for fiscal year 1983-84, making appropriations from funds of the District in accordance with said annual budget, and levying ad valorem taxes. (Second Reading)

The ordinance was read a second time, by title only.

Councilor Kirkpatrick said that packets had been distributed explaining changes to the budget (a copy of the packet is attached to the agenda of the meeting). She said she had gone over the changes with Ms. Sims and recommended approval.

Ms. Jennifer Sims, Manager of Budget and Administrative Services, noted there were numerous changes which needed to be addressed and asked if the Council would like to go over them after the Tri-Met issue was discussed.

Councilor Deines said that while he might vote for the ordinance, he still believed that the Solid Waste Capital budget was out of line.

Motion: Councilor Etlinger moved to transfer \$23,000 from the Solid Waste Operating Fund, Materials & Services budget, to Contingency in order to allow the Council the

flexibility to expand the curbside recycling program or yard debris program. Councilor Kelley seconded the motion.

Councilor Deines said it was an inappropriate expenditure of Metro funds to work on neighborhood projects; that that was up to local governments.

Councilor Etlinger argued in support of a Metro Yard Debris Program.

Motion: Councilor Bonner moved that discussion on Ordinance No. 83-153 be continued until after Agenda Item 8 (Metro/Tri-Met Relationship) was concluded. Councilor Kelley seconded the motion.

Vote: The vote on the motion resulted in:

Ayes: Councilors Banzer, Bonner, Etlinger, Hansen, Kelley, Oleson, and Waker.

Nays: Councilor Deines, Kafoury, Kirkpatrick, Van Bergen, and Williamson.

Motion carried, discussion on Ordinance No. 83-153 continued until after Agenda Item 8 discussion concluded.

At this time, the Council recessed for five minutes.

8. Public Hearing on Metro/Tri-Met Relationship.

8.1 Resolution No. 83-407, for the purpose of declaring the Metropolitan Service District Council's intent to develop a plan and bring about the merger of Metro and Tri-Met.

8.2 Resolution No. 83-408, for the purpose of declaring the Metropolitan Service District Council's intent to do nothing toward the merger of the Tri-County Metropolitan Transportation District and the Metropolitan Service District.

8.3 Resolution No. 83-409, for the purpose of declaring the Metropolitan Service District Council's intent to commence the evaluation of combined Metro/Tri-Met functions.

Presiding Officer Banzer said the purpose of the public hearing was to receive comments on the resolutions introduced regarding

the Metro/Tri-Met relationship. She reviewed the current status of the Metro and Tri-Met relationship.

Councilors Van Bergen, Hansen and Bonner each spoke in support of the resolutions each had introduced.

Mr. Gustfson presented for Council consideration a resolution supporting a broad, independent study which had been proposed by the Metropolitan Citizens League (a copy of the resolution is attached to the agenda of the meeting). He offered two principles that the Council should consider as priorities in whatever action they took:

- o The importance of respecting the affected parties involved: the Legislature, Tri-Met, and the interests of the citizens of the metropolitan area; and to seek to establish a consensus between these interests.
- o A sincere effort to involve the community in the decision-making process.

He said he supported and recommended the proposal of the Metropolitan Citizen League to establish a Study Commission.

Presiding Officer Banzer then opened the public hearing.

Ms. Betty Schedeen, 1612 W. Division, Gresham, former Metro Councilor, testified in support of the adoption of the resolution proposing a Study Commission to review all of Metro's governance powers, including Tri-Met operations. She reported results of a survey conducted by the Columbia-Willamette Futures Forum which indicated that 76% of those surveyed agreed it was important to plan for the future even if it meant higher taxes; 57% felt that having some services provided by a four county-wide (consolidated) government was a good idea, and 45% said they would vote in favor of a proposal to consolidate the local governments in a four county area. She said without broad support, Metro could lose the opportunity to become the regional government.

Mr. Mike Burton, 6937 N. Fiske, 97203, former Metro Councilor, said he had proposed an ordinance to merge Metro and Tri-Met when he was a Councilor but hadn't been able to find the votes. He said the intent of the Tri-County Local Government Commission, which established Metro, was to eliminate layers of government and establish a body of elected officials to make the policy decisions for the metropolitan area. He said the issue wasn't who could run Tri-Met the best, but who could be the most accountable to the public. He said he supported Councilor Bonner's resolution and urged the Council to take advantage of the Metropolitan Citizens League proposal to study other issues.

Presiding Officer Banzer said she had sent a letter to Gerald Drummond, Tri-Met Board, and that she had received a communication from Tri-Met officials, since Mr. Drummond was out of town, that they would be happy to respond to the Council's position; that she and Drummond would be meeting to discuss the issue; and that they appreciated the opportunity to participate.

State Representative Glenn Otto, 23680 N.E. Shannon Court, Troutdale, 97060, said in April of 1983 he had sent a letter to each of the members of the Metro Council and Tri-Met Board urging that a study be undertaken in the spirit of cooperation and not confrontation. He applauded the Metropolitan Citizens League for being willing to undertake a study. He said if there was no cooperation between Metro and Tri-Met to study the issue, then a study would be worthless.

Mr. Ronald Buel, 281 N.E. 19th Avenue, 97212, said he had served on the Tri-Met Board and had also worked for former Mayor Goldschmidt. He said the important issue was elected accountability and that Tri-Met needed elected advocates. He said the present board was not responsive to the public. He stated that if Metro took over Tri-Met it would raise Metro's visibility and profile, would increase the importance of regional government, and that money would be saved.

Mr. Wes Myllenbeck, Chairman of the Washington County Board of Commissioners, noted he was speaking for himself. He said he favored the proposal by the Metropolitan Citizens League to establish a study commission. He said he did not want Metro to jeopardize its position and felt it was a good time for an independent citizens review. He also indicated he supported elected officials versus appointed officials.

Mr. Paul Thalhofer, 920 S.W. Cherry Park Road, Troutdale, spoke in support of Resolution No. 83-409 which proposed an evaluation of combined Metro/Tri-Met functions. He said there should be citizen involvement in such an evaluation, and included in the study should be an analysis of economic feasibility. He indicated his support for an elected board running Tri-Met. He said other issues could be reviewed by a study commission such as the Metropolitan Citizens League proposed.

Ms. Jeanne Orcutt, 12831 S.E. Morrison Street, 97233, testified in opposition to a Metro take over of Tri-Met. She said Metro was beset with enough problems and public distain and shouldn't take on more. She cited minutes from a Metro Council workshop on its future and problems and said the result of the workshop was that there were no solutions. She said the proposal to

take over Tri-Met was a first step in Metro's plan to take over other services. She said Metro had mismanaged and wasted millions of tax dollars and couldn't run Tri-Met economically.

Mr. Jack Nelson, Mayor of the City of Beaverton, stated he had served as a member of the Steering Committee for the Tri-County Local Government Commission which brought about the enabling legislation for Metro. He said the question of taking over Tri-Met needed to be carefully analyzed. He said the issue was only one of several that needed to be resolved and indicated his support for the proposal by the Metropolitan Citizens League.

Mr. Earl Blumenauer, Multnomah County Commissioner, presented a letter signed by several members of the Multnomah County Board of Commissioners urging that a broad-based comprehensive study be undertaken of the interests that a variety of agencies have in services that Metro could conceivably be involved with (a copy of the letter is attached to the agenda of the meeting). He said Metro should only take over Tri-Met if there was a specific objective achieved which benefited transit. He said the reason that the marriage clause had not been exercised in his judgement was because there had not yet been a reason to. He also said that an elected board should not be accepted outright as the best way to run an agency.

Mr. Douglas Allen, 2247 S.E. 51st Avenue, 97215, said he worked for Tri-Met but was not representing them. He said that if Metro took over Tri-Met, that in order to have an effective regional transportation system, it should also seek authority to assume the revenues and responsibilities of the Oregon State Highway Division in the metropolitan region. He also said if Metro took over Tri-Met it should be for achieving accountability, not cost savings.

Dr. Ronald Cease, President, Metropolitan Citizens League, stated he supported Metro and a healthy transit system. He said there were many issues, such as parks, libraries, jails, which needed a regional response and that the proposal by the Metropolitan Citizens League would address those issues as well as the Tri-Met issue. He said the Metropolitan Citizens League would lend credibility to a study. He said they believed that at some point Metro and Tri-Met should be merged under one elected body. However, he said, cooperative negotiation had to occur with Tri-Met before any proposal to merge. He said the marriage clause legislation was still intact but conditions imposed by H.B. 2228 had changed the situation.

There was then discussion between Dr. Cease and members of the Council regarding the mechanism for and composition of a study commission.

Mr. Greg Kantor, 3811 S.W. Pendleton, member of the Transportation Policy Advisory Committee for Metro, spoke in support of a merger between Tri-Met and Metro. He said the decision was a political one which no analytical study could resolve.

The Council took a ten minute recess at this time.

Mr. Harrison King, Manager of the Governmental Affairs Department of the Portland Chamber of Commerce, submitted and read a letter indicating that the Chamber Board had unanimously approved the proposal of the Metropolitan Citizens league with the condition that the proposed number of members (30 to 40) be revised downward (a copy of the letter is attached to the agenda of the meeting).

Mr. Chet Kershaw, 1030 N. Jantzen, 97217, spoke in opposition to a merger between Metro and Tri-Met. He said Metro didn't know enough to take over Tri-Met and it was a premature action. He said if Metro couldn't benefit Tri-Met, they shouldn't take it over.

Mr. Jim Worthington, 140 S.E. 205th Drive, Troutdale, 97060, said he believed in an elected board to run Tri-Met, but at the present time he leaned toward supporting the proposal of the Metropolitan Citizens League.

Mr. Ray Polani, 2717 S.W. Spring Garden Street, representing Citizens for Better Transit, stated that the Citizens for Better Transit offered qualified support to Councilor Bonner's resolution--qualified because they wanted to know more about how the Tri-Met board would be selected and because they weren't sure two years was needed to study how to take them over.

Mr. George Burton, 4045 S.E. Charming Way, member of Citizens for Better Transit, spoke in support of Metro taking over Tri-Met in order to allow for an elected board.

Ms. Kathy Laib, 17055 S.W. Florence, Aloha, testified in opposition to a Tri-Met take-over. She said Metro had nothing to offer Tri-Met.

Mr. Ken Bunker, 1825 N.E. 125th Avenue, 97230, spoke in support of taking over Tri-Met. He said there had already been too many studies and another wasn't needed.



Mr. Robert Calquest, Corbett, member of EIEIO, said he was in favor of abolishing Metro. He said he supported public input and had thought there seemed to be more associates of Metro and government people testifying than regular citizens.

Ms. Jean Hood, 2134 S.E. 174th, said Tri-Met probably had more chiefs than indians. She asked who was going to pay for the merger and who was going to do the hiring. She said she didn't think Metro had its act together.

Councilor Waker read into the record letters from State Senator Jeannette Hamby, State Senator Jim Simmons, and State Senator Nancy Ryles (the letters are attached to the agenda of the meeting).

Presiding Officer Banzer entered into the record letters which had been recieved from the City of Hillsboro; County Commissioner Carolyn Miller; Milwaukie Mayor Joy Burgess; Clackamas County Commissioner Robert Schumacher; Tom Pry, publisher, The Sellwood Bee; Gayle Kish; and Bruce Harmon, manager, Advertising and Public Relations for the FMC Corp.

Presiding Officer Banzer announced that continued discussion of the Metro/Tri-Met Relationship would occur on Thursday, July 7, 1983.

11. Consideration of Ordinance No. 83-153, for the purpose of adopting the Annual Budget of the Metropolitan Service District for fiscal year 1983-84, making appropriations from funds of the District in accordance with said annual budget, and levying ad valorem taxes. (Continued from earlier in the meeting))

Councilor Etlinger said in conversations with the Executive Officer and the Waste Reduction Manager, it had been agreed that any additional requests for funding in the Curbside Residential Recycling Program, beyond the four cities the Council had agreed to fund, would come before them. He said the Council could then decide whether or not to fund a proposal or shift the funds elsewhere.

Councilor Etlinger withdrew his motion to amend Ordinance No. 83-153.

Vote: The vote on the motion to adopt Ordinance No. 83-153 made by Councilors Kirkpatrick and Kafoury on May 5, 1983, resulted in:

Ayes: Councilors Banzer, Bonner, Etlinger,  
Hansen, Kafoury, Kelley, Kirkpatrick and  
Waker.

Nays: Councilor Deines.

Absent: Councilors Oleson, Van Bergen, and  
Williamson.

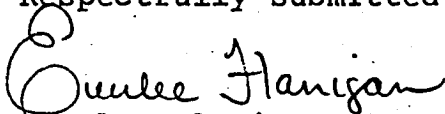
Motion carried, Ordinance adopted.

12. 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

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

Regular Meeting  
August 25, 1983

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

Councilors Absent: Councilor Banzer.

Also Present: Rick Gustafson, Executive Officer.

Staff Present: Ray Barker, Andrew Jordan, Steven Siegel,  
Mark Brown, Peg Henwood, Jennifer Sims,  
Leigh Zimmerman, and Andy Cotugno.

Testifiers: Tim Ramis, Mike Lindberg, Wes Myllenbeck,  
Robert Behnke, Nellie Fox, Charles Davis,  
Bob Tenner, Sam Naito, Ted Spence, Henry  
Lorenzen, Pam Ragsdale, Robert Hoffman, Ray  
Polani, David Lawrence, Gary Conkling, John  
Gillam, Leeanne MacColl, Robert Casey,  
James Munyer, Dale Kresge, and Edward Lilly.

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

1. Introductions.

There were no introductions.

2. Councilor Communications.

There were no Councilor Communications.

3. Executive Officer Communications.

There were no Executive Officer Communications.

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

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

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

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

6. Consent Agenda.

The Consent Agenda consisted of the following items:

- 6.1 Minutes of the meetings of 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 acknowledgment 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.

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

Councilor Bonner requested that Consent Agenda Item 6.4 be removed from the Consent Agenda for discussion.

Vote: The vote on the motion to adopt the Consent Agenda, except for the item 6.4, resulted in:

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

Nays: None.

Absent: Councilors Banzer, Deines, and Etlinger.

Motion carried, Consent Agenda adopted.

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.

Councilor Bonner said it was not clear to him what the status was on the Council's request for changes in Multnomah County's plan and ordinances with respect to landfills.

Mr. Steven Siegel, Development Services Director, responded that discussions were taking place with Multnomah county under a separate process.

Councilor Bonner asked if that meant there would need to be a request of Multnomah County for a special procedure to look at the standards for landfills in agricultural areas. Mr. Siegel responded that it appeared so. Mr. Andrew Jordan, Legal Counsel, added that the plan update process was well along when the LUBA decision came down on the Wildwood Landfill. He said the County Executive had indicated he would initiate a plan change or zone change, whichever was necessary, as a separate request to the Planning Commission.

Motion: Councilor Kelley moved adoption of Resolution No. 83-427. Councilor Kirkpatrick seconded the motion.

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilor Banzer.

Motion carried.

7.1 Consideration of an Order in the matter of a petition of Mutual Materials, Inc. for an amendment to the Regional Urban Growth Boundary, and Ordinance No. 83-160 amending the Metro Urban Growth Boundary in Clackamas County for Contested Case No. 82-1. (First Reading)

Mr. Mark Brown, Development Services Planner, presented the staff report, as contained in the agenda of the meeting. He said no exceptions to the inclusion of the area in the UGB had been received. He noted that the Hearings Officer for the case,

as well as the applicant's representative, were present to respond to any questions.

Motion: Councilor Hansen moved adoption of the Order.  
Councilor Deines seconded the motion.

Councilor Kafoury asked what the proposed use was for the property.

Mr. Tim Ramis, 1727 N.W. Hoyt Street, Portland, applicant's representative, responded that the proposed use was residential.

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

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

Nays: None.

Absent: Councilor Banzer.

Motion carried, Order adopted.

Ordinance No. 83-160 was then read the first time by title only.

Motion: Councilor Deines moved adoption of Ordinance No. 83-160. Councilor Kafoury seconded the motion.

There was no public testimony.

The ordinance was passed to second reading on September 8, 1983.

Deputy Presiding Officer Oleson noted that the hearing on the West-side Light Rail was scheduled for 8:00 p.m. and there was time before the hearing for the Council to take up Agenda Item 9.1.

#### 9.1 Sublease of Office Space.

Ms. Jennifer Sims, Budget and Administrative Services Manager, reported that negotiations had taken place with Columbia Research Center to sublease approximately 3,000 square feet of Metro space. She said the sublease over the term of Metro's existing lease would net Metro approximately \$50,000 in revenue.

Motion: Councilor Kafoury moved approval of a sublease with Columbia Research Center. Councilor Bonner seconded the motion.

Vote: The vote on the motion resulted in:

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

Nays: None.

Absent: Councilor Banzer.

Motion carried.

The Council then recessed for five minutes.

8.1 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.

Deputy Presiding Officer Oleson outlined the procedure he would use to conduct the hearing.

Councilor Williamson made a brief statement on the history and process of the project. He reported that TPAC and JPACT as well as the Regional Development Committee had approved minor modifications to the Resolution and recommended its adoption.

Motion: Councilor Williamson moved adoption of Resolution No. 83-423. Councilor Kirkpatrick seconded the motion.

Executive Officer Rick Gustafson noted that if the Council adopted the Resolution it would not only be approving over \$80 million in bus and highway improvements, but would be approving a systematic multi-year effort of technical and public review for determining the long-term preferred alternative for the Westside.

Mr. Siegel discussed the issues raised during the public process and how the resolution before the Council responded to those concerns.

Deputy Presiding Officer Oleson then opened the public hearing.

Commissioner Mike Lindberg, Portland City Council, spoke in support of the Resolution. He said concerns raised at the public hearing before the City Council were addressed in the Metro Resolution. He stressed the five areas of concern to the City: 1) preservation of housing and neighborhoods; 2) the phasing of bus and highway improvements and a light rail system; 3) the need for a one-year assessment of the Banfield operation before any right-of-way acquisition for the Westside LRT; 4) a commitment for building the Westside LRT from new funding sources; and 5) continuation of the project under a management committee with representatives from all jurisdictions.

Mr. Wes Myllenbeck, Chairman, Board of Commissioners for Washington County, submitted a letter indicating support of the selection of the Sunset Corridor as the preferred alternative (a copy of the letter is attached to the agenda of the meeting). He also said that the County wanted to see the alignment fixed as soon as possible so Washington County would not have to hold up development.

Mr. Robert W. Behnke, 2002 Wembley Park Road, Lake Oswego, submitted and read testimony opposed to a Westside LRT (a copy of the testimony is attached to the agenda of the meeting). He said the ridership and revenue projections for the Sunset light rail system appeared to be unrealistically high and the cost and deficit projections appeared to be unrealistically low. He suggested that before further work was conducted that a team of independent transportation consultants review the entire project.

Councilor Deines agreed with Mr. Behnke and urged that the Council consider an independent review of the project's assumptions and analyses.

Ms. Nellie Fox, member of the Tri-Met Board of Directors, submitted and read testimony indicating that the Tri-Met Board had adopted a resolution endorsing the Sunset light rail alternative as the preferred long-range option for the Westside Corridor (a copy of the testimony is attached to the agenda of the meeting). She said the Board agreed that it was prudent to proceed cautiously in the next stage of the project to assure that concerns about costs and impacts were fully addressed before any decisions to construct were made.

Mr. Charles Davis, 4295 S.W. Melville, Portland, 97201, expressed concern that Metro did not have enough information to make



a decision. He said the Council should be looking very closely at the economic factors involved in such a decision.

Mr. Bob Tenner, 7695 S.W. Wilson, Beaverton, 97005, member of the Citizens Advisory Group for the Westside Corridor Project, submitted and read a letter from David Frost, Chairman of the Group, which supported the Sunset LRT alternative (a copy of the letter is attached to the agenda of the meeting).

Councilor Williamson said the Council should express its appreciation to the citizens who had spent a great deal of time working on the project.

Mr. Sam Naito, 4830 S.W. Fairview Blvd., 97201, member of the Westside Corridor Citizens Advisory Group, submitted and read testimony supporting the Sunset Corridor alternative (a copy of the testimony is attached to the agenda of the meeting). He said the Westside Corridor was an essential link to downtown Portland's business community.

Mr. Ted Spence, representing the Highway Division of the Oregon Department of Transportation, submitted and read testimony indicating the Oregon Department of Transportation Commission's support of the Sunset Corridor alternative, and the phasing of related bus and highway improvements as the best long-range transportation solution (a copy of the testimony is attached to the agenda of the meeting). He said the Commission concurred with the need to carefully identify the capital and operating feasibility of the preferred alternative and supported a one-year assessment of the Banfield operations prior to proceeding with implementation of the Sunset LRT.

Mr. Henry Lorenzen, 1055 S.W. Douglas Place, Portland, representing the Canyon Road Citizens Association, stated that the Association had two major concerns: 1) Whether the project made sense economically and how such a conclusion could be reached if there were no other options against which to compare light rail. He urged that the Council consider the bus service expansion alternative. 2) The affect of the light rail on the individual homes of the people who lived in the Canyon Road area. He urged that the staff look at all tunnel options, not only on the north, but also on the south side of Canyon Road.

Ms. Pam Ragsdale, 14325 N.W. Belle Place, Beaverton, 97006, Executive Vice-President of the Beaverton Area Chamber of Commerce, submitted and read a letter from John Marling, President-Elect of the Beaverton Area Chamber of Commerce, supporting the Sunset Corridor alternative (a copy of the

letter is attached to the agenda of the meeting). She also indicated that the support of the alternative should not be interpreted as unqualified support for building a Sunset light rail system and enumerated several concerns contained in the letter. She said she had also been a member of the Advisory Group which studied the Project and that she agreed with the testimony of Mr. Tenner regarding their recommendation.

Mr. Robert Hoffman, 11 S.W. Curry, 97201, spoke in opposition to the project. He said that there were other, more advanced, modes of transportation which should be considered. He also said, referring to Mr. Naito's testimony, that businesses downtown should take care of themselves.

Mr. Ray Polani, 2717 S.W. Spring Garden Street, 97219, representing Citizens for Better Transit, testified that the Citizens for Better Transit supported in principle light rail in the Sunset corridor, but encouraged creative engineering options to lower the operating costs. He said they also supported the option of a 15,000 foot tunnel through the Canyon Road area which would shorten the route by one-half mile and decrease the environmental impacts in the area. He said they were opposed to an alignment between the Sunset and T-V Highways which would miss both of the existing highways where traffic congestion exists.

Councilor Williamson pointed out that some options were being excluded with the adoption of the resolution. He said they would be excluding a track along the Sunset Highway past the 217 Highway. Mr. Siegel said the proposed alignment would go to 185th as indicated in the DEIS and Washington County's Comprehensive Plan. He said if the capital or operating financial feasibility analysis on the proposed alignment west of Beaverton between 158th and 185th turned out to be infeasible, the project staff would go to the Washington County Commission and make recommendations as to alternative alignments west of Beaverton. He said those alternatives would become part of another study, a second study, on the extension from Beaverton.

Mr. David Lawrence, Planning Director, City of Hillsboro, testified in support of the resolution and urged continuation of the project and process. He said he was a member of the Planning Management Group and was impressed with the staff support.

Mr. Gary Conkling, Manager of Government Relations, Tektronix, Inc., submitted written testimony (attached to the agenda of the meeting). He summarized his testimony by stating that

Tektronix was opposed to the project. He said they were concerned about the transportation problems within Washington County and that the Sunset Corridor LRT wouldn't solve them. He said education-at-home and work-at-home was near reality and would change the demands on transportation systems. He also said that their data indicated a trend of development patterns which encircled Portland and Beaverton and not a radial line pattern from Hillsboro to Portland to Gresham as proposed by the Westside Project.

Mr. John Gillam, Transportation Planner for the City of Beaverton, read into the record a letter from Mayor Jack Nelson indicating the City of Beaverton's support for the Sunset Corridor and light rail transit option (a copy of the letter is attached to the agenda of the meeting).

Ms. Bebe Rucker, representing Multnomah County had to leave the meeting but requested that a letter from Dennis Buchanan, County Executive, be read into the record. His letter indicated the County's support for the Sunset light rail transit as the preferred alternative (a copy of the letter is attached to the agenda of the meeting).

Ms. LeeAnne MacColl, 2620 S.W. Georgian Place, Portland, submitted and read testimony supporting the resolution designating Sunset as the corridor for a light rail project. She said she agreed with the proposal that right-of-way acquisition not occur until one year after the construction on the Banfield was completed.

Mr. Robert Casey, Vice President of Administration for Floating Point Systems, Beaverton, testified in opposition to the Sunset light rail, asking if it was really the best alternative and urging that an independent review of the data be conducted before a decision was made.

Mr. James Munyer, Portland, said he was a driver of the handicapped and elderly and used the Sunset highway many times a week. He expressed concern about the dangers of the Vista Tunnel eastbound and the 217 interchange. He said he hoped the planning for the light rail would be better than that used in these problem areas.

Councilor Williamson pointed out that the 217 interchange was already funded for improvements and ramp metering of the tunnel was proposed as one of the improvements to be undertaken by the resolution before them.

Mr. Dale Kresge, 11090 S.W. Allen, Beaverton, said his company was a landowner in the Sunset Corridor. He expressed concern

about the alignment west of Beaverton and 158th. He said there had been no definitive studies conducted of the proposed alignment and urged adoption of the resolution which would provide a review of the alignments west of 158th. He said alignments which use existing right-of-way corridors as opposed to the alignment proposed should be studied.

Mr. Edward Lilly, representing Franklin Service Corp., 11090 S.W. Allen Blvd., Beaverton, stated his company owned 40 acres of property in the Sunset Corridor. He said he was unable to develop his property because Washington County required that he dedicate or reserve 16 acres for light rail. He said there was no guarantee that the light rail line would be constructed and he was left with a piece of property he was not being compensated for or allowed to develop.

At this time, Councilor Waker noted that he had been professionally involved with Mr. Kresge and Mr. Lilly but did not believe there was a conflict of interest. Councilor Bonner also noted that he was under contract with the Department of Public Works to do some work between 185th and Cornelius Pass Road but did not believe a conflict of interest existed.

At this time, the public hearing was closed and the Council recessed for ten minutes.

Councilor Kelley submitted and summarized a letter from Gresham Mayor Margaret Weil to JPACT. She said the letter emphasized the importance of Resolve No. 10 which reaffirms a commitment to the Westside light rail after the Banfield and the I-505 alternative projects; and Resolve No. 2 which addressed the need for an assessment of the Banfield operations prior to construction of the Westside. Councilor Kelley also proposed that a discussion occur at a Regional Development Committee meeting to establish a mechanism to assure that the citizens of the Eastside and Westside have an open communication link.

Councilor Van Bergen asked if any of the amendments which were to be proposed would affect approvals by other jurisdictions. Mr. Siegel responded that they would not.

Councilor Kirkpatrick commented for the record that she did not view the resolution as a definite decision to implement the Westside light rail. She said the Council did not have enough information at this point to make that decision.

Councilor Waker commented that he tended to fall on the anti-light rail side. However, he said it was not his technique to

make decisions without facts. He said if they clarified what facts were needed to make a decision, they might be best served to move ahead and preserve the light rail option. He said he had previously requested language in Resolve No. 1 to add "capital and operating financing feasibility" to the FEIS. He said the light rail option should be examined with respect to 1) conformance with travel time criteria in the RTP; 2) compatibility with other transportation investments and services, and 3) cost-effectiveness of the route selected.

Motion to  
to amend:

Councilor Waker moved that Resolution No. 83-423 be amended to add the following to Resolve No. 2:

2(e) A cost effectiveness analysis based upon the newly prepared data.

Councilor Van Bergen seconded the motion.

Vote:

The vote on the amendment resulted in:

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

Nays: None.

Absent: Councilor Banzer.

Motion to amend carried.

Motion to  
amend:

Councilor Bonner moved to amend Resolution No. 83-423 to add the following language to the end of Resolve No. 1:

"which are supported by the Metro Council and included as an integral part of this Resolution as Attachment D."

Councilor Etlinger seconded the motion.

Councilor Bonner said the intent of the motion was to attach all of the resolutions adopted by the involved jurisdictions to Metro's resolution to indicate Metro's support of their actions.

Councilor Waker noted it was still unclear to him what constituted a hardship acquisition and that he would tend to be cautious in examining any hardship acquisition that may come to

the Council. Mr. Siegel stated that a policy regarding hardship would be addressed by the Project Management Group and forwarded to all the participating agencies.

Vote: The vote on the motion to amend resulted in:

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

Nays: None.

Absent: Councilor Banzer.

Motion to amend carried.

Motion to amend:

Councilor Bonner moved to amend Resolution No. 83-423 to add the following language to Resolve No. 3:

3(d) The Project 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.

Councilor Kafoury seconded the motion.

Vote: The vote on the motion to amend resulted in:

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

Nays: None.

Absent: Councilor Banzer.

Motion to amend carried.

Vote: The vote on the motion to adopt Resolution No. 83-423, as amended, resulted in:

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

Nays: None.

Absent: Councilor Banzer.

Abstention: Councilor Deines.

Motion carried, Resolution adopted.

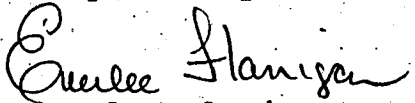
Councilor Williamson expressed appreciation to Mr. Siegel and Ms. Peg Henwood for their hard work on the project.

9.1 Sublease of Office Space.

See after agenda item 7.1 for action on this item.

There being no further business, the meeting adjourned at 10:50 p.m.

Respectfully submitted,

  
Everlee Flanigan  
Clerk of the Council

CONSIDERATION OF RESOLUTION NO. 83-430 FOR THE PURPOSE  
OF ADOPTING THE FY 1984 TO POST-1987 TRANSPORTATION  
IMPROVEMENT PROGRAM AND THE FY 1984 ANNUAL ELEMENT

---

Date: August 25, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Purpose: The Transportation Improvement Program (TIP) and Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects a number of changes from last year's update, particularly due to resolutions and administrative adjustments approved during the past year. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated program for FY 1984. The FY 1984 program reflected herein is only the first step in establishing actual priorities for FY 1984. A number of future actions will result in refinements to the material presented, including:

- A. The FY 1984 (e)(4) program represents those projects that are "ready to go"; a subsequent resolution will be adopted establishing the actual projects that will be authorized to proceed based upon the amount of available funds.
- B. The Section 9 transit capital item is presented as simply a lump-sum amount based upon the FY 1983 formula allocation; the actual FY 1984 project list will be adopted prior to Tri-Met's submittal of the grant application.
- C. FY 1984 ODOT highway projects are subject to adoption of the Six-Year Program update by the Oregon Transportation Commission later this year.

Policy Impact: Adoption of the TIP constitutes the following actions:

- Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal Aid Urban and UMTA funds), thereby providing eligibility for federal funding. New Interstate Transfer projects proposed for addition to the TIP were drawn from the Concept Program recently adopted



by Metro if their implementation were to take place in FY 1984. Other projects in the Concept Program beyond FY 1984 were excluded in the TIP until their implementation is known to be firm.

- The current status of Interstate Transfer funding is accounted for, including past obligations and current funding level authorization.
- Interstate Transfer projects included in FY 1983 are in accordance with priorities and policies set by Resolution No. 83-413 and include programming of some \$37.2 million. The amount allocated to the Metro region for FY 1983 was \$57.193 million which is \$20 million in excess of that programmed. This excess is to be carried over to FY 1984.
- Approximately \$59.4 million of Interstate Transfer funding is programmed for FY 1984 and includes all projects that will be considered for funding; actual FY 1984 priorities will be established among these candidates later this year.

Background: The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1983 through September 30, 1984. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The FY 1984 TIP is a refinement of the currently adopted TIP and involves the following significant actions:

#### Interstate Transfer Funding

The TIP includes escalation, according to the National Construction Cost Index, to June 30, 1982, at which time escalation was terminated and the program amount for the Metro region was fixed at \$503,653,205 (federal). This FY 1984 TIP update revises the previously adopted FY 1982 and FY 1983 programs to match the adopted priorities. At the end of the federal fiscal year, unfunded projects will automatically shift to FY 1984, thereby being eligible to compete for FY 1984 funding.

The FY 1984 Interstate Transfer program of approximately \$59.4 million represents the full-funding need and is in excess of the level of funding the region can anticipate. The noted amount includes Banfield transit funds of \$9.86 million in accordance with the UMTA full-funding contract with the balance of \$49.5 million being earmarked for FHWA highway projects. Priorities will be established from amongst the full FY 1984 program later in the year based upon a closer estimate of funding. Projects not funded in FY 1984 will be delayed; however, they will be considered for implementation in the event additional FY 1984 funds become available, or for funding in FY 1985.



A number of revisions to the overall project allocations are incorporated including a variety of minor transfers due to cost overruns and underruns, inclusion of the recently approved Westside allocation, consolidation of various rideshare items into a single account, the addition of two new projects, Stark Street from 242nd to 257th and Hubbard Lane north of Highway 212 (see RTP update materials), and an administrative adjustment to break apart two previously approved projects (Sunnyside Road was broken into Units I and II and the 47th/Oregon signal was broken apart from the City-wide signal program). In addition, there are several Portland projects that will require action at a later date:

- N.W. Everett-Front connection (Steel Bridge) has already been authorized for PE; construction funds are included in the project in a "reserve"; and
- N. Rivergate Drive, N. Rivergate Slough Bridge and Sandy/12th/Burnside are identified for FY 1984 funding but will require further action to provide the project allocation.

### Section 3 Trade Funding

In April 1982, Metro Council endorsed the use of Section 3 funds for selected transit projects in exchange for Interstate Transfer funds. This involved transfer of funds from a series of regionwide transit projects to the Banfield project; in exchange, Section 3 funds previously earmarked for the Banfield were assigned to transit projects. Subsequently, the fixed amount of \$76.8 million was committed by UMTA for the Section 3 Trade Program. Under recent action resulting from the selection of the preferred Sunset LRT system, some \$21.6 million of Westside Section 3 reserves were distributed to projects supporting the Westside Corridor objectives. These projects are included in the TIP as reserve accounts with priorities for use of FY 1984 funding to be developed in compliance with the priority-setting process later in 1983.

### Section 3 Discretionary Funding

Projects previously identified in the Section 3 Discretionary program were dropped if Section 3 Trade Westside funds were allocated or were dropped if they were of a routine capital nature (i.e., parts and equipment) provided by the Section 9 program. The remainder of the Banfield full-funding contract at \$58,140,544 was included as Section 3 Discretionary in accordance with Congressional action.

### Banfield Funding

The TIP includes Interstate Transfer funding and \$67 million in Section 3 funding for the Banfield. The amounts are programmed consistent with the level of Interstate Transfer funding locally authorized for the Banfield and with past Section 3

grant awards. Funding levels by year for Section 3 funds call for \$24.250 million in FY 1984 and \$33.9 million in FY 1985. These amounts include the recent change in scope to add seven additional LRT vehicles to the previous 26. The funding program may require revision at a later date depending upon actions by Congress and USDOT.

#### Westside Corridor Funding

This program is composed of Section 3 trade and Section 103(e)(4) funds. The Section 103(e)(4) reserve had some \$18.8 million of unobligated authority; \$500,000 of this has been previously earmarked in FY 1984 for initiating preliminary engineering on new Westside projects. As a result of the selection of the Sunset LRT alternative, the balance of the Westside Corridor reserve was transferred to individual (e)(4) projects which directly serve the Westside Corridor. The transfers were made to individual reserve accounts for each project until such time as specific project details and timing can be developed.

#### Federal Aid Urban

Federal legislation may terminate this program. However, pending change by Congress, FAU funds are included for two ongoing projects, namely the City of Portland's Willamette Greenway and Lake Oswego's Boones Ferry Road. A reserve was established for the city of Forest Grove in accordance with Resolution No. 83-398.

#### Section 5 - Transit Operating Assistance

Federal legislation has phased out this program. However, included in this TIP for FY 1983 is the final funding availability under the Section 5 program of \$6,442,000.

#### Section 9/9A

The phasing out of Section 5 Operating Assistance was offset by new legislation in the form of Section 9/9A Operating Assistance and Capital funding. Beginning in FY 1984, \$6.4 million of Section 9 Operating funds have been programmed in the TIP through FY 1986. The capital portion consists of \$4.7 million through the same period.

#### Interstate Funds

Interstate projects are programmed in accordance with the ODOT Six-Year Plan.

#### Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. Updates to the



carbon monoxide and ozone plans demonstrate attainment of both standards by 1987. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

#### New Projects

This TIP update incorporates several new projects that have been identified by the sponsoring jurisdictions and/or Metro as follows:

- S.E. Stark Street - 242nd Avenue to 257th Avenue
- Hubbard Lane
- Human Resources Grant to establish a Tri-Met MBE program

TPAC and JPACT have reviewed the TIP update and recommend approval of the Resolution.

#### EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the resolution to allow timely flow of federal funds into the region.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

On September 12, 1983, the Regional Development Committee recommended Council adoption of the Resolution.

BP/srb  
9275B/353  
09/12/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 83-430
FY 1984 TO POST-1987 TRANSPORTA-	)	
TION IMPROVEMENT PROGRAM AND THE	)	Introduced by the Joint
FY 1984 ANNUAL ELEMENT	)	Policy Advisory Committee
	)	on Transportation

WHEREAS, Metro staff and the Transportation Improvement Program Subcommittee have prepared a final draft of the Transportation Improvement Program (TIP) for the Metro urban area which implements the adopted Regional Transportation Plan and complies with federal guidelines as set forth in 23 CFR--Part 450; and

WHEREAS, In accordance with the Metro/Regional Planning Council (RPC) of Clark County Memorandum of Agreement, the TIP has been submitted to the RPC for review and comment; and

WHEREAS, Projects using federal funds must be specified in the TIP by the fiscal year in which obligation of funds is to take place; and

WHEREAS, Some 1983 Annual Element projects may not be obligated in FY 1983 because the exact point in time for obligation is indeterminate; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the FY 1984 TIP for the urban area as contained in the Attachment to this Resolution marked Exhibit "A."

2. That projects that are not obligated by September 30, 1983, be automatically reprogrammed for FY 1984 for all funding sources.

3. That the TIP is in conformance with the Regional Transportation Plan and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and that the planning process meets all requirements of Title 23-Highways and Title 49-Transportation of the Code of Federal Regulations.

4. That the Metro Council allows the use of funds to be transferred among the particular phases (PE, ROW or Construction) of a given project and allows adjustment of project funding authorizations consistent with the cost overrun policy adopted by Resolution No. 79-103.

5. That the Metro Council hereby finds the projects 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

BP/srb  
9275B/353  
09/12/83

EXHIBIT "A"

STAFF REPORT 84

TRANSPORTATION IMPROVEMENT PROGRAM  
PROPOSED PROGRAM FOR FISCAL YEARS 1984 TO POST-1987  
EFFECTIVE OCTOBER 1, 1983

FINAL DRAFT

SEPTEMBER 29, 1983

**Metropolitan Service District**

**INTERSTATE TRANSFER PROJECTS**



E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 2

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

OBLIGATIONS	OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
CATEGORY I PROJECTS-CONTINUED							
***17 559 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED							
59,500	0	0	59,500	-4,909	4,909	59,500	0
***18 588 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS							
100,000	0	0	100,000	5,595	-5,596	99,999	0
***19 625 REGIONAL RESERVE							
0	0	0	0	142,789	0	142,789	0
***20 688 WESTSIDE RESERVE							
0	0	0	0	0	0	0	0
***21 731 NJ NICOLAI ST-NJ 29TH TO NJ 24TH							
1,657,529	85,000	0	1,742,529	126,090	0	1,868,619	0
***22 733 NJ YEON AVE-NJ ST HELENS RD TO NJ NICOLAI							
2,125,000	0	9,945,000	12,070,000	610,685	0	12,680,685	0
***23 734 NJ ST HELENS RD-NJ KITTRIDGE ST TO NJ 29TH AVE							
0	2,800,000	0	2,800,000	726,127	0	3,526,127	0
***24 735 VAUGHN ST/WARDWAY-NJ 29TH AVE TO NJ 24TH AVE							
0	0	0	0	1,084,128	0	1,084,128	0
***25 738 FRONT-YEON CONNECTION							
0	1,530,000	0	1,530,000	3,709,952	0	5,239,952	0
***26 755 REGIONAL RESERVE							
0	0	0	0	17,120,464	0	17,120,464	0
***27 765 PHASE I ALTERNATIVES ANALYSIS							
0	170,000	80,000	250,000	0	0	250,000	0
***28 770 BANFIELD CORRIDOR RIDESHARE MARKETING PROGRAM							
0	53,380	0	53,380	0	0	53,380	0
***29 771 BANFIELD TRAFFIC MONITORING PROGRAM							
0	193,290	0	193,290	0	0	193,290	0
***30 773 SUNSET LIGHT RAIL PROGRAM							
0	500,000	0	500,000	0	0	500,000	0
***31 792 UNALLOCATED RESERVE-OREGON STATE HIGHWAY DIVISION							
0	0	0	0	57,777	0	57,777	0
***32 795 UNALLOCATED RESERVE-REGION							
0	0	0	0	53,153	0	53,153	0

E4RCH3

## METROPOLITAN SERVICE DISTRICT

PAGE 1

## INTERSTATE TRANSFER PROGRAM

15-Sep-83

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

OBLIGATIONAL		AUTHORITIES		OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
OBLIGATIONS	FY83 PROGRAM	FY84 PROGRAM						
CATEGORY I PROJECTS								
XXXX1 115 BANFIELD TRANSITWAY-HIGHWAY FUNDS	26,622,876	-38,375	0	26,584,501	0	0	26,584,501	0
XXXX2 116 BANFIELD TRANSITWAY-TRANSIT FUNDS	72,554,078	57,930,000	9,860,000	140,344,078	6,226,297	0	146,570,375	0
XXXX3 117 METRO SYSTEM PLANNING-W/S CORRIDOR-299001	2,250,036	0	0	2,250,036	0	0	2,250,036	0
XXXX4 118 BANFIELD TRANSITWAY-METRO PLANNING	300,000	0	0	300,000	0	0	300,000	0
XXXX5 120 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS	428,000	0	0	428,000	0	0	428,000	0
XXXX6 126 METRO CORRIDOR PLANNING	527,756	300,000	300,000	1,127,756	299,994	0	1,427,750	0
XXXX7 127 MCLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD	437,425	0	0	437,425	24,772,612	0	25,210,037	0
XXXX8 147 MCLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS	60,500	848,585	0	909,085	0	0	909,085	0
XXXX9 162 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I	5,130,539	33,139	0	5,163,678	17,932	0	5,181,610	0
XXXX10 164 POWELL BLVD R/W & CONST-SOUTH AVE TO I205-SECTION II	10,953,533	810,947	0	11,764,480	1	0	11,764,480	0
XXXX11 267 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION	1,422,729	0	0	1,422,729	0	167,561	1,590,290	0
XXXX12 269 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD	442,128	328,822	0	770,950	992,025	0	1,762,975	0
XXXX13 290 BANFIELD LRT STATION AREA PLANNING PROGRAM	1,028,069	0	0	1,028,069	528,616	-422	1,556,264	0
XXXX14 295 TRI-MET RIDESHARE PROGRAM	539,645	320,000	320,000	1,179,645	587,495	0	1,767,140	0
XXXX15 296 IS NORTH RIDESHARE PROGRAM	165,000	0	0	165,000	0	1	165,000	0
XXXX16 310 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE	72,311	0	0	72,311	3,457	-3,518	72,250	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 3

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

OBLIGATIONS		OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY	
CATEGORY I PROJECTS-CONTINUED									
***33	827	SUNSET HIGHWAY RAMP METERING							
		0	0	770,000	770,000	0	0	770,000	0
***34	832	OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I							
		0	1,171,509	0	1,171,509	-1,171,509	0	0	0
TOTAL-CATEGORY I PROJECTS									
		126,876,654	67,036,297	21,275,000	215,187,951	55,888,771	162,935	271,239,657	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 4

## INTERSTATE TRANSFER PROGRAM

15-Sep-83

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

		OBLIGATIONAL AUTHORITIES			TIP STATUS		EXCESS OBLIG'L	
OBLIGATIONS		FY83 PROGRAM	FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	EXCESS AUTH	TIP TOTAL	AUTHORITY
CITY OF PORTLAND PROJECTS								
***35	9	N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE						
		2,915,740	158,695	0	3,074,435	0	3,074,435	0
***36	18	BASIN AVENUE/GOING STREET PROJECT						
		1,950,773	0	0	1,950,773	0	1,950,774	0
***37	21	N INTERSTATE AVE-GREELEY TO RUSSELL						
		0	62,000	0	62,000	0	62,000	0
***38	22	NEW TRAFFIC SIGNALS-CITY OF PORTLAND						
		0	0	0	0	123,620	123,620	0
***39	24	TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND RESERVE ACCOUNT						
		0	52,000	1,200,500	1,252,500	-925,834	326,666	0
***40	25	TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND						
		0	0	100,000	100,000	384,206	484,206	0
***41	26	SIGNAL COMPUTER CONTROL EXPANSION						
		51,977	3,273	0	55,250	0	55,250	0
***42	27	MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE						
		4,287,549	-54	0	4,287,495	0	4,287,495	0
***43	28	HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH						
		362,089	2,431,000	0	2,793,089	0	2,793,089	0
***44	29	NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE						
		522,074	0	0	522,074	0	522,074	0
***45	42	SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES						
		4,450,600	0	0	4,450,600	0	4,450,600	0
***46	43	ARTERIAL STREET 3R PROGRAM						
		2,879,082	651,075	2,222,000	5,752,157	1,639,784	7,391,941	0
***47	153	MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION						
		19,000	0	0	19,000	414,152	433,152	0
***48	169	MCLOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG						
		36,820	0	0	36,820	0	37,037	0
***49	170	GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES						
		164,111	3,427	0	167,538	0	167,539	0
***50	173	33RD AT BROADWAY - SB/NB LEFT TURN REFUGES						
		279,448	24,376	0	303,824	-24,376	279,448	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 5

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

	OBLIGATIONS	OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
CITY OF PORTLAND PROJECTS-CONTINUED								
***51	175 39TH AVE - SE GLENNWOOD TO CRYSTAL SPRINGS BLVD - WIDENING	540,925	0	0	540,925	0	0	540,925
***52	178 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP	177,093	7,033	0	184,126	0	0	184,126
***53	179 CURB EXTENSION PROGRAM	13,889	0	0	13,889	0	0	13,889
***54	180 CURB CORNER MODIFICATION PROGRAM	10,228	0	0	10,228	0	0	10,228
***55	183 ACTUATED SIGNALS-SE BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH	42,305	0	0	42,305	0	0	42,305
***56	185 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS	15,004	0	0	15,004	0	0	15,004
***57	187 MCLOUGHLIN(OR99E)/MILWAUKIE CONNECTION	2,742	0	0	2,742	0	0	2,742
***58	189 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON	51,550	-1,550	0	50,000	11,468	0	61,468
***59	191 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE	1,660,660	15,639	0	1,676,299	1,080	0	1,677,379
***60	194 CONTINGENCY-CATEGORY II-CITY OF PORTLAND	0	0	0	0	2,726,850	0	2,726,850
***61	195 UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-H4	7,013,438	387,464	0	7,400,902	-560,759	0	6,840,143
***62	198 GOING STREET NOISE MITIGATION PROJECT	887,168	12,519	0	899,687	0	0	899,687
***63	200 SW BROADWAY-SW 4TH TO SW 6TH	50,000	0	612,000	662,000	0	0	662,000
***64	203 CONTINGENCY-CITY OF PORTLAND-CATEGORY III	0	0	0	0	12,228	0	12,228
***65	239 HW 18TH/19TH AND HW 14TH/16TH COUPLETS	441,059	0	0	441,059	332,888	1,211	775,158
***66	243 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD	693,345	1,554,565	0	2,247,910	8,160	0	2,256,070

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 6

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

		OBLIGATIONAL AUTHORITIES			TIP STATUS		EXCESS OBLIG'L
OBLIGATIONS	FY83 PROGRAM	FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	EXCESS AUTH	TIP TOTAL	AUTHORITY
CITY OF PORTLAND PROJECTS-CONTINUED							
***67 261	FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND						
	0	0	0	1,077,915	0	1,077,915	0
***68 271	ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A						
	221,468	0	221,468	3,295,382	-1	3,516,849	0
***69 278	TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND						
	0	0	0	2,073,847	0	2,073,847	0
***70 282	W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT						
	578,862	-15,270	563,592	0	0	563,592	0
***71 285	NORTHWEST PORTLAND TRANSPORTATION STUDY						
	32,130	0	32,130	0	0	32,130	0
***72 286	NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE						
	4,413,000	850	4,413,850	0	0	4,413,850	0
***73 298	MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE						
	0	200,000	250,000	3,917,489	0	4,167,489	0
***74 301	NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205						
	89,080	275,480	464,560	1,537,781	0	2,002,341	0
***75 303	COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT						
	178,352	0	178,352	0	42,814	221,166	0
***76 307	COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE						
	1,116,681	0	1,116,681	0	0	1,116,681	0
***77 308	POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT						
	29,750	0	29,750	0	0	29,750	0
***78 309	SU TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD						
	55,000	200,255	340,255	7,631,169	0	7,971,424	0
***79 551	82ND AVE IMPROVMT PROG-RUSSELL TO CRYSTAL SPRINGS BLVD-UNIT 1						
	17,722	183,000	200,722	0	0	200,722	0
***80 558	SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND						
	51,042	0	51,042	0	0	51,042	0
***81 599	EAST BURNSIDE-90TH TO 94TH						
	22,950	231,651	254,601	0	0	254,601	0
***82 626	NW 23RD AVE/BURNSIDE						
	60,200	39,800	375,000	743,770	0	1,118,770	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 7

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

	OBLIGATIONAL OBLIGATIONS	AUTHORITIES FY83 PROGRAM	FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
CITY OF PORTLAND PROJECTS-CONTINUED								
***83	630 NW 21ST/22ND-THURMAN TO NICOLAI 112,710	0	0	112,710	811,343	0	924,053	0
***84	631 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS 33,000	0	0	33,000	42,609	281,983	357,592	0
***85	633 NW EVERETT/GLISAN-NW 18TH TO WESTOVER ROAD 0	0	8,500	8,500	70,783	0	79,283	0
***86	641 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS 10,710	0	0	10,710	72,529	-3,410	79,829	0
***87	643 SIGNAL REPLACEMENT-34 LOCATIONS 54,825	1,322,400	0	1,377,225	175	0	1,377,400	0
***88	645 SIGNAL REPLACEMENT-16 LOCATIONS 386,083	0	0	386,083	0	0	386,083	0
***89	647 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL 129,310	0	0	129,310	0	0	129,310	0
***90	650 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS 239,837	0	0	239,837	0	0	239,837	0
***91	652 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS 44,835	0	0	44,835	0	-111	44,724	0
***92	653 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL 59,550	0	0	59,550	0	-8,713	50,837	0
***93	655 SW CAPITOL AT HUBER-NEW TRAFFIC SIGNAL 60,810	0	0	60,810	0	0	60,810	0
***94	657 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT 390,000	0	0	390,000	0	1	390,001	0
***95	660 CITYWIDE SIGNAL SYSTEM ANALYSIS 0	295,000	845,000	1,140,000	1,330,332	0	2,470,332	0
***96	661 CBD TRAFFIC SIGNAL REPLACEMENTS-21 LOCATIONS 771,500	0	0	771,500	0	0	771,500	0
***97	663 INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT 30,073	0	0	30,073	9,927	0	40,000	0
***98	668 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON 216,413	0	0	216,413	0	1	216,414	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 8

## INTERSTATE TRANSFER PROGRAM

15-Sep-83

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

	OBLIGATIONS	OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
CITY OF PORTLAND PROJECTS-CONTINUED								
***99 712 COLUMBIA BLVD-DELAWARE TO CHAUTAUGUA	118,150	250,000	0	368,150	1,377,850	0	1,746,000	0
***100 714 SE FOSTER RD IMPROVEMENTS-122ND TO JENNE RD	0	195,000	70,000	265,000	727,526	0	992,526	0
***101 723 NORTHWEST RIDESHARE	85,000	0	0	85,000	0	0	85,000	0
***102 724 BANFIELD FIRE LINE	0	17,000	0	17,000	0	0	17,000	0
***103 726 SW VERMONT STREET-30TH AVENUE TO OLESON ROAD	159,950	0	379,500	538,450	737,865	0	1,276,315	0
***104 727 MARQUAM RAMP STREET IMPROVEMENTS-SE WATER/YAMHILL/TAYLOR/CLAY	0	37,400	170,000	207,400	576,786	0	784,186	0
***105 730 82ND AVE IMPROVMENT PROG-RUSSELL TO CRYSTAL SPRINGS-UNIT 2	72,843	53,125	1,125,000	1,250,970	2,173,205	0	3,424,175	0
***106 748 FAP ESCALATION TO BE REALLOCATED	0	0	0	0	1,516,841	0	1,516,841	0
***107 749 SW DOSCH RD-BEAVERTON HILLSDALE HIGHWAY TO PATTON RD	0	0	0	0	0	0	0	0
***108 751 NW FRONT AVE-GLISAN TO COUCH(EVERETT-FRONT CONNECTOR)	159,120	0	6,800	165,920	1,267,081	0	1,433,001	0
***109 759 CITY ROLLBACK RESERVE	0	0	0	0	0	0	0	0
***110 762 N VANCOUVER WAY-UNION AVENUE TO MARINE DRIVE	0	270,000	2,635,000	2,905,000	0	0	2,905,000	0
***111 788 UNALLOCATED RESERVE-CITY OF PORTLAND	0	0	0	0	162,575	0	162,575	0
***112 801 PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON	0	45,500	0	45,500	0	0	45,500	0
***113 833 OBLIGATIONAL AUTHORITY RESERVE-CITY OF PORTLAND	0	3,899,317	0	3,899,317	-3,899,317	0	0	0
***114 845 N RIVERGATE DRIVE-LOMBARD TO PORTLAND ROAD	0	0	170,000	170,000	0	0	170,000	0



PAGE 9

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

**15-Sep-83**

OBLIGATIONS		OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
CITY OF PORTLAND PROJECTS-CONTINUED								
**115	846	N RIVERGATE SLOUGH BRIDGE--LOMBARD TO RIVERGATE DRIVE						
		0	0	85,000	85,000	0	0	85,000
**116	849	SANDY/12TH/BURNSIDE INTERSECTION						
		0	25,000	60,000	85,000	0	0	85,000
**117	850	SE DIVISION/CLINTON-SE 8TH TO SE 13TH AVE						
		0	50,000	460,000	510,000	0	0	510,000
TOTAL-CITY OF PORTLAND PROJECTS								
		39,518,627	12,936,970	10,659,300	63,114,897	31,398,931	313,991	94,827,819

E4RCH3

## METROPOLITAN SERVICE DISTRICT

## INTERSTATE TRANSFER PROGRAM

PAGE 10

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

OBLIGATIONAL AUTHORITIES				TIP STATUS		EXCESS OBLIG'L	
OBLIGATIONS	FY83 PROGRAM	FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	EXCESS AUTH	TIP TOTAL	AUTHORITY
MULTNOMAH COUNTY PROJECTS							
**118 52 SELLWOOD BRIDGE PROJECT							
899,538	0	0	899,538	1,566	-27,416	873,688	0
**119 58 238TH AVE IMPROVEMENT-UP RRNG TO HALSEY ST							
363,995	1,211	0	365,206	60,254	0	425,460	0
**120 137 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND							
481,433	19,409	0	500,842	1,528	0	502,370	0
**121 138 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN							
484,870	102	0	484,972	171,091	0	656,063	0
**122 139 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST							
74,000	74,750	1,224,000	1,372,750	1,421,680	0	2,794,430	0
**123 165 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE							
584,915	14,331	0	599,246	13,357	0	612,603	0
**124 166 BURNSIDE BRIDGE RESURFACING AND JOINTS							
290,492	0	0	290,492	2,414	22,207	315,113	0
**125 204 BROADWAY BRIDGE RESURFACING-W3							
92,816	0	0	92,816	-530	-3,915	88,371	0
**126 205 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2							
3,145,062	0	0	3,145,062	935,513	0	4,080,575	0
**127 206 CONTINGENCY-MULTNOMAH COUNTY/CITIES-CATEGORY III							
0	0	0	0	217,346	0	217,346	0
**128 212 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD							
43,618	0	0	43,618	0	2,732	46,350	0
**129 213 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD							
1,188,525	0	0	1,188,525	52,463	0	1,240,988	0
**130 214 221ST AVE EXTENSION/TOMLE RD IMPMT-POWELL BLVD TO BUTLER RD							
611,100	100,000	749,918	1,461,018	204,955	0	1,665,973	0
**131 216 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD							
736,508	0	0	736,508	0	214,527	951,035	0
**132 222 CONTINGENCY-CATEGORY IV							
0	0	0	0	459,402	0	459,402	0
**133 244 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE							
80,070	537,449	0	617,519	-5,507	0	612,012	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 12

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

OBLIGATIONAL AUTHORITIES				TIP STATUS		EXCESS OBLIG'L	
OBLIGATIONS	FY83 PROGRAM	FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	EXCESS AUTH	TIP TOTAL	AUTHORITY
CLACKAMAS COUNTY PROJECTS							
**141 68 LOWER BOONES FERRY RD-MADRONA TO SW JEAN 525,583 585,750 0 1,111,333	45,302	0	1,156,635	0			
**142 71 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION 393,474 0 0 393,474	0	0	393,474	0			
**143 77 SUNNYSIDE ROAD-STEVEN'S ROAD TO 122ND UNIT I 495,125 18,040 0 503,165	0	0	503,165	0			
**144 78 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE) 172,517 0 0 172,517	0	0	172,517	0			
**145 103 OSUEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY 1,963,989 15,994 0 1,979,983	-15,995	0	1,963,988	0			
**146 113 OSUEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES 34,438 0 0 34,438	-1	0	34,438	0			
**147 124 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224) 4,965,973 3,191,112 0 8,157,086	-159,632	0	7,997,454	0			
**148 125 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE 10,040,543 3,293,300 7,310,000 20,643,843	50,157	0	20,694,000	0			
**149 133 STATE STREET CORRIDOR(OR43)-B AVENUE TO NORTH SHORE 94,605 204,000 1,227,000 1,525,605	89,227	0	1,614,832	0			
**150 248 GLADSTONE/MILWAUKIE SUBAREA TSM 1,627,875 470,134 0 2,098,009	0	0	2,098,009	0			
**151 553 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I 124,992 95,000 0 219,992	1,899,532	0	2,119,524	0			
**152 561 CLACKAMAS TOWN CENTER SIGNALS 96,824 2,861 0 99,685	40,765	0	140,450	0			
**153 578 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE 170,000 0 0 170,000	2,256,145	50,000	2,476,145	0			
**154 581 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205 0 85,000 0 85,000	878,704	0	963,704	0			
**155 761 CLACKAMAS COUNTY ROLLBACK RESERVE 0 0 0 0	293,807	0	293,807	0			
**156 764 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II 0 750,000 285,000 1,035,000	0	0	1,035,000	0			

E4RCH3

## METROPOLITAN SERVICE DISTRICT

PAGE 11

## INTERSTATE TRANSFER PROGRAM

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

OBLIGATIONAL		AUTHORITIES		TIP STATUS		EXCESS OBLIG'L	
OBLIGATIONS	FY83 PROGRAM	FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	EXCESS AUTH	TIP TOTAL	AUTHORITY
MULTNOMAH COUNTY PROJECTS-CONTINUED							
**134 252 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION	1,634,200	0	0	1,634,200	0	-162,986	1,471,214
**135 293 POWELL AND 190TH INTERSECTION IMPROVEMENT	153,340	435,999	0	589,339	1,874,634	0	2,463,973
**136 294 BURNSIDE ST-STARK TO 223RD AVE	198,475	2,422,775	0	2,621,250	-191,323	0	2,429,928
**137 715 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE	0	1,500,000	0	1,500,000	433	0	1,500,433
**138 831 SYLVAN/SKYLINE IMPROVEMENTS-VICINITY OF SUNSET HIGHWAY	0	0	85,000	85,000	1,715,000	0	1,800,000
**139 834 OBLIGATIONAL AUTHORITY RESERVE-MULTNOMAH COUNTY	0	146,053	0	146,053	-146,053	0	0
**140 837 SE STARK STREET-242ND AVENUE TO 257TH AVENUE	0	0	807,500	807,500	0	0	807,500
TOTAL-MULTNOMAH COUNTY PROJECTS	11,062,957	5,252,080	2,866,418	19,181,455	6,788,223	45,148	26,014,827

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 13

## INTERSTATE TRANSFER PROGRAM

15-Sep-83

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

OBLIGATIONS	OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
CLACKAMAS COUNTY PROJECTS-CONTINUED							
**157 789 UNALLOCATED RESERVE-CLACKAMAS COUNTY	0	0	0	7,045	0	7,045	0
**158 835 OBLIGATIONAL AUTHORITY RESERVE-CLACKAMAS COUNTY	0	229,091	0	-229,091	0	0	0
**159 838 SUNNYSIDE ROAD-UNIT II	0	860,000	1,318,000	0	0	2,178,000	0
**160 839 HUBBARD LANE	0	0	500,000	0	0	500,000	0
TOTAL-CLACKAMAS COUNTY PROJECTS	20,695,938	9,800,282	10,640,000	41,136,220	5,155,967	50,000	46,342,187

E4RCH3

## METROPOLITAN SERVICE DISTRICT

## INTERSTATE TRANSFER PROGRAM

PAGE 14

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

15-Sep-83

		OBLIGATIONAL AUTHORITIES			TIP STATUS		EXCESS OBLIG'L
OBLIGATIONS	FY83 PROGRAM	FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	EXCESS AUTH	TIP TOTAL	AUTHORITY
WASHINGTON COUNTY PROJECTS							
MM161 83 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION	422,206	0	422,206	0	0	422,206	0
MM162 84 SW NYBERG ROAD-SW 89TH AVE TO 15-UNIT #2	1,856,509	24,240	1,880,749	28,997	0	1,909,746	0
MM163 87 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE	108,517	0	108,517	0	0	108,517	0
MM164 91 SW GREENBURG RD - HALL TO OAK	859,350	0	859,350	0	0	859,350	0
MM165 92 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I	1,424,630	0	1,424,630	85,370	0	1,510,000	0
MM166 93 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217	2,064,597	900,000	2,964,597	331,184	0	3,295,781	0
MM167 95 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I	1,163,209	117,970	1,281,179	68,821	0	1,350,000	0
MM168 97 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY	1,683,738	0	1,683,738	0	66,262	1,750,000	0
MM169 106 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING	114,538	0	114,538	0	0	114,538	0
MM170 109 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(OR210)	294,873	0	294,873	0	0	294,873	0
MM171 110 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP	103,883	6,616	110,499	1,184	0	111,683	0
MM172 121 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE	497,350	3,485,000	15,999,350	-628,138	0	15,371,212	0
MM173 132 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY	391,000	2,150,000	2,541,000	159,000	0	2,700,000	0
MM174 135 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE	73,817	3,592	77,409	12,591	0	90,000	0
MM175 207 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET	144,160	1,214,050	1,358,210	240,468	0	1,598,678	0
MM176 208 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2	1,383,647	0	1,383,647	0	0	1,383,648	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 15

## INTERSTATE TRANSFER PROGRAM

15-Sep-83

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

OBLIGATIONS	OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
WASHINGTON COUNTY PROJECTS-CONTINUED							
**177 228 PACIFIC HWY W(OR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1 1,052,681	0	0	1,052,681	45,230	-45,230	1,052,681	0
**178 229 CANYON/TV HWY CORRIDOR(OR8) TSM-WALKER RD TO MURRAY BLVD 696,814	0	0	696,814	21,446	-21,446	696,814	0
**179 236 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE 55,420	104,080	0	159,500	190,500	0	350,000	0
**180 237 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD 228,937	0	0	228,937	-1	0	228,937	0
**181 238 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT 110,624	0	0	110,624	0	0	110,624	0
**182 249 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING 248,113	0	0	248,113	26,200	-23,563	250,750	0
**183 264 ALLEN BLVD INTERCHANGE - CONSTRUCTION 6,013,273	0	0	6,013,273	14,112	0	6,027,385	0
**184 585 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD 178,500	0	600,000	778,501	1,571,500	0	2,350,000	0
**185 586 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY 150,000	150,000	1,500,000	1,800,000	3,701,530	0	5,501,530	0
**186 752 HW 185TH-ROCK CREEK BLVD TO TV HIGHWAY 170,000	306,250	250,000	726,250	8,663,510	0	9,389,760	0
**187 828 TV HIGHWAY-21ST TO OAK 0	0	0	0	1,800,000	0	1,800,000	0
**188 829 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION 0	0	55,000	55,000	345,000	0	400,000	0
**189 830 HALL BOULEVARD-ALLEN TO GREENWAY 0	0	300,000	300,000	900,000	0	1,200,000	0
**190 836 OBLIGATIONAL AUTHORITY RESERVE-WASHINGTON COUNTY 0	447,783	0	447,783	-447,783	0	0	0
TOTAL-WASHINGTON COUNTY PROJECTS 21,450,386	8,909,582	14,722,000	45,121,969	17,130,722	-23,978	62,228,713	0

E4RCN3

## METROPOLITAN SERVICE DISTRICT

PAGE 16

## INTERSTATE TRANSFER PROGRAM

15-Sep-83

OBLIGATIONAL AUTHORITIES AS OF 31-MAR-83

OBLIGATIONS	OBLIGATIONAL FY83 PROGRAM	AUTHORITIES FY84 PROGRAM	OBLIG'L TOTAL	PROGRAM BALANCE	TIP STATUS EXCESS AUTH	TIP TOTAL	EXCESS OBLIG'L AUTHORITY
REGIONAL RESERVE							
**191 1000 FUNDS TO BE REALLOCATED							
39,653	-39,650	0	3	0	0	3	0
TOTAL-REGIONAL RESERVE							
39,653	-39,650	0	3	0	0	3	0
REPORT TOTAL							
219,684,216	103,895,561	60,162,718	383,742,495	116,362,613	548,098	500,653,206	0



**URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1983

1984

1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

***1 SELF-SERVICE FARE COLLECTION*****398*107*****								N/A	
CAP 2,771,040	0	0	0	0	0	0	2,771,040	0	
***2 PURCHASE/INSTALLATION OF 440 ELECTRONIC BUS DESTINATION SIGNS**4*****415*108*****								N/A	
CAP 0	0	0	0	2,756,552	0	0	2,756,552	0	
***3 PURCHASE OF 75 NEW STANDARD 40-FOOT DIESEL TRANSIT BUSES*****417*109*****								N/A	
CAP 9,129,420	0	0	0	9,416,000	0	0	18,545,420	0	
***4 DEVELOPMENT OF LAKE OSWEGO TRANSIT STATION*****419*110*****								N/A	
CONST 0 800,000	0	0	0	0	0	0	800,000	0	
***5 WESTSIDE BUS GARAGE-PHASE I*****420*111*****								N/A	
CONST 242,372	0	0	0	0	0	0	242,372	0	
***6 PURCHASE OF 87 ARTICULATED BUSES*****424*112*****								N/A	
CAP 17,080,284	0	0	0	0	0	0	17,080,284	0	
***7 PURCHASE OF BUS COMMUNICATIONS EQUIPMENT*****431*113*****								N/A	
CAP 1,924,249	0	0	0	0	0	0	1,924,249	0	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987  
EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

\*\*\*8 PURCHASE OF REMOTE COMPUTER TERMINALS AND SOFTWARE\*\*\*\*\*432\*114\*\*\*\*\* N/A

CAP	865,120	0	0	0	0	0	0	865,120	0
-----	---------	---	---	---	---	---	---	---------	---

\*\*\*9 BANFIELD LRT CAPITAL GRANT\*\*\*\*\*434\*115\*\*\*\*\* N/A

CAP	8,900,000	0	24,250,000	33,890,544	-	0	0	67,040,544	0
-----	-----------	---	------------	------------	---	---	---	------------	---

\*\*\*10 DEVELOPMENT OF TIGARD PARK AND RIDE\*\*\*\*\*435\*116\*\*\*\*\* N/A

R/W	0	0	0	0	896,000	0	0	896,000	0
CONST	0	0	0	0	796,000	0	0	796,000	0
TOTAL	0	0	0	0	1,692,000	0	0	1,692,000	0

\*\*\*11 DEVELOPMENT OF LENTS TRANSIT STATION\*\*\*\*\*443\*117\*\*\*\*\* N/A

CONST	0	0	0	500,000	0	0	0	500,000	0
-------	---	---	---	---------	---	---	---	---------	---

\*\*\*12 PURCHASE OF 60 STANDARD BUSES\*\*\*\*\*452\*118\*\*\*\*\* N/A

CAP	0	0	0	7,920,000	0	0	0	7,920,000	0
-----	---	---	---	-----------	---	---	---	-----------	---

\*\*\*13 PURCHASE OF 30 ARTICULATED BUSES\*\*\*\*\*455\*119\*\*\*\*\* N/A

CAP	0	0	0	0	5,520,000	0	0	5,520,000	0
-----	---	---	---	---	-----------	---	---	-----------	---

\*\*\*14 DEVELOPMENT OF LAKE OSWEGO PARK AND RIDE\*\*\*\*\*459\*120\*\*\*\*\* N/A

CONST	0	0	0	0	1,136,450	0	0	1,136,450	0
-------	---	---	---	---	-----------	---	---	-----------	---

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985

1986

1987

POST 1987

AUTHORIZED EXCESS AUTH

\*\*22 DOWNTOWN PORTLAND BANFIELD LRT IMPROVEMENTS\*\*\*\*\*767\*128\*\*\*\*\* MIXC

PE	0	336,432	0	0	0	0	0	336,432	0
CONST	0	3,663,568	0	0	0	0	0	3,663,568	0
TOTAL	0	4,000,000	0	0	0	0	0	4,000,000	0

\*\*23 VINTAGE TROLLEY PROJECT\*\*\*\*\*769\*129\*\*\*\*\* MISC

PE	0	120,000	0	0	0	0	0	120,000	0
CONST	0	498,000	0	0	0	0	0	498,000	0
CAP	0	382,000	0	0	0	0	0	382,000	0
TOTAL	0	1,000,000	0	0	0	0	0	1,000,000	0

\*\*24 HUMAN RESOURCES-MINORITY BUSINESS ENTERPRISE\*\*\*\*\*814\*130\*\*\*\*\* N/A

OTHER	0	124,998	0	0	0	0	0	124,998	0
-------	---	---------	---	---	---	---	---	---------	---

TOTAL: UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM

PE	0	456,432	0	0	0	0	0	456,432	0
R/W	19,200	0	0	0	896,000	0	0	915,200	0
CONST	471,772	4,961,568	0	500,000	3,068,900	0	0	9,002,240	0
CAP	41,678,113	679,000	24,250,000	41,810,544	17,692,552	0	9,857,200	135,967,409	0
OTHER	74,800	124,998	0	0	0	0	0	199,798	0
TOTAL	42,243,885	6,221,998	24,250,000	42,310,544	21,657,452	0	9,857,200	146,541,079	0

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR									
	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH	
**15 DEVELOPMENT OF MILWAUKIE PARK AND RIDE*****	460	121	*****	*****	*****	*****	*****	*****	N/A	
CONST	0	0	0	0	1,136,450	0	0	1,136,450	0	
**16 PURCHASE OF 90 STANDARD BUSES*****	465	122	*****	*****	*****	*****	*****	*****	N/A	
CAP	0	0	0	0	0	0	9,857,200	9,857,200	0	
**17 CITY/EASTSIDE TRANSFER AND TSM PROJECTS*****	607	123	*****	*****	*****	*****	*****	*****	N/A	
R/W	19,200	0	0	0	0	0	0	19,200	0	
CONST	229,400	0	0	0	0	0	0	229,400	0	
OTHER	11,400	0	0	0	0	0	0	11,400	0	
TOTAL	260,000	0	0	0	0	0	0	260,000	0	
**18 PURCHASE OF 36 MINI-BUSES(LIFT EQUIPPED W/RADIOS)*****	700	124	*****	*****	*****	*****	*****	*****	N/A	
CAP	1,009,000	12,000	0	0	0	0	0	1,020,000	0	
**19 PURCHASE OF FIVE (5) MINI-BUSES*****	717	125	*****	*****	*****	*****	*****	*****	N/A	
CAP	0	146,000	0	0	0	0	0	146,000	0	
**20 PURCHASE OF MOBILE RADIO EQUIPMENT*****	721	126	*****	*****	*****	*****	*****	*****	N/A	
CAP	0	139,000	0	0	0	0	0	139,000	0	
**21 SECTION 3 CAPITAL CONTINGENCIES...OR030029*****	742	127	*****	*****	*****	*****	*****	*****	N/A	
CAP	0	0	0	0	0	0	0	0	0	
OTHER	63,400	0	0	0	0	0	0	63,400	0	
TOTAL	63,400	0	0	0	0	0	0	63,400	0	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 5 CAPITAL PROGRAM

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

\*26 WESTSIDE BUS GARAGE-PHASE I\*\*\*\*\*420\*132\*\*\*\*\* N/A

CONST	1,064,000	0	0	0	0	0	0	1,064,000	0
-------	-----------	---	---	---	---	---	---	-----------	---

\*27 PURCHASE/INSTALLATION OF MICROWAVE RADIO TRANSMISSION FACILITY\*\*\*\*\*421\*133\*\*\*\*\* N/A

CONST	0	48,000	0	0	0	0	0	48,000	0
CAP	0	656,000	0	0	0	0	0	656,000	0
OTHER	0	24,000	0	0	0	0	0	24,000	0
TOTAL	0	728,000	0	0	0	0	0	728,000	0

\*28 PURCHASE OF 50 PASSENGER COUNTERS-SEC 5 CAPITAL\*\*\*\*\*433\*134\*\*\*\*\* N/A

CAP	188,000	0	0	0	0	0	0	188,000	0
-----	---------	---	---	---	---	---	---	---------	---

\*29 DEVELOPMENT OF MILWAUKIE TRANSIT CENTER-SEC 5 CAPITAL\*\*\*\*\*591\*135\*\*\*\*\* N/A

CONST	308,000	0	0	0	0	0	0	308,000	0
-------	---------	---	---	---	---	---	---	---------	---

\*30 CLACKAMAS TOWN CNTR TRANSIT CENTER/PARK & RIDE-SEC 5 CAPITAL\*\*\*\*\*592\*136\*\*\*\*\* N/A

CONST	356,000	0	0	0	0	0	0	356,000	0
-------	---------	---	---	---	---	---	---	---------	---

\*31 POWELL GARAGE EXPANSION\*\*\*\*\*610\*137\*\*\*\*\* N/A

CONST	0	96,000	0	0	0	0	0	96,000	0
RESRV	0	0	0	1,752,800	0	0	0	1,752,800	0
OTHER	0	0	0	174,806	0	0	0	174,806	0
TOTAL	0	96,000	0	1,954,006	0	0	0	2,050,006	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 5 OPERATING ASSISTANCE PROGRAM

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1983

1984

1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH.

\*\*25 TRI-MET TRANSIT OPERATING ASSISTANCE\*\*\*\*\*473\*131\*\*\*\*\* N/A

CAP	1,288,000	0	0	0	0	0	0	1,288,000	0
OPRTG	16,570,000	6,442,000	0	0	0	0	0	23,012,000	0
TOTAL	17,858,000	6,442,000	0	0	0	0	0	24,300,000	0

TOTAL: UMTA SECTION 5 OPERATING ASSISTANCE PROGRAM

CAP	1,288,000	0	0	0	0	0	0	1,288,000	0
OPRTG	16,570,000	6,442,000	0	0	0	0	0	23,012,000	0
TOTAL	17,858,000	6,442,000	0	0	0	0	0	24,300,000	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA DEMONSTRATION GRANTS

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS	AUTH
***36 SELF SERVICE FARE COLLECTION*****	475	142	*****	*****	*****	*****	*****	*****	N/A
CAP	1,678,550	1,218,350	0	0	0	0	0	2,896,900	0
***37 HUMAN RESOURCES MANAGEMENT*****	787	143	*****	*****	*****	*****	*****	*****	N/A
OTHER	0	123,750	0	0	0	0	0	123,750	0
TOTAL: UMTA DEMONSTRATION GRANTS									
CAP	1,678,550	1,218,350	0	0	0	0	0	2,896,900	0
OTHER	0	123,750	0	0	0	0	0	123,750	0
TOTAL	1,678,550	1,342,100	0	0	0	0	0	3,020,650	0

ANNUAL ELEMENT YEAR



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 5 CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

**32 PRESSURE FUEL SYSTEM*****611*138***** N/A									
CAP	0	213,600	0	0	0	0	0	213,600	0
**33 AUTOMATED FUEL CONSUMPTION SYSTEM*****613*139***** N/A									
CAP	0	248,000	0	0	0	0	0	248,000	0
**34 FUEL PUMP AND FUEL INJECTOR TESTING EQUIPMENT*****615*140***** N/A									
CAP	0	48,000	0	0	0	0	0	48,000	0
**35 PIONEER SQUARE CUSTOMER ASSISTANCE OFFICE*****684*141***** N/A									
PE	0	12,000	0	0	0	0	0	12,000	0
CONST	0	418,400	0	0	0	0	0	418,400	0
TOTAL	0	430,400	0	0	0	0	0	430,400	0
TOTAL: UMTA SECTION 5 CAPITAL PROGRAM									
PE	0	108,000	0	0	0	0	0	108,000	0
CONST	1,728,000	466,400	0	1,752,800	0	0	0	3,947,200	0
CAP	188,000	1,165,600	0	0	0	0	0	1,353,600	0
RESRV	0	0	0	174,806	0	0	0	174,806	0
OTHER	0	24,000	0	26,400	0	0	0	50,400	0
TOTAL	1,916,000	1,764,000	0	1,954,006	0	0	0	5,634,006	0

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1983

1984

1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

\*\*\*43 PURCHASE OF 10 STANDARD BUSES\*\*\*\*\*154\*149\*\*\*\*\* N/A

RESRV	0	0	0	0	0	0	978,137	978,137	0
-------	---	---	---	---	---	---	---------	---------	---

\*\*\*44 TRANSIT TRANSFER PROJECT\*\*\*\*\*576\*150\*\*\*\*\* N/A

PE	94,160	0	0	0	0	0	0	94,160	0
RESRV	0	0	635,000	640,000	660,000	0	663,816	2,598,816	0
TOTAL	94,160	0	635,000	640,000	660,000	0	663,816	2,692,976	0

\*\*\*45 WEST BURNSIDE/MORRISON TSM IMPROVEMENTS\*\*\*\*\*600\*151\*\*\*\*\* FAU9822

PE	9,080	0	0	0	0	0	0	9,080	0
CONST	60,000	0	0	0	0	0	0	60,000	0
TOTAL	69,080	0	0	0	0	0	0	69,080	0

\*\*\*46 NORTHWEST TRANSIT STATIONS\*\*\*\*\*602\*152\*\*\*\*\* N/A

RESRV	0	0	0	0	0	0	77,060	77,060	0
-------	---	---	---	---	---	---	--------	--------	---

\*\*\*47 BEAVERTON PARK-AND-RIDE STATION\*\*\*\*\*701\*154\*\*\*\*\* N/A

PE	50,080	0	0	0	0	0	0	50,080	0
R/W	62,400	0	0	0	0	0	0	62,400	0
CONST	612,800	0	0	0	0	0	0	612,800	0
TOTAL	725,280	0	0	0	0	0	0	725,280	0

\*\*\*49 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION\*\*\*\*\*702\*155\*\*\*\*\* N/A

PE	320,435	0	0	0	0	0	0	320,435	0
R/W	1,590,000	0	0	0	0	0	0	1,590,000	0
CONST	0	0	4,889,565	0	0	0	0	4,889,565	0
TOTAL	1,910,435	0	4,889,565	0	0	0	0	6,800,000	0

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1983

1984

1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

**38 WESTSIDE CORRIDOR RESERVE*****117*144***** N/A									
RESRV	0	0	0	0	0	0	7,434,052	7,434,052	0
**39 DEVELOPMENT OF TIGARD TRANSIT CENTER*****131*145***** N/A									
PE	47,184	0	0	0	0	0	0	47,184	0
R/W	328,000	0	0	0	0	0	0	328,000	0
CONST	435,840	0	0	0	0	0	0	435,840	0
RESRV	0	0	0	0	0	0	87,089	87,089	0
TOTAL	811,024	0	0	0	0	0	87,089	87,089	0
**40 MILWAUKIE TRANSIT STATION DEVELOPMENT*****144*146***** N/A									
PE	44,744	0	0	0	0	0	0	44,744	0
R/W	20,000	0	0	0	0	0	0	20,000	0
CONST	599,440	0	0	0	0	0	0	599,440	0
RESRV	0	0	0	0	0	0	632,247	632,247	0
TOTAL	664,184	0	0	0	0	0	632,247	1,296,431	0
**41 MC CUGHLIN CORRIDOR TRANSIT IMPROVEMENTS*****146*147***** FAP26									
RESRV	0	0	0	0	0	0	1,571,154	1,571,154	0
**42 OREGON CITY TRANSIT STATION*****151*148***** N/A									
PE	60,740	0	0	0	0	0	0	60,740	0
R/W	228,000	0	0	0	0	0	0	228,000	0
CONST	551,400	0	0	0	0	0	0	551,400	0
RESRV	0	0	0	0	0	0	13,621	13,621	0
TOTAL	840,140	0	0	0	0	0	13,621	853,761	0

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

\*\*55 BEAVERTON TRANSIT CENTER\*\*\*\*\*806\*162\*\*\*\*\* N/A

PE	0	89,600	0	0	0	0	0	89,600	0
R/W	0	1,012,000	0	0	0	0	0	1,012,000	0
CONST	0	1,698,400	0	0	0	0	0	1,698,400	0
TOTAL	0	2,800,000	0	0	0	0	0	2,800,000	0

\*\*56 WESTSIDE TSM-LOVEJOY RAMP\*\*\*\*\*809\*163\*\*\*\*\* N/A

PE	0	4,000	0	0	0	0	0	4,000	0
CONST	0	25,600	0	0	0	0	0	25,600	0
TOTAL	0	29,600	0	0	0	0	0	29,600	0

\*\*57 WESTSIDE TSM-SYLVAN BUS PULLOUT\*\*\*\*\*813\*164\*\*\*\*\* N/A

PE	0	2,800	0	0	0	0	0	2,800	0
CONST	0	24,000	0	0	0	0	0	24,000	0
TOTAL	0	26,800	0	0	0	0	0	26,800	0

\*\*58 SOUTHWEST TRANSIT TRANSFER POINTS\*\*\*\*\*815\*165\*\*\*\*\* N/A

RESRV	0	0	0	0	0	0	2,400,000	2,400,000	0
-------	---	---	---	---	---	---	-----------	-----------	---

\*\*59 WASHINGTON SQUARE TRANSIT CENTER\*\*\*\*\*816\*166\*\*\*\*\* N/A

RESRV	0	0	0	0	0	0	320,000	320,000	0
-------	---	---	---	---	---	---	---------	---------	---

\*\*60 TAINESBORNE TRANSIT CENTER\*\*\*\*\*817\*167\*\*\*\*\* N/A

RESRV	0	0	0	0	0	0	560,000	560,000	0
-------	---	---	---	---	---	---	---------	---------	---

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985 1986 1987 POST 1987 AUTHORIZED EXCESS AUTH

\*\*47 WESTSIDE BUS GARAGE-PHASE III\*\*\*\*\*704\*156\*\*\*\*\* N/A

PE	34,594	0	0	0	0	0	0	34,594	0
CONST	353,944	0	0	0	0	0	0	353,944	0
TOTAL	388,538	0	0	0	0	0	0	388,538	0

\*\*50 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS\*\*\*\*\*705\*157\*\*\*\*\* N/A

PE	115,320	0	0	0	0	0	0	115,320	0
R/W	256,000	0	0	0	0	0	0	256,000	0
CONST	968,640	0	0	0	0	0	0	968,640	0
RESRV	0	0	0	0	0	0	3,460,040	3,460,040	0
TOTAL	1,339,960	0	0	0	0	0	3,460,040	4,800,000	0

\*\*51 WESTSIDE BUS GARAGE-PHASE II\*\*\*\*\*706\*158\*\*\*\*\* N/A

CONST	5,348,000	0	0	0	0	0	0	5,348,000	0
CAP	403,168	0	0	0	0	0	0	403,168	0
TOTAL	5,751,168	0	0	0	0	0	0	5,751,168	0

\*\*52 FY1982 SUPPORT SERVICES(CONTINGENCY)\*\*\*\*\*707\*159\*\*\*\*\* N/A

OTHER	167,600	232,130	0	0	0	0	0	399,730	0
-------	---------	---------	---	---	---	---	---	---------	---

\*\*53 SECTION 3 TRADE CONTINGENCIES...OR030027\*\*\*\*\*741\*160\*\*\*\*\* N/A

OTHER	907,030	-587,710	0	0	0	0	0	319,320	0
-------	---------	----------	---	---	---	---	---	---------	---

\*\*54 HILLSBORO TRANSIT CENTER WITH PARK AND RIDE\*\*\*\*\*803\*161\*\*\*\*\* N/A

PE	0	67,240	0	0	0	0	0	67,240	0
R/W	0	855,560	0	0	0	0	0	855,560	0
CONST	0	672,402	0	0	0	0	0	672,402	0
TOTAL	0	1,595,202	0	0	0	0	0	1,595,202	0

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1984 TO POST 1987  
EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS  
UMTA SECTION 9/9A PROJECTS

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH	
67 PARTS AND EQUIPMENT*****776*174*****									N/A
CAP	0	1,766,830	0	0	0	0	1,766,830	0	
68 SPECIAL NEEDS TRANSPORTATION*****777*175*****									N/A
CAP	0	245,600	0	0	0	0	245,600	0	
69 TELECOMMUNICATION NETWORK SYSTEM*****780*176*****									N/A
CAP	0	69,408	0	0	0	0	69,408	0	
70 MANAGEMENT INFORMATION SYSTEMS*****781*177*****									N/A
CAP	0	622,280	0	0	0	0	622,280	0	
71 FY1984 UNIFIED WORK PROGRAM*****782*178*****									N/A
CAP	0	31,360	0	0	0	0	31,360	0	
OTHER	0	629,123	0	0	0	0	629,123	0	
TOTAL	0	660,483	0	0	0	0	660,483	0	
72 BUS TURN AROUND VICINITY 103RD/FOSTER*****783*179*****									N/A
CAP	0	100,800	0	0	0	0	100,800	0	
73 122ND AND BURNSIDE PARK AND RIDE*****785*180*****									N/A
PE	0	64,000	0	0	0	0	64,000	0	
R/U	0	1,291,200	0	0	0	0	1,291,200	0	
CONST	0	800,000	0	0	0	0	800,000	0	
TOTAL	0	2,155,200	0	0	0	0	2,155,200	0	

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1983

1984

1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

**61 TUALATIN TRANSIT CENTER*****818*168*****								N/A	
RESRV	0	0	0	0	0	0	720,000	720,000	0
**62 DOWNTOWN PORTLAND TSM*****819*169*****								N/A	
RESRV	0	0	0	0	0	0	7,943,600	7,943,600	0
**63 CENTRAL BEAVERTON TSM*****820*170*****								N/A	
RESRV	0	0	0	0	0	0	1,600,000	1,600,000	0
**64 SUNSET TRUNKLINE TRANSIT TRANSFER POINTS*****821*171*****								N/A	
RESRV	0	0	0	0	0	0	400,000	400,000	0
**65 BUS PURCHASES*****822*172*****								N/A	
RESRV	0	0	0	0	0	0	3,200,000	3,200,000	0
**66 BAWFIELD TRANSITWAY*****826*173*****								FAP68	
CONST	0	0	20,000,000	150,000	0	0	0	20,150,000	0
TOTAL: UMTA SECTION 3 TRADED CAPITAL PROGRAM									
PE	776,337	163,640	0	0	0	0	0	939,977	0
R/W	2,484,400	1,867,560	0	0	0	0	0	4,351,960	0
CONST	8,930,064	2,420,401	20,000,000	5,039,565	0	0	0	36,390,030	0
CAP	403,168	0	0	0	0	0	0	403,168	0
RESRV	0	0	635,000	640,000	660,000	0	32,060,815	33,995,815	0
OTHER	1,074,630	-355,580	0	0	0	0	0	719,050	0
TOTAL	13,668,599	4,096,021	20,635,000	5,679,565	660,000	0	32,060,815	76,800,000	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SPECIAL TRANSPORTATION PROGRAM

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR

OBLIGATED

1983

1984

1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

\*\*\*76 TRI-MET SPECIAL EFFORTS PROGRAM\*\*\*\*\*544\*206\*\*\*\*\* N/A

PROJECT DESCRIPTION	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
DPRTC	0	5,121,243	1,790,724	0	0	0	0	6,911,967	0
TOTAL: UMTA SPECIAL TRANSPORTATION PROGRAM									
DPRTC	0	5,121,243	1,790,724	0	0	0	0	6,911,967	0
TOTAL	0	5,121,243	1,790,724	0	0	0	0	6,911,967	0

TOTAL: UMTA SPECIAL TRANSPORTATION PROGRAM

DPRTC 0 5,121,243 1,790,724 0 0 0 0 6,911,967 0

TOTAL 0 5,121,243 1,790,724 0 0 0 0 6,911,967 0

ANNUAL ELEMENT YEAR



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 9/9A PROJECTS  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS	AUTH

\*\*\*74 SECTION 9 CAPITAL PROGRAM\*\*\*\*\*823\*181\*\*\*\*\* N/A

CAP	0	0	4,702,744	4,702,744	4,702,744	0	0	14,108,232	0
-----	---	---	-----------	-----------	-----------	---	---	------------	---

\*\*\*75 SECTION 9 OPERATING PROGRAM\*\*\*\*\*824\*192\*\*\*\*\* N/A

OPRTG	0	0	6,442,000	6,442,000	6,442,000	0	0	19,326,000	0
-------	---	---	-----------	-----------	-----------	---	---	------------	---

TOTAL: UMTA SECTION 9/9A PROJECTS

PE	0	64,000	0	0	0	0	0	64,000	0
R/W	0	1,291,200	0	0	0	0	0	1,291,200	0
CONST	0	800,000	0	0	0	0	0	800,000	0
CAP	0	2,836,278	4,702,744	4,702,744	4,702,744	0	0	16,944,510	0
OPRTG	0	0	6,442,000	6,442,000	6,442,000	0	0	19,326,000	0
OTHER	0	629,123	0	0	0	0	0	629,123	0
TOTAL	0	5,620,601	11,144,744	11,144,744	11,144,744	0	0	39,054,833	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR					1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
	OBLIGATED	1983	1984	1985						
GRAND TOTAL										
PE	776,337	792,072	0	0	0	0	0	0	1,568,409	0
R/W	2,503,600	3,158,760	0	0	896,000	0	0	0	6,558,360	0
CONST	11,129,836	8,648,369	20,000,000	7,292,365	3,068,900	0	0	0	50,139,470	0
CAP	45,235,831	5,899,228	28,952,744	46,513,288	22,395,296	0	9,857,200	158,853,587	49,249,967	0
OPRTC	16,570,000	11,563,243	8,232,724	6,442,000	6,442,000	0	0	32,060,815	34,170,621	0
RESRV	0	0	635,000	814,806	660,000	0	0	0	1,722,121	0
OTHER	1,149,430	546,291	0	26,400	0	0	0	0	1,722,121	0
TOTAL	77,365,035	30,607,963	57,820,468	61,088,859	33,462,196	0	41,918,015	302,262,536		0

ANNUAL ELEMENT YEAR

ALL OTHER PROJECTS

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
***4 I205-SOUTH BAINFIELD INTERCHANGE*****311**77***** FAI205									
CONST	0	3,487,000	9,982,000	0	0	0	0	13,469,000	0
***5 I205-COLUMBIA RIVER BRIDGE TO POWELL BLVD*****312**78***** FAI205									
CONST	0	24,326,000	0	0	0	0	0	24,326,000	0
***6 I205-BURNSIDE STREET TO HAROLD STREET*****316**79***** FAI205									
CONST	0	0	92,000	0	0	0	0	92,000	0
***7 I205-COLUMBIA RIVER BRIDGE*****318**80***** FAI205									
CONST	0	9,200,000	0	0	0	0	0	9,200,000	0
***8 I5-EAST MARQUAM INTERCHANGE RAMPS*****319**81***** FAI5									
R/U	0	3,984,000	0	0	0	0	0	3,984,000	0
CONST	0	0	0	11,040,000	0	0	31,280,000	42,320,000	0
TOTAL	0	3,984,000	0	11,040,000	0	0	31,280,000	46,304,000	0
***9 I5-N TIGARD INTERCHANGE TO S TIGARD INTERCHANGE*****321**82***** FAI5									
CONST	0	16,836,000	0	0	0	0	0	16,836,000	0
***10 I5-JANTZEN BEACH TO DELTA PARK INTERCHANGE*****322**83***** FAI5									
R/U	0	1,122,000	0	0	0	0	0	1,122,000	0
CONST	0	0	16,707,000	0	0	0	26,157,000	42,864,000	0
TOTAL	0	1,122,000	16,707,000	0	0	0	26,157,000	43,986,000	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID URBAN SYSTEM

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985 1986 1987 POST 1987 AUTHORIZED EXCESS AUTH

CITY OF PORTLAND FEDERAL AID URBAN SYSTEM

\*\*\*1 WILLAMETTE GREENWAY TRAIL PROGRAM\*\*\*\*\*575\*\*31\*\*\*\*\* MISC

PE	0	52,000	0	0	0	0	0	52,000	0
R/W	0	228,000	0	0	0	0	0	228,000	0
CONST	0	207,630	0	0	0	0	0	207,630	0
RESRV	0	0	61,730	61,730	1,019,764	0	0	1,143,224	0
TOTAL	0	487,630	61,730	61,730	1,019,764	0	0	1,630,854	0

CLACKAMAS COUNTY FEDERAL AID URBAN SYSTEM

\*\*\*2 LOWER BOONES FERRY RD-MADRONA TO SW JEAN\*\*\*\*\*68\*\*43\*\*\*\*\* FAU9473

PE	83,394	22,056	0	0	0	0	0	105,450	0
CONST	0	287,330	87,268	87,268	877,693	0	0	1,339,559	0
TOTAL	83,394	309,386	87,268	87,268	877,693	0	0	1,445,009	0

CITY OF FORST GROVE FEDERAL AID URBAN SYSTEM

\*\*\*3 FOREST GROVE FEDERAL AID URBAN RESERVE\*\*\*\*\*570\*\*75\*\*\*\*\* MISC

RESRV	0	117,708	52,220	52,220	52,220	0	0	274,368	0
-------	---	---------	--------	--------	--------	---	---	---------	---

TOTAL: FEDERAL AID URBAN SYSTEM

PE	83,394	74,056	0	0	0	0	0	157,450	0
R/W	0	228,000	0	0	0	0	0	228,000	0
CONST	0	494,960	87,268	87,268	877,693	0	0	1,547,189	0
RESRV	0	117,708	113,950	113,950	1,071,984	0	0	1,417,592	0
TOTAL	83,394	914,724	201,218	201,218	1,949,677	0	0	3,350,231	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987  
EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
---------------------	---	------	------	------	------	------	-----------	------------	-------------

**17 IS/NYBERG ROAD RAMPS-4*****374**90***** FAIS									
---	--	--	--	--	--	--	--	--	--

PE	0	0	196,000	0	0	0	0	196,000	0
----	---	---	---------	---	---	---	---	---------	---

**18 IS/WILSONVILLE SIGNALS-4*****375**91***** FAIS									
---	--	--	--	--	--	--	--	--	--

PE	0	0	26,000	0	0	0	0	26,000	0
----	---	---	--------	---	---	---	---	--------	---

**19 LOWER BOONES FERRY ROAD INTERCHANGE SIGNALS*****681**92***** FAU9473									
---	--	--	--	--	--	--	--	--	--

PE	15,456	0	0	0	0	0	0	15,456	0
CONST	0	0	391,000	0	0	0	0	391,000	0
TOTAL	15,456	0	391,000	0	0	0	0	406,456	0

**20 IS-FREMONT VIADUCT OVERLAY*****669**93***** FAIS									
---	--	--	--	--	--	--	--	--	--

PE	0	50,000	0	0	0	0	0	50,000	0
CONST	0	810,000	0	0	0	0	0	810,000	0
TOTAL	0	860,000	0	0	0	0	0	860,000	0

**21 TUALATIN PARK-AND-RIDE*****670**94***** FAIS									
---	--	--	--	--	--	--	--	--	--

CONST	0	0	0	0	0	0	386,000	386,000	0
-------	---	---	---	---	---	---	---------	---------	---

**22 IS-MARGUAM BRIDGE TO HAINES ROAD RAMP METERING*****673**95***** FAIS									
---	--	--	--	--	--	--	--	--	--

PE	0	46,000	0	0	0	0	0	46,000	0
CONST	0	0	0	0	0	0	432,000	432,000	0
TOTAL	0	46,000	0	0	0	0	432,000	478,000	0

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1984 TO POST 1987  
EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
**11 I84-INTERCHANGE AT NE 181ST AVENUE...EAST BOUND OFF-RAMP*****325**84***** FAI84								
R/W	0	234,000	0	0	0	0	234,000	0
CONST	0	314,800	0	0	0	0	314,800	0
TOTAL	0	548,800	0	0	0	0	548,800	0
**12 HW NICOLAI/WEST FREMONT INTERCHANGE*****328**85***** TBD								
R/W	0	8,587,000	0	0	0	0	8,587,000	0
CONST	0	0	20,608,000	0	0	0	20,608,000	0
TOTAL	0	8,587,000	20,608,000	0	0	0	29,195,000	0
**13 I5-NORTH GREELEY AVE TO I5 CONNECTION*****333**86***** FAI5								
CONST	0	11,224,000	0	0	0	0	11,224,000	0
**14 I84-SUNDIAL ROAD TO SANDY RIVER OVERLAY*****335**87***** FAI84								
CONST	0	0	699,000	0	0	0	699,000	0
**15 I5-PAVEMENT OVERLAY ON THE MARQUAM BRIDGE AND APPROACHES(RRR)*****343**88***** FAI5								
CONST	0	5,566,000	0	0	0	0	5,566,000	0
**16 I5/STAFFORD ROAD SIGNALS-4R*****373**89***** FAI5								
PE	0	0	23,000	0	0	0	23,000	0

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

OTHER PROJECTS

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS	AUTH
**26 TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST*****555**99***** FAP32									
PE	139,765	0	0	0	0	0	139,765	0	0
**27 HWY 217 SB ON-RAMP @ BURTN/HILLSDALE HWY-SLOPE REPAIR-FAP*****560**100***** FAP79									
CONST	0	76,560	0	0	0	0	76,560	0	0
**28 SUNSET/MURRAY INTERCHANGE-PHASE I-FAP*****567**101***** FAP27									
CONST	0	0	281,600	0	0	0	281,600	0	0
**29 I205 INTERCHANGE AT LESTER STREET*****571**102***** I205									
R/W	0	0	0	2,000,000	0	0	2,000,000	0	0
CONST	0	0	0	0	2,800,000	0	2,800,000	0	0
TOTAL	0	0	0	2,000,000	2,800,000	0	4,800,000	0	0
**30 TV HWY AT MURRAY BLVD INTERSECTION IMPROVEMENT*****680**103***** FAP32									
PE	33,067	11,933	0	0	0	0	45,000	0	0
R/W	0	0	30,000	0	0	0	30,000	0	0
CONST	0	0	449,000	0	0	0	449,000	0	0
TOTAL	33,067	11,933	479,000	0	0	0	524,000	0	0
**31 SUNSET HWY OVERLAY-SYLVAN INTCHG TO VISTA RIDGE TUNNEL-STATE FAP*****382**104***** FAP27									
CONST	2,201,146	0	0	0	0	0	2,201,146	0	0

ANNUAL ELEMENT YEAR



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

\*\*23 OREGON CITY PARK-AND-RIDE\*\*\*\*\*674\*\*96\*\*\*\*\* FAI205

	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
CONST	0	0	0	0	0	322,000	322,000	0

\*\*24 LENTS PARK-AND-RIDE\*\*\*\*\*675\*\*97\*\*\*\*\* FAI205

CONST	0	0	0	0	0	322,000	322,000	0
-------	---	---	---	---	---	---------	---------	---

\*\*25 COLUMBIA BLVD/SANDY BLVD PARK-AND-RIDE\*\*\*\*\*677\*\*98\*\*\*\*\* FAI205

PE	0	18,400	0	0	0	0	18,400	0
CONST	0	243,800	0	0	0	0	243,800	0
RESRV	0	0	0	0	0	59,800	59,800	0
TOTAL	0	262,200	0	0	0	59,800	322,000	0

TOTAL: FEDERAL AID INTERSTATE SYSTEM

PE	15,456	114,400	245,000	0	0	0	374,856	0
R/W	0	13,927,000	0	0	0	0	13,927,000	0
CONST	0	72,007,600	27,172,000	32,347,000	0	58,899,000	190,425,600	0
RESRV	0	0	0	0	0	59,800	59,800	0
TOTAL	15,456	86,049,000	27,417,000	32,347,000	0	58,958,800	204,787,256	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

EFFECTIVE OCTOBER 1, 1983

### ALL OTHER PROJECTS

PORTLAND URBANIZED AREA

## BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS

## PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR

**OBLIGATED**

**1983**

1984

1985

1986

1987

**POST 1987**

**AUTHORIZED**

EXCESS AUTH

\*\*\*33 PORTLAND CBD BICYCLE PARKING PROJECT-8 COVERED PARKING PADS\*\*\*4\*\*\*384\*106\*\*\*\*\* N/A

CONST	0	33,000	0	0	0	0	0	33,000	0
-------	---	--------	---	---	---	---	---	--------	---

**TOTAL: BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS**

CONST	0	33,000	0	0	0	0	0	33,000	0
TOTAL	0	33,000	0	0	0	0	0	33,000	0

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

OTHER PROJECTS  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1983 1984 1985

1986

1987

POST 1987

AUTHORIZED

EXCESS AUTH

432 ROSS ISLAND BRIDGE OVERLAY\*\*\*\*\*682\*105\*\*\*\*\* FAP24

PE	23,455	64,545	0	0	0	0	0	88,000	0
CONST	0	0	1,206,000	0	0	0	0	1,206,000	0
TOTAL	23,455	64,545	1,206,000	0	0	0	0	1,294,000	0

TOTAL: OTHER PROJECTS

PE	196,287	76,478	0	0	0	0	0	272,765	0
R/W	0	0	30,000	2,000,000	0	0	0	2,030,000	0
CONST	2,201,146	76,560	1,936,600	0	2,800,000	0	0	7,014,306	0
TOTAL	2,397,433	153,038	1,966,600	2,000,000	2,800,000	0	0	9,317,071	0

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR

OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
GRAND TOTAL								
FE	295,137	264,934	245,000	0	0	0	805,071	0
R/W	0	14,155,000	30,000	2,000,000	0	0	16,185,000	0
CONST	2,201,145	72,612,120	29,195,845	32,434,268	3,677,693	0	199,020,095	0
RESRV	0	117,703	113,950	113,950	1,071,984	0	1,477,392	0
TOTAL	2,496,283	87,149,762	29,584,818	34,548,218	4,749,677	0	217,487,558	0

ANNUAL ELEMENT YEAR

CONSIDERATION AND RECOMMENDATION OF THE DISPOSAL RATE  
STRUCTURE TO BE CHARGED AT THE ST. JOHNS LANDFILL AND  
THE CLACKAMAS TRANSFER AND RECYCLING CENTER

---

Date: September 1, 1983

Presented by: Ed Stuhr

FACTUAL BACKGROUND AND ANALYSIS

The 1984 rate study for solid waste transfer and disposal has examined the cost of operating the St. Johns Landfill and the Clackamas Transfer and Recycling Center (CTRC). A rate schedule was calculated in accordance with Metro rate policy set last year. Under that policy, base rates are the same at both facilities. The cost of operating CTRC is borne by all users in the region by means of a regional transfer charge, and by CTRC users by means of a convenience charge which is added to CTRC base rates. In addition to the new rate schedule, the study recommended that the convenience charge be changed as needed to accomplish flow control, independent of the yearly rate revision process.

The study and schedule were presented to the Rate Review Committee for a recommendation. The committee recommended that the rate study be accepted with the provision that the convenience charge not be allowed to increase during the year.

The rate study and the recommended rate schedule were presented to the Metro Solid Waste Policy Alternatives Committee. Upon consideration of the rate schedule, some members of the committee expressed dissatisfaction with the regional transfer charge approach to funding CTRC. Upon this basis, a motion was made to reject the 1984 rate study. The motion was defeated on a tie vote, and the committee adjourned without making either a formal recommendation or specific plans for further consideration of the matter.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends that the rate structure be adopted as proposed in the 1984 Rate Study. Additionally, it is recommended that RSC authorize the executive officer to analyze the rates for considering adjusting the convenience charge to monitor flow.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Services Committee made no formal recommendation on the proposal. Staff was directed to develop alternatives to the proposal:

- (1) Effects on rates if commercial regional transfer charge was not changed.
- (2) Effects on rates if commercial convenience charge was not changed.
- (3) Effect on CTRC revenue requirements at tonnage rates from 650 to 800 tons per day, in 50 ton steps.

# 1984 RATE STUDY

For Solid Waste Transfer and Disposal

August, 1983

Prepared by the  
DEPARTMENT OF SOLID WASTE

Project Manager: Ed Stuhr

## ACKNOWLEDGEMENTS

Director  
Engineering Manager  
Operations Manager  
Facility Supervisor  
Solid Waste Technician  
Word Processing

Dan Durig  
Doug Drennen  
Norm Wietting  
Eric Dutson  
Evelyn Brown  
Gloria Logan

## COMMITTEES

Rate Review Committee  
Solid Waste Policy Alternative  
Committee

George Hubel, Chair  
John Trout, Chair

## TABLE OF CONTENTS

	PAGE
1. Introduction. . . . .	2
2. Quantities of Solid Waste . . . . .	3
3. Expenditures and Other Cost Factors . . . . .	10
4. Cost Allocation . . . . .	22
5. Rate Computations . . . . .	29
6. Recommended Rates . . . . .	33
7. Financial Analysis. . . . .	34

## Section: 1

### INTRODUCTION

#### PURPOSE

This study has been conducted to determine the solid waste disposal rates which will yield sufficient 1984 revenue to operate the St. Johns Landfill and the Clackamas Transfer & Recycling Center (CTRC). These facilities are operated by the Metropolitan Service District (Metro). The disposal rates are reviewed and adjusted annually to reflect changes in operating costs in accordance with established budgeting principles.

#### METHODOLOGY

Rate adjustments are determined by the following process:

1. Determine historic solid waste quantities for the period from July 1982 through June 1983.
2. Project solid waste quantities for calendar year 1984.
3. Estimate costs related to each facility.
4. Allocate costs to commercial and public users of the solid waste system.
5. Calculate disposal rates for commercial wastes, public wastes and vehicle tires.

The balance of this study is arranged in this order.



Section: 2

QUANTITIES OF SOLID WASTE

Metro assumed operation of the St. Johns Landfill in North Portland from the City of Portland in June 1980. Since the closure of Rossman's Landfill in Oregon City in June 1983, St. Johns is the only general purpose landfill in the Portland Metropolitan area. About 72 percent of the solid waste generated in the Metro area is disposed of at the St. Johns Landfill.

The CTRC was opened by Metro in April 1983 to make up part of the loss of disposal capacity resulting from the closure of Rossman's Landfill. The CTRC receives solid waste from the southern portion of the region. Waste is loaded into large trailers for transport to the St. Johns Landfill. The CTRC's operating capacity has been limited by the Oregon City Planning Commission to 800 tons per day.

HISTORIC QUANTITIES

St. Johns Landfill

The monthly quantities of solid waste delivered to St. Johns Landfill from July 1982 through June 1983 are shown in Table 2-1 (p. 5). The total amount of solid waste landfilled during that period was 356,619 tons, which includes 49,317 tons of sludge. These tonnage figures were determined from actual net weights of commercial vehicles and public transfer station drop boxes, as calculated and recorded by an automated computer-weighting system. For convenience, the public is charged on a volume basis, rather than their vehicles being weighed in and out as are commercial vehicles. The public dumps into drop boxes at a transfer station. Filled boxes are hauled to the working area via the scale, which records the weight for the purpose of the operations contract payment. This allows for an accurate conversion from volume to weight. The sludge quantities were entirely comprised of treated wastewater sludge from the City of Portland's Columbia Boulevard Sewage Treatment Plant. The last sludge deliveries were in April 1983.

Clackamas Transfer & Recycling Center and Rossman's Landfill

Rossman's Landfill, which disposed of about 50 percent of the region's waste, closed on June 10, 1983. During the period after CTRC opened on April 11 until June 10, waste that normally went to Rossman's was divided between the two facilities. Local commercial haulers and the public used CTRC and haulers from other parts of the region continued to use Rossman's. This enabled the landfill to be completed according to approved plans. Waste delivered to CTRC was transferred to the St. Johns Landfill. The amount of waste going to these two sites during the last 12 months is presented in Table 2-2 (p. 6).

This data will assist in projecting future waste flows, expected to be delivered to the CTRC. The quantities of waste delivered to Rossman's by the public are estimated from the number of trips based on an average load of 500 lbs./trip. The public quantities at CTRC during the three months operation are based on the difference between tonnage transferred and measured commercial tonnage.

TABLE 2-1  
ST. JOHNS LANDFILL  
HISTORIC SOLID WASTE QUANTITIES

	<u>Commercial Tons</u>	<u>Transfer Tons from CTRC</u>	<u>Public Tons</u>	<u>Sludge Tons</u>	<u>Total Tons</u>
July 1982	20,655	0	1,717	3,925	26,297
August	25,349	0	1,620	4,463	31,432
September	22,250	0	1,671	4,753	28,674
October	20,774	0	1,434	4,939	27,147
November	20,381	0	1,079	5,120	26,580
December	25,874	0	1,091	7,304	34,269
January 1983	18,602	0	1,505	5,916	26,023
February	17,206	0	1,439	5,170	23,815
March	20,279	0	2,100	5,790	28,169
April	18,923	7,389	2,177	1,937	30,426
May	19,518	9,234	2,544	0	31,296
June 1983	<u>23,076</u>	<u>17,165</u>	<u>2,250</u>	<u>0</u>	<u>42,491</u>
Total Tons	252,887	33,788	20,627	49,317	356,619
Total Trips	61,753		49,744		

TABLE 2-2  
CLACKAMAS TRANSFER & RECYCLING CENTER<sup>1</sup>  
AND  
ROSSMAN'S LANDFILL<sup>2</sup>

HISTORIC SOLID WASTE QUANTITIES

	<u>COMMERCIAL</u>				<u>PUBLIC</u>		
	<u>Rossman's</u>	<u>CTRC</u>	<u>Trips</u> <sup>3</sup>	<u>Rossman's</u>	<u>CTRC</u>	<u>Trips</u> <sup>3</sup>	
July	20,531	0	4,303	3,414	0	12,715	
August	21,121	0	4,282	3,182	0	12,000	
September	21,128	0	4,086	2,701	0	10,037	
October	18,917	0	3,809	2,353	0	8,908	
November	19,393	0	3,860	1,848	0	6,991	
December	20,214	0	4,070	1,834	0	6,866	
January	18,586	0	3,779	2,129	0	7,607	
February	17,344	0	3,571	1,922	0	6,922	
March	21,269	0	4,177	2,665	0	9,518	
April	15,318	5,274	4,030	860	2,115	8,282	
May	15,404	6,501	4,220	0	2,733	7,174	
June	<u>4,999</u>	<u>14,357</u>	<u>3,914</u>	<u>0</u>	<u>2,808</u>	<u>7,824</u>	
Total	214,224	26,132	48,101	22,908	7,656	104,844	
	(tons)	(tons)		(tons)	(tons)		

<sup>1</sup> CTRC began operating on April 11, 1983.

<sup>2</sup> Rossman's Landfill closed on June 10, 1983. Total waste landfilled during the previous 12 months was 237,132.

<sup>3</sup> Total trips at both sites.

## PROJECTED QUANTITIES

The total amount of waste generated in the Metro region during FY 1982-83 was about 745,000 tons. Based on an analysis of recent regional flows, it is reasonable to expect that the improving economy will increase the waste flow to 755,000 tons. It is estimated, based on historic records, that of the total waste to be disposed of at landfills, 86% or 649,300 tons will be delivered by commercial haulers. The remaining 14% or 105,700 tons will be brought in by the public.

The amount of waste disposed of at St. Johns Landfill will increase substantially because of the Rossman's closure. Projected quantities are shown in Table 2-3 (p. 8). Of importance is the amount of waste that is directly hauled to St. Johns by haulers rather than by transfer trailers via CTRC. Direct haul is assumed to increase by almost 52,000 tons. This waste was previously going to Rossman's.

Projected quantities for CTRC are presented in Table 2-4 (p. 9). A total of 216,600 tons are projected to be delivered and processed at CTRC. The amount brought in by commercial haulers is 182,400 which is less than went to Rossman's and CTRC last year. (See Table 2-2, p. 6.) The public quantities are based on the actual weight data at CTRC, projected for one year.

TABLE 2-3

## ST. JOHNS LANDFILL

## PROJECTED SOLID WASTE QUANTITIES

<u>1984</u>	<u>Commercial Tons</u>	<u>Transfer Tons from CTRC</u>	<u>Public Tons</u>	<u>Total Tons</u>
January	23,870	16,940	1,520	42,330
February	23,430	16,630	1,500	41,560
March	26,360	18,700	1,680	46,740
April	25,430	18,050	1,620	45,100
May	25,760	18,280	1,640	45,680
June	26,410	18,740	1,690	46,840
July	27,420	19,450	1,750	48,620
August	26,250	18,640	1,680	46,570
September	26,530	18,840	1,690	47,060
October	25,320	17,970	1,620	44,910
November	23,270	16,520	1,490	41,280
December	<u>25,140</u>	<u>17,840</u>	<u>1,600</u>	<u>44,580</u>
Total Tons	305,190	216,600	19,480	541,270
Total Trips	61,340		54,290	

TABLE 2-4  
CLACKAMAS TRANSFER & RECYCLING CENTER  
PROJECTED SOLID WASTE QUANTITIES

<u>1984</u>	<u>Commercial Tons</u>	<u>Public Tons</u>	<u>Total Transfer Tons</u>
January	14,260	2,680	16,940
February	14,000	2,630	16,630
March	15,750	2,950	18,700
April	15,200	2,850	18,050
May	15,400	2,880	18,280
June	15,780	2,960	18,740
July	16,390	3,060	19,450
August	15,700	2,940	18,640
September	15,860	2,980	18,840
October	15,130	2,840	17,970
November	13,910	2,610	16,520
December	<u>15,020</u>	<u>2,820</u>	<u>17,840</u>
Total Tons	182,400	34,200	216,600
Total Trips	36,660	95,316	131,976
Total Transfer Trips (at 24 tons per trip)			9,025

## Section 3

### EXPENDITURES AND OTHER COST FACTORS

#### ST. JOHNS LANDFILL EXPENDITURES

The expenditures relating to the St. Johns Landfill are summarized in Table 3-3 (p. 15). The following paragraphs discuss each type of expenditure.

#### 1. Operation Contract

##### Disposal Expense

Genstar Conservation Systems, Inc., through a bid process, was awarded a five-year contract to operate the St. Johns Landfill by Metro in June 1980. Genstar performs most of the refuse handling tasks, including the operation of the public transfer station and the commercial dumping area. The determination of payment to Genstar is based on a variable scale of per ton disposal rates. As the volume of waste handled increases, the cost per ton generally decreases. Conversely, lower disposal volumes entail higher disposal rates.

The Genstar Conservation Systems, Inc. operations contract disposal cost for 1984 is projected to be \$3,457,320 (see Table 3-1, p. 11). The operations contract is adjusted annually on October 1 to reflect inflationary effects. Based on trends of the index used, adjustments of 8% in October 1983 and 8% in October 1984 have been projected.



TABLE 3-1  
ST. JOHNS LANDFILL  
OPERATIONS CONTRACT  
PROJECTED DISPOSAL COSTS

<u>1984</u>	<u>Total Tons Disposal</u>	<u>Disposal Rate Per Ton</u>	<u>Disposal Cost</u>
January	42,330	6.47	273,875
February	41,560	6.56	272,634
March	46,740	6.16	287,918
April	45,100	6.23	280,973
May	45,680	6.23	284,586
June	46,840	6.16	288,534
July	48,620	6.03	293,178
August	46,570	6.16	286,871
September	47,060	6.10	287,066
October	44,910	6.81*	305,835
November	41,280	7.08	292,262
December	<u>44,580</u>	<u>6.81*</u>	<u>303,590</u>
	541,270		3,457,320

\* Includes projected 8% increase in operations contract

## Final Improvements

It is expected that by January 1, 1984, the final cover will be completed in subarea 2 and approximately 14 acres of subarea 3. During the period covered by this rate study, the balance of subarea 3, representing 40 acres will receive final cover, seeding and final road improvements. Based on the contract prices to perform this work the total expenditures will be \$1,050,000. The fund balance at end of 1983 is estimated to be \$530,000 which includes \$190,000 obtained from the City of Portland. Therefore, the balance of \$520,500 needs to be recovered through rates in 1984.

Total Expenditures (1984)	\$1,050,500
Final Cover Fund Balance	<u>530,000</u>
Total Revenue Requirements	\$ 520,500

## 2. Other Expenses

### a. Land Lease

Metro leases the land for the St. Johns Landfill from the City of Portland. Currently Metro and the City are revising the lease payment as per our agreement. For the purpose of establishing the rates the lease payments for 1984 are estimated to total \$227,400. This represents an increase of 15%.

### b. Environmental Control Sinking Funds

Two sinking funds have been established to accumulate reserve funds during the remaining operating life of the landfill. Their purpose is to finance post-closure expenditures at the landfill site. The Annual Maintenance fund will be used for grading, compacting and reseeding portions of the landfill after its anticipated closure in 1988. The Perpetual Maintenance fund will be used for the operation and maintenance of leachate pretreatment equipment and for the transportation of leachate effluent to the City of Portland wastewater treatment plant.

The sinking fund contributions are calculated to provide sufficient resources over the period that the maintenance will be required, and are unchanged from last year. The Annual Maintenance fund payment of \$51,800 will ensure that enough will be available to meet costs over the life of the activity (1987-1992). The costs are expected to rise from \$51,000 in 1987 to \$81,000 in 1992. The Perpetual Maintenance fund payment of \$120,000 will provide enough resources to support expenditures rising from \$32,000 in 1989 to \$163,000 in the year 2004.

c. Debt Service

Metro has a long-term loan/grant agreement with the State of Oregon Department of Environmental Quality for St. Johns capital improvements. The terms of the loan contract require two payments in 1984, one on April 1 and one on October 1. The total 1984 payment is \$209,940. The proceeds from this loan were used to offset the cost of constructing the landfill expansion area, gatehouse, public vehicle transfer station, and related engineering fees. Until the expansion area comes into use in approximately May 1984, its portion of the debt service will be paid by user fees. The amount to be recovered by rates, therefore, is \$198,480.

d. General Fund Transfer

This expenditure is to cover Metro and Solid Waste Department expenses which support operations at the St. Johns Landfill. Overhead services include personnel time and materials provided by other divisions or departments, including accounting, personnel, printing, word processing and general administration. The cost of these services in 1984 is estimated to be \$97,520.

f. Contractual Services

Professional services are expected to require \$42,400 in 1984. These include such services as site life update, periodic landfill inspection reports, perimeter design study, engineering services, land appraisals, legal services, bridge inspections and other miscellaneous consulting services.

g. Metro Operating Costs

The St. Johns Landfill gatehouse is operated by Metro employees 24 hours a day. They issue commercial and public transaction receipts and perform commercial accounts receivable billing. In addition to gatehouse operations, some staff activities can be assigned directly to St. Johns. These include administration of the operations contract and the land lease contract with the City of Portland, water quality monitoring and operation of the recycling center.

Metro operating costs assigned to St. Johns include \$220,000 for personnel expenses, \$27,000 for equipment maintenance and repair, \$87,100 for materials and services and \$7,500 for capital acquisition. The personnel expenses include funds for three full-time and three part-time gatehouse attendants, and partial funding of the facilities supervisor, operations manager and other engineering, technical and administrative support. The

maintenance and repair funds will be applied to the landfill access bridge, the weighing system, water monitoring boat, the expansion area, janitorial services and gatehouse equipment. Materials and services expenses include printing of transaction invoices, automobile expenses, permits, utilities, telephone costs, office supplies, data processing and insurance. The capital funds will be applied to weighing and billing system improvements.

In addition, DEQ will be establishing a fee to be paid by St. Johns as a result of this past legislative session. The fees will cover monitoring and inspection cost. Fees are estimated to be \$5,000 for six months. This fee schedule will not be levied until July 1, 1984.

h. Contingency

In order to protect the level of service at the St. Johns Landfill from unforeseeable changes in its operating environment, an amount equal to 6% of revenue needs is set aside. Risks which this is intended to protect against include possible changes in compliance regulations that would require substantial improvements or modifications to the site, damage to the site or facilities or a reduction in waste volumes which would increase the unit cost of the solid waste disposal contract.

TABLE 3-3

## ST. JOHNS LANDFILL

## PROJECTED 1984 EXPENDITURES

## Operations Contract

Disposal Expense	\$3,457,320
Final Improvements	<u>520,500</u>

Subtotal	\$3,977,820
----------	-------------

Land Lease	227,400
------------	---------

Environmental Control  
Sinking Funds

Annual Maintenance	\$51,800
Perpetual Maintenance	<u>120,000</u>

Subtotal	171,800
----------	---------

Debt Service	198,480
--------------	---------

General Fund Transfer (S.W. Overhead)	97,520
---------------------------------------	--------

Recycling	3,730
-----------	-------

Contractual Services	42,400
----------------------	--------

## Metro Operating Cost

Personnel	220,000
Maintenance & Repair	27,000
Materials & Services	87,100
DEQ Fees	5,000
Capital Outlay	<u>7,500</u>

Subtotal	<u>346,600</u>
----------	----------------

Contingency	300,000
-------------	---------

Total Expenditures	\$5,365,750
--------------------	-------------

## CLACKAMAS TRANSFER & RECYCLING CENTER EXPENDITURES

The expenditures relating to the CTRC are summarized in Table 3-5, p. 20. The following paragraphs discuss each type of expenditure.

### 1. Operating Contract

Genstar Conservation Systems, Inc. was awarded the CTRC operations contract by Metro in July 1982. Genstar operates the transfer station and transfers the collected waste to the St. Johns Landfill, and operates the CTRC. The determination of payment to Genstar is based on a variable scale of per ton transfer rates. As the volume of waste increases, the cost per ton decreases. Conversely, lower transfer volumes entail higher transfer rates.

The Genstar Conservation Systems, Inc. operations contract cost for CTRC is projected to be \$1,671,850 in 1984 (see Table 3-4, p. 17). The operations contract is adjusted annually on April 1 to reflect inflationary effects. Based on trends of the index used, an adjustment of 8% in 1984 has been projected.

TABLE 3-4  
Clackamas Transfer & Recycling Center  
Operating Contract  
Transfer costs

<u>1984</u>	<u>Total Transfer Tons</u>	<u>Transfer Rate Per Ton</u>	<u>Transfer Cost</u>
January	16,940	7.96	134,842
February	16,630	7.96	132,375
March	18,700	7.56	141,372
April	18,050	7.56	136,457
May	18,280	7.56	138,196
June	18,740	7.56	141,674
July	19,450	7.56	147,042
August	18,640	7.56	140,917
September	18,840	7.56	142,430
October	17,970	7.96	143,041
November	16,520	7.96	131,498
December	<u>17,840</u>	<u>7.96</u>	<u>142,006</u>
	216,600		\$1,671,850

## 2. Other Expenses

### a. Debt Service

Metro has a long-term loan/grant agreement with the State of Oregon Department of Environmental Quality for preparation of the CTRC and Energy Recovery Facility site, and for construction of the CTRC facility. The terms of the loan contract require two payments in 1984, one on February 1 and one on August 1. The total 1984 payment is \$403,139. The portion related to CTRC site development and construction (\$258,000) will be recovered by rates. The remainder will be recovered through user fees. Site development costs were assessed on a per-acre basis: CTRC is developed on 3.2 acres of the 10.12-acre site.

### b. General Fund Transfer

This expenditure is to cover Metro and Solid Waste Department expenses which support operations at CTRC. Overhead services include personnel time and materials provided by other divisions or departments, including accounting, personnel, printing, word processing and general administration. The cost of these services in 1984 is estimated to be \$97,560.

### c. Metro Operating Costs

The CTRC gatehouse is operated by Metro employees 12 hours a day. In addition to gatehouse operations, some staff activities can be assigned directly to CTRC. These include administration of the operations contract, and operation of the recycling center.

Metro operating costs assigned to CTRC include \$112,580 for personnel expenses, \$25,140 for equipment maintenance and repair, \$41,070 for materials and services and \$4,000 for capital acquisition. The personnel expenses include funds for one full-time and two part-time gatehouse attendants, and partial funding of the facilities supervisor, operations manager, and other engineering, technical and administrative support.

DEQ fees will also be levied against the CTRC operation. However, because it is not a landfill, the fees are expected to be substantially less: \$1,000 for the six-month period.

### d. Contingency

In order to protect the level of service at CTRC from unforeseeable changes in its operating environment, an amount equal to 4.5% of revenue needs is set aside. Risks which this is intended to protect against include possible



changes in compliance regulations that would require substantial improvements or modifications to the facility, damage to the facility or an increase in waste flow that would result in higher cost to transport to St. Johns.

TABLE 3-5

## CLACKAMAS TRANSFER &amp; RECYCLING CENTER

## PROJECTED 1984 EXPENDITURES

Operations Contract		\$1,671,850
Debt Service		258,000
General Fund Transfer (S.W. Overhead)		97,560
Recycling		3,500
Metro Operating Costs		
Personnel	\$112,580	
Maintenance & Repairs	25,140	
Materials & Services	41,070	
DEQ Fees	1,000	
Capital Outlay	<u>4,000</u>	
Subtotal		183,790
Contingency		<u>100,000</u>
Total Expenditures		\$2,314,660

## OTHER COST FACTORS

The preceeding sections described the expenditures which are covered by disposal fees. In addition to these fees, Metro imposes a region-wide user fee. A region-wide Regional Transfer Charge is also collected to pay most of the cost of the CTRC. Users of the CTRC pay an additional "convenience charge", and out-of-state users of Metro solid waste facilities pay a surcharge.

### User Fee

The user fee is collected at all solid waste facilities in the Metro region. Proceeds from the user fee are applied to debt service and to fund solid waste programs at Metro. No new debt has been incurred this year.

### Out-of-State Surcharge

The State of Oregon has provided support for Metro's solid waste activities through the State Pollution Control Fund. The State generates revenue for the Pollution Control Fund through the sale of general obligation bonds. The money from this fund has been distributed to Metro in the form of a 70% loan/30% grant package. The loan portions are repaid, with interest, to the State. The grant money, of which Metro has received \$2,506,530 to date, is not repaid to the State. Therefore, the State funds the grant portions. It does this through income tax collections.

Metro received \$583,230 in grant money from the fund for expansion at St. Johns, for the development of the Energy Recovery Facility and CTRC site and for the construction of CTRC. If the State had not granted these funds Metro would need to pay \$280,000 every year through 1987 to generate an equivalent amount of capital. From 1988 to 2001, the annual amount would drop to about \$190,000. These estimates assume the same retirement schedules and interest rates as the two loan agreements. When the \$280,000 annual amount is allocated to the total volume to be received at Metro facilities during 1984, it can be determined that the State subsidizes each ton by \$0.54. This means that Oregon residents are actually paying less through rates at Metro facilities than what it actually costs to dispose of the solid waste. The State's grant money is subsidizing them. Therefore, users who transport out-of-state waste to Metro facilities are charged \$.54 per ton as an out-of-state surcharge.

## Section 4

### COST ALLOCATIONS

In order to calculate solid waste disposal rates, it is necessary to allocate the costs incurred by Metro to specific user classes (commercial and public), in a manner by which each user pays for as much and only as much as is required to serve that user class.

Costs that are incurred as a function of volume of waste handled (such as the disposal cost at the landfill) are allocated according to the volume contributed by each user class. Other costs are related to the number of vehicles handled. They are allocated according to the number of vehicle trips by each user class. Another group of costs can be identified specifically to a single user and are allocated accordingly.

In the following section, costs to be met by rate revenue are described for each of the Metro facilities. The results are summarized in terms of total dollars in Tables 4-2 and 4-5 (p. 24 and p. 27) and in terms of dollars per ton in Tables 4-3 and 4-6 (p. 25 and p. 28).

### ST. JOHNS LANDFILL COST ALLOCATIONS

All of the projected expenses for St. Johns Landfill are allocated on the basis of tons received from each user class, with the exception of a few costs which can be isolated and directly allocated to a single user class. The results are summarized in Table 4-2, p. 24.

Of the 541,270 tons expected at St. Johns Landfill, commercial wastes comprise about 96 percent and public waste about 4 percent. The expenses not directly allocated are apportioned by these percentages.

Metro operates a public receiving area where all waste is dumped into drop boxes and hauled to the working face of the dumping area. This receiving area is necessary both for safety and for efficiency. The cost of the public receiving area is projected to be \$115,590, and is allocated exclusively to public users, as is \$8,285 in debt service for this facility.

The weighing system costs of \$44,840 are allocated entirely to commercial users.

Recycling expenses are allocated directly to the public. Costs related to hauling the glass, tin, newspaper and other paper boxes are recovered by marketing the recycled material. The tire box hauling costs are allocated according to the number and size of tires (see Table 4-1, p. 23). The larger truck and heavy equipment tires displace about the same volume in the tire box as four passenger vehicle tires, so the hauling costs are allocated

accordingly. Rims inside tires do not displace any more volume than a tire off-rim, so hauling costs are not allocated to mounted rims. Disposal costs are allocated according to the tire disposal fees charged by the processing facility.

TABLE 4-1

ST. JOHNS LANDFILL  
TIRE COST ALLOCATION

	<u>Car Tires</u>	<u>Car Rims</u>	<u>Truck Tires</u>	<u>Truck Rims</u>	<u>Total</u>
Hauling Costs	\$849	\$0	\$111	\$0	\$960
Disposal Costs	0	375	210	150	735
Amounts to be Recovered by Rates	849	375	321	150	1,695
Quantity	3,670	500	120	30	4,320
Unit Cost	0.24	0.75	2.68	5.00	
Unit Rate	0.25	0.75	2.75	5.00	

TABLE 4-2  
ST. JOHNS LANDFILL  
COST ALLOCATIONS IN DOLLARS

	<u>Commercial &amp; Transfer</u>	<u>Public</u>	<u>Total</u>	<u>Basis</u>
Operations Contract	\$3,707,741	\$270,079	\$3,977,820	3
Land Lease	218,304	9,096	227,400	1
Sinking Funds	164,928	6,872	171,800	1
Debt Service	182,587	15,893	198,480	4
Genl. Fund Transfer	93,619	3,901	97,520	1
Recycling	-	3,730	3,730	2
Contract. Services	40,704	1,696	42,400	1
Metro Operating Costs	334,532	12,068	346,600	5
Contingency	<u>288,000</u>	<u>12,000</u>	<u>300,000</u>	1
Total	\$5,030,415	\$335,335	\$5,365,750	
Projected Tonnage	521,790	19,480	541,270	

Bases:

1. Tonnage: 96% Commercial & Transfer, 4% Public
2. Identified to a single user all related to cost to public
3. \$115,590 to public for transfer station expenses, remainder by tonnage
4. \$8,285 to public for transfer station debt service, remainder by tonnage
5. \$44,890 to commercial & transfer for weighing system costs, remainder by tonnage

TABLE 4-3

## ST. JOHNS LANDFILL

## COST ALLOCATION IN DOLLARS PER TON

	<u>Commercial &amp; Transfer</u>	<u>Public</u>
Operations Contract	\$7.10	\$13.86
Land Lease	0.42	0.47
Sinking Funds	0.32	0.35
Debt Service	0.35	0.82
Genl. Fund Transfer	0.18	0.20
Recycling	-	0.19
Contract Service	0.08	0.09
Metro Operating Costs	0.64	0.62
Contingency	<u>0.55</u>	<u>0.62</u>
Total Cost per Ton	\$9.64	\$17.21 <sup>1</sup>

---

1 The cost of service fee for the public is converted to a rate per trip.

### CTRC COST ALLOCATIONS

The projected expenses at CTRC are allocated in a variety of ways. The results are summarized in Table 4-5, p. 27. The operations contract and General fund transfer expenses are allocated according to the relative tonnage of commercial and public wastes. The operations contract was bid on a per-ton basis, and it is allocated accordingly.

The recycling expenses include hauling and disposal of vehicle tires, and are recovered by tire disposal rates (see Table 4-4).

TABLE 4-4

#### CLACKAMAS TRANSFER & RECYCLING CENTER TIRE COST ALLOCATION

	<u>Car Tires</u>	<u>Car Rims</u>	<u>Truck Tires</u>	<u>Truck Rims</u>	<u>Total</u>
Hauling Costs	\$5,412	\$0	\$708	\$0	\$6,120
Disposal Costs	0	1,125	630	450	2,205
Amounts to be Recovered by Rates	5,412	1,125	1,338	450	8,325
Quantity	11,010	1,500	360	90	12,960
Unit Cost	0.50	0.75	3.72	5.00	
Unit Rate	0.50	0.75	3.75	5.00	

Since this facility is designed to accommodate a large number of vehicles at 21 dumping stalls, the Debt Service for construction is allocated based on the number of trips by each user class. The Metro operating costs are also allocated by number of trips because the cost of the service provided (e.g., the gatehouse operation) is more closely related to transactions than to tons. Because the public is expected to make 95,316 of the 131,976 trips (Table 2-4, p. 9) made in 1984, they are allocated a higher share of the costs.

The commercial weighing system cost of \$18,760 is directly allocated to commercial users.



TABLE 4-5

## CLACKAMAS TRANSFER &amp; RECYCLING CENTER

## COST ALLOCATION IN DOLLARS

	<u>Commercial</u>	<u>Public</u>	<u>Total<sup>1</sup></u>	<u>Basis</u>
Operations Contract	\$1,404,354	\$267,496	\$1,671,850	1
Debt Service	72,240	185,760 *	258,000	2
Genl. Fund Transfer	81,917	15,603	97,520	1
Recycling	-	3,500	3,500	3
Metro Operating Costs	64,968	118,822	183,790	4
Contingency	<u>84,000</u>	<u>16,000</u>	<u>100,000</u>	
Total	<u>\$1,707,479</u>	<u>\$607,181</u>	<u>\$2,314,660</u>	
Projected Tonnage	182,400	34,200	216,600	
Projected Trips	36,660	95,316	131,976	

## Bases:

1. Tonnage: 84% commercial, 16% public
2. Trips: 28% commercial, 72% public
3. Identified to a single user
4. \$18,760 to commercial for weighing system costs, remainder by trips

\* this number will be used in CTRC public rate calculation only - not in regional transfer charge calculation.

TABLE 4-6

CLACKAMAS TRANSFER & RECYCLING CENTER  
COST ALLOCATION IN DOLLARS PER TON

	<u>Commercial</u>	<u>Public</u>
Operations Contract	\$7.69	7.82
Debt Service	0.40	5.43
Genl. Fund Transfer	0.45	0.45
Recycling	-	0.10
Metro Operating Costs	0.36	3.47
Contingency	<u>0.46</u>	<u>0.47</u>
Total Cost per Ton	\$9.36	\$17.75

These are the cost of service rates at CTRC.

## Section 5

### RATE COMPUTATIONS

Solid waste disposal rates for Metro facilities are determined in a series of steps designed to charge users in as equitable a manner as possible. The calculations which follow express the Metro policy that base rates at Metro facilities should be uniform, and that the operational cost of CTRC should be paid by all users in the region. Discussions will be presented in the following order for each rate element: commercial rates, convenience charge, Regional Transfer Charge and public rates.

#### 1. Commercial Rates

The commercial rate at both facilities is calculated by dividing the costs allocated to commercial users of the St. Johns facility (Table 4-2, p. 24) by the projected commercial and transfer tonnage (Table 2-3, p. 8, first two columns):

	<u>Commercial</u>
Net Revenue Requirement	\$5,030,415
Projected Waste Flow (tons)	<u>521,790</u>
Uniform Rate	\$9.64

It has been recommended that the construction and operation of the truck wash rack at CTRC be charged to all Metro facility commercial users. These costs, estimated at \$15,000 for operation and \$15,000 for debt service (for each of five years), would result in an increase to the commercial rate of \$0.06 per ton (\$9.70 per ton total).

#### 2. Convenience Charge

Users of the CTRC facility are charged an extra fee in recognition of the cost savings they realize by not being required to transport their waste to St. Johns. For the initial year of operation at CTRC, the convenience charge was \$1.49 per ton. In spite of the cost difference that was created between CTRC and St. Johns, commercial flows to CTRC have been substantially higher than predicted. This has increased the overall cost of disposing of the area's solid waste and so has placed upward pressure on disposal rates and on the Regional Transfer Charge for commercial users. It is recommended that the convenience charge at CTRC be raised to \$2.25 per ton to adjust the flow patterns between the Metro facilities to a more efficient balance. It is also recommended that it be made possible to raise or lower the convenience charge at times independent of the yearly rate adjustment so that it can be effectively used as a flow control device as needed to provide the lowest cost overall service.

3. Regional Transfer Charge (see Table 5-1, p. 32)

The Regional Transfer Charge is the means by which all waste disposal facility users in the Metro region are charged to pay equally for the operation of the CTRC. The debt service for the public portion of the CTRC is not included in the costs to be recovered through the Regional Transfer Charge, nor is the convenience charge (described on the preceeding page).

Net CTRC expenses identified to commercial and public users are divided by the expected tonnage of waste to be generated by each user class.

Because of flow restrictions anticipated last year, commercial flow was limited in the rate study. These restrictions have been lifted, and an additional 80,000 tons of commercial waste is expected at CTRC as a result. Therefore, the Regional Transfer Charge for commercial users is higher than last year, and the Regional Transfer Charge for public users is lower than last year.

4. Public Rates

The public base rate at both Metro facilities is equal to the net expenses assigned to the public at both Metro facilities, divided by the number of public trips made to those facilities.

Calculation of the public base rate is described as follows. The net expenses assigned to the public are those which remain after the amounts covered by the public Regional Transfer Charge and the public convenience charge are taken out. The public convenience charge is then added to the base rate to arrive at the CTRC public rate. While all rate calculations are done using tonnage as the base units for the sake of consistency, rates for the public are administered in terms of trips. The translation from tons to trips has historically been based on the assumption that it took four average trips for the public to deliver one ton of waste. More recent data indicate a trend toward heavier loads, and so fewer trips per ton. A multiple of three trips per ton is now a more correct measure.

Calculation of the public rates in accordance with the above discussion follows.

The net CTRC operating cost is calculated thus:

Total CTRC Cost	\$607,181
Less: Regional Transfer Charge (1.34 x 261,000 trips)	(349,740)
Less: Convenience Charge (0.75 x 95,316 trips)	<u>(71,487)</u>
Net CTRC Operating Costs	\$185,954

The net CRTC cost is then combined with the cost of disposal and divided by total public trips to derive the Metro public rate:

St. Johns Public Disposal	\$335,335
CTRC Public Disposal	329,688
Net CTRC Operating Costs	<u>185,954</u>
Total Public Cost	\$850,977
Divide by Public Trips	<u>149,606</u>
Metro Public Rate (average)	\$5.68

The last step in the process is to recognize the revenue which will come from charges for extra yards. The result is a recommended public rate of \$4.62 for cars and \$5.37 for trucks.

This is accomplished by reducing the revenue to be generated through public rates by the amount anticipated to come from extra yard charges (\$57,730), and then reducing the average public rate to meet the lower revenue needs. Actual rates to be charged to the public are then set, recognizing that about 90 percent of public trips are by pickup or similar vehicle.

TABLE 5-1

## REGIONAL TRANSFER CHARGE

	<u>Commercial</u>	<u>Public</u>
CTRC Expenses	\$1,707,479	\$607,181
Less: Public Debt Service		(185,760)
Less: Convenience Charge @ 2.25/ton	(410,400)	(71,500)
Net CTRC Expenses	1,297,079	349,921
Divide by: Regional Tonnage/Trips	<u>649,300</u>	<u>261,000</u>
Regional Transfer Charge	\$2.00 per ton	\$1.34 per trip

Section: 6

RECOMMENDED RATES (commercial per ton, public per trip)

	<u>Base Rate</u>	<u>User Fee</u>	<u>Regional Transfer Charge</u>	<u>Convenience Charge</u>	<u>Total Rate</u>
<u>St. Johns Landfill</u>					
Commercial	\$9.64	\$1.68	\$2.00	-	\$13.32
Public:					
Cars (2 cu yds)	4.62	0.54	1.34	-	6.50
Trucks, etc. (2-1/2 cu yds)	5.37	0.54	1.34	-	7.25
Extra Yards	2.31	0.27	0.67	-	3.25
<u>CTRC</u>					
Commercial	\$9.64	\$1.68	\$2.00	\$2.25	\$15.57
Public:					
Cars	4.62	0.54	1.34	0.75	7.25
Trucks, etc.	5.37	0.54	1.34	0.75	8.00
Extra Yards	2.31	0.27	0.67	0.35	3.60

User fees in the above recommendation are unchanged from 1983. The following are the recommended tire disposal rates:

	<u>St. Johns</u>	<u>CTRC</u>
Car Tires	\$0.25	\$0.50
Car Rims	0.75	0.75
Truck Tires	2.75	3.75
Truck Rims	5.00	5.00

Section: 7

FINANCIAL ANALYSIS

The purpose of this section is to demonstrate that, given the proposed rate structure and projected solid waste flows, enough revenue will be generated to satisfy the requirements created by Metro facilities. Rate-derived revenues are generated by three major mechanisms: disposal charges, regional transfer charges and convenience charges. Some revenue can also be predicted from charges for additional yards of solid waste brought in by the public. Within each category, waste flows (in tons or trips as appropriate) are multiplied by proposed rates for the category to derive revenues. Total revenues are then compared with total requirements. As can be seen in the following chart, revenues and requirements closely match.

	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>
<u>Disposal</u>			
Commercial (tons)	487,590	\$9.64	\$4,700,368
Public (trips)	149,606		
Cars	14,961	4.62	69,120
Pickups, etc.	134,645	5.37	723,045
<u>Regional Transfer Charge</u>			
Commercial (tons)	649,300	2.00	1,298,600
Public (trips)	261,000	1.34	349,740
<u>Convenience Charge</u>			
Commercial (tons)	182,400	2.25	410,400
Public (trips)	95,316	.75	71,487
<u>Additional Yards</u>			
Public	25,100	2.30	57,730
Total Revenue			\$7,680,490
Total Requirements			<u>\$7,680,410</u>
			\$80

ES/gl  
9107B/357  
8/16/83



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO SOLID	)	ORDINANCE NO. 83-162
WASTE DISPOSAL CHARGES AND USER	)	
FEES; AMENDING METRO CODE SECTIONS	)	
5.02.020, 5.02.025 AND 5.02.050;	)	
AND DECLARING AN EMERGENCY	)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Metro Code Section 5.02.020 is Amended to Read as

Follows:

"(a) A base disposal rate of [\$10.33] \$9.64 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. Said rate shall be in addition to fees, charges and surcharges established pursuant to Sections 8, 9 and 10 of this ordinance. [The minimum charge for commercial vehicles shall be for one ton of solid waste.]

"(b) The minimum charge for commercial vehicles shall be for one tone of solid waste. The minimum charge for private trips shall be two and one-half cubic yards for pickup trucks, vans and trailers and two cubic yards for cars. The minimum volume shall be waived for any person delivering one-half cubic yard or more of recyclable materials. Such persons shall be charged for the actual amount of waste delivered at the extra yardage rate.

[(b)] (c) The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the St. Johns Landfill:

<u>Vehicle Category</u>	<u>[Base Rate</u>		<u>Metro User Fee</u>		<u>Regional Transfer Charge</u>		<u>Total Rate</u>	
	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>
<u>COMMERCIAL</u>								
Compacted	\$10.33	\$3.05	\$1.68	\$0.43	\$1.47	\$0.38	\$13.48	\$3.88
Uncompacted	10.33	1.30	1.68	0.25	1.47	0.22	13.48	1.77

	<u>Base Rate</u>	<u>Metro User Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>
<u>PRIVATE</u>				
Cars <sup>1</sup>	\$3.36	\$0.54	\$1.60	\$5.50
Station Wagons <sup>1</sup>	3.36	0.54	1.60	5.50
Vans <sup>2</sup>	4.11	0.54	1.60	6.25
Pick-ups <sup>2</sup>	4.11	0.54	1.60	6.25
Trailers <sup>2</sup>	4.11	0.54	1.60	6.25
Extra Yards	1.68	0.27	0.80	2.75

	<u>Base Rate</u>	<u>Metro Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
<u>TIRES<sup>3</sup></u>				
Passenger (up to 10 ply)	\$0.20			\$0.20
Passenger Tire (on rim)	\$0.90			\$0.90
Tire Tubes	\$0.55			\$0.55
Truck Tires	\$2.00			\$2.00
(20" diameter to 48" diameter on greater than 10 ply)				
Small Solids	\$2.00			\$2.00
Truck Tire (on rim)	\$7.00			\$7.00
Dual	\$7.00			\$7.00
Tractor	\$7.00			\$7.00
Grader	\$7.00			\$7.00
Duplex	\$7.00			\$7.00
Large Solids	\$7.00			\$7.00

<sup>1</sup>Based on a minimum load of two cubic yards.

<sup>2</sup>Based on a minimum load of two and one-half cubic yards.

<sup>3</sup>Cost per tire is listed.]

0014C/353-A

# ST. JOHNS LANDFILL

Vehicle Category	Base Rate		Metro User Fee		Regional Transfer Charge		Total Rate	
	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>
<b>COMMERCIAL</b>								
Compacted	\$9.64	\$2.85	\$1.68	\$0.43	\$2.00	\$0.52	\$13.32	\$3.80
Uncompacted	9.64	1.21	1.68	0.25	2.00	0.30	13.32	1.76

PRIVATE	Base Rate		Metro User Fee		Regional Transfer Charge		Total Rate	
	<u>Per Trip</u>		<u>Per Trip</u>		<u>Per Trip</u>		<u>Per Trip</u>	
Cars <sup>1</sup>	\$4.62		\$0.54		\$1.34		\$6.50	
Station Wagons <sup>1</sup>	4.62		0.54		1.34		6.50	
Vans <sup>2</sup>	5.37		0.54		1.34		7.25	
Pickups <sup>2</sup>	5.37		0.54		1.34		7.25	
Trailers <sup>2</sup>	5.37		0.54		1.34		7.25	
Extra Yards	2.30		0.27		0.68		3.25	

TIRES <sup>3</sup>	Base Rate		Metro Fee		Regional Transfer Charge		Total Rate	
Passenger (up to 10 ply)	\$0.25						\$0.25	
Passenger Tire (on rim)	1.00						1.00	
Tire Tubes	0.25						0.25	
Truck Tires	2.75						2.75	
(20" diameter to 48" diameter on greater than 10 ply)								
Small Solids	2.75						2.75	
Truck Tire (on rim)	7.75						7.75	
Dual	7.75						7.75	
Tractor	7.75						7.75	
Grader	7.75						7.75	
Duplex	7.75						7.75	
Large Solids	7.75						7.75	

<sup>1</sup>Based on a minimum load of two cubic yards.

<sup>2</sup>Based on a minimum load of two and one-half cubic yards.

<sup>3</sup>Cost per tire is listed.

0014C/353-C

Section 2. Metro Code Section 5.02.025 is Amended to Read as Follows:

"(a) A base disposal rate of [\$10.33] \$9.64 per ton of solid waste delivered is established for solid waste disposal at the Clackamas Transfer & Recycling Center.

(b) A convenience charge of [\$1.49] \$2.25 per ton of solid waste delivered is established to be added to the base disposal rate at Clackamas Transfer & Recycling Center.

(c) The base disposal rate and convenience charge established by this section shall be in addition to fees, charges and surcharges established pursuant to Sections 8, 9 and 10 of this ordinance. [The minimum charge for commercial vehicles shall be for one ton of solid waste.]

"(d) The minimum charge for commercial vehicles shall be for one tone of solid waste. The minimum charge for private trips shall be two and one-half cubic yards for pickup trucks, vans and trailers and two cubic yards for cars. The minimum volume shall be waived for any person delivering one-half cubic yard or more of recycable materials. Such persons shall be charged for the actual amount of waste delivered at the extra yardage rate.

[(d)] (e) The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the Clackamas Transfer & Recycling Center:

CHART DELETED

Vehicle Category	Base Rate		Metro User Fee		Regional Transfer Charge		Convenience Charge		Total Rate	
	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy
<b>COMMERCIAL</b>										
Compacted	\$10.33	\$3.05	\$1.68	0.43	\$1.47	\$0.38	\$1.49	\$0.38	\$14.97	\$4.24
Uncompacted	10.33	1.30	1.68	0.25	1.47	0.22	1.49	0.22	14.97	1.99

Vehicle Category	Base Rate		Metro User Fee		Regional Transfer Charge		Convenience Charge		Total Rate	
	Per Trip	Per Trip	Per Trip	Per Trip	Per Trip	Per Trip	Per Trip	Per Trip	Per Trip	Per Trip
<b>PRIVATE</b>										
Cars <sup>1</sup>	\$4.86		\$0.54		\$1.60		\$0.50		\$7.50	
Station Wagons <sup>1</sup>	4.86		0.54		1.60		0.50		7.50	
Vans <sup>2</sup>	5.61		0.54		1.60		0.50		8.25	
Pickups <sup>2</sup>	5.61		0.54		1.60		0.50		8.25	
Trailers <sup>2</sup>	5.61		0.54		1.60		0.50		8.25	
Extra Yards	2.43		0.27		0.80		0.25		3.75	

TIRES <sup>3</sup>	Base Rate		Metro Fee		Regional Transfer Charge		Total Rate	
Passenger (up to 10 ply)	\$0.20						\$0.20	
Passenger Tire (on rim)	0.90						0.90	
Tire Tubes	0.55						0.55	
Truck Tires	2.00						2.00	
(20" diameter to 48" diameter on greater than 10 ply)								
Small Solids	2.00						2.00	
Truck Tire (on rim)	7.00						7.00	
Dual	7.00						7.00	
Tractor	7.00						7.00	
Grader	7.00						7.00	
Duplex	7.00						7.00	
Large Solids	7.00						7.00	

<sup>1</sup>Based on a minimum load of two cubic yards.

<sup>2</sup>Based on a minimum load of two and one-half cubic yards.

<sup>3</sup>Cost per tire is listed.]

0014C/353-B

## CHART ADDED

## CTRC

Vehicle Category	Base Rate		Metro User Fee		Regional Transfer Charge		Convenience Charge		Total Rate	
	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy
<u>COMMERCIAL</u>										
Compacted	\$9.64	\$2.85	\$1.68	0.43	\$2.00	\$0.52	\$2.25	\$0.57	\$15.57	\$4.37
Uncompacted	9.64	1.21	1.68	0.25	2.00	0.30	2.25	0.33	15.57	2.09
	Base Rate		Metro User Fee		Regional Transfer Charge		Convenience Charge		Total Rate	
	Per Trip		Per Trip		Per Trip		Per Trip		Per Trip	
<u>PRIVATE</u>										
Cars <sup>1</sup>	\$4.62		\$0.54		\$1.34		\$0.75		\$7.25	
Station Wagons <sup>1</sup>	4.62		0.54		1.34		0.75		7.25	
Vans <sup>2</sup>	5.37		0.54		1.34		0.75		8.00	
Pickups <sup>2</sup>	5.37		0.54		1.34		0.75		8.00	
Trailers <sup>2</sup>	5.37		0.54		1.34		0.75		8.00	
Extra Yards	2.31		0.27		0.68		0.35		3.60	
	Base Rate		Metro Fee		Regional Transfer Charge		Total Rate			
<u>TIRES<sup>3</sup></u>										
Passenger (up to 10 ply)	\$0.50						\$0.50			
Passenger Tire (on rim)	1.25						1.25			
Tire Tubes	0.25						0.25			
Truck Tires	3.75						3.75			
(20" diameter to 48" diameter on greater than 10 ply)										
Small Solids	3.75						3.75			
Truck Tire (on rim)	8.75						8.75			
Dual	8.75						8.75			
Tractor	8.75						8.75			
Grader	8.75						8.75			
Duplex	8.75						8.75			
Large Solids	8.75						8.75			

<sup>1</sup>Based on a minimum load of two cubic yards.<sup>2</sup>Based on a minimum load of two and one-half cubic yards.<sup>3</sup>Cost per tire is listed.

0014C/353-D

Section 3. Metro Code Section 5.02.050 is Amended to Read as

Follows:

"(a) There is hereby established a regional transfer charge which shall be a charge to the operators of solid waste disposal facilities for services rendered by Metro in administering and operating solid waste transfer facilities owned, operated or franchised by Metro. Such charge shall be collected and paid in the form of an add-on to user fees established by Section 8 of this ordinance.

"(b) The following regional transfer charges shall be collected and paid to Metro by the operators of solid waste disposal facilities, whether within or without the boundaries of Metro, for the disposal of solid waste generated, originating or collected within Metro boundaries:

- (1) For noncompacted solid waste, [~~\$0.22~~] \$0.30 per cubic yard delivered; [~~\$1.47~~] \$2.00 per ton delivered.
- (2) For compacted solid waste, [~~\$0.38~~] \$0.52 per cubic yard delivered; [~~\$1.47~~] \$2.00 per ton delivered.
- (3) For all material delivered in private cars, station wagons, vans, single and two wheel trailers, trucks with rated capacities of less than one (1) ton, [~~\$0.80~~] \$0.68 per cubic yard with a minimum charge of [~~\$1.60~~] \$1.34 per load."

Section 4: The Council finds that, in order to recoup sufficient revenue to operate disposal facilities and programs for FY 1984, it is necessary that the rates established herein be effective by January of 1984. Therefore, an emergency is hereby declared to exist pursuant to ORS 268.515(7), and the rates, fees and charges established by this ordinance shall be effective on and after January 1, 1984.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

AJ/gl  
0014C/353

STAFF REPORT

Agenda Item No. 7.2

Meeting Date September 29, 1983

CONSIDERATION OF THE WALDO ESTATES URBAN  
GROWTH BOUNDARY (UGB) AMENDMENT CONTESTED  
CASE NO. 81-2

---

Date: September 15, 1983

Presented by: Mark Brown

FACTUAL BACKGROUND AND ANALYSIS

In March 1981, Clackamas County proposed an amendment to the UGB that would include an area known as Waldo Estates in the urban area, and would remove an area known as Canemah. On January 7, 1982, the Council adopted Resolution No. 82-293 in which the Council declared its intent to amend the UGB, to include Waldo Estates and exclude Canemah, subject to annexation of Waldo Estates to the Metropolitan Service District.

On May 6, 1982, the Boundary Commission approved Boundary Change Proposal No. 1838 annexing the Waldo Estates area to the Metropolitan Service District. Therefore, staff finds that the annexation condition specified in Resolution No. 82-293 has been met.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee initially conducted a hearing in this case on June 11, 1981. The Committee held hearings on the proposed trade on December 7 and December 17, 1981, and introduced the "Resolution of Intent."

MB/gl  
9311B/353  
09/14/83



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING THE METRO )  
URBAN GROWTH BOUNDARY (UGB) IN )  
CLACKAMAS COUNTY FOR CONTESTED )  
CASE NO. 81-2 )  
ORDINANCE NO. 83-162

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. The District UGB, as adopted by Ordinance No. 79-77, is hereby amended as indicated in Exhibit "A" and Exhibit "B" of this Ordinance which are 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 "C" which is incorporated by this reference.

Section 3. This Ordinance is a Final Order in Contested Case No. 81-2. Parties to Contested Case No. 81-2 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.

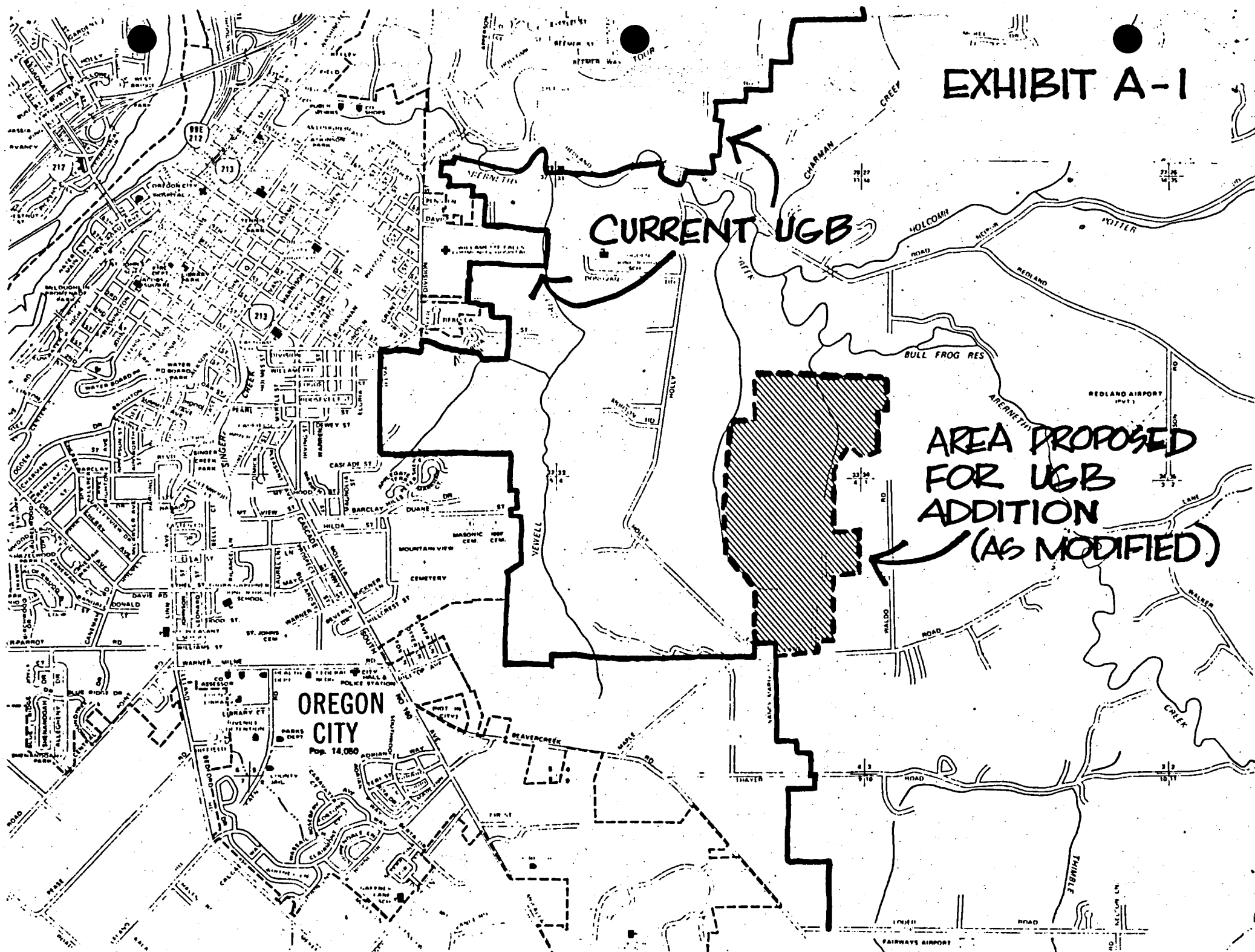
\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

MB/gl  
9312B/353

# EXHIBIT A-1



**62-03**

SE COR  
DLC 447

NE Cor  
DLC 45

**7600**

7500  
62.38 Ac.

2400  
607 AC

2300 S LINE DLC 44

7300  
715 Ac.

7200  
7.0546

7100  
14 05Ac

7000  
16 75 Ac.

6901 Ac.  
093

6902  
3.09 Ac.

6900  
309' Ac

S LINE	DLC	45
N LINE	DLC	39

PROPOSED  
UGB  
ADDITION  
(AS MODIFIED)

**62-33**

RURAL

**URBAN**

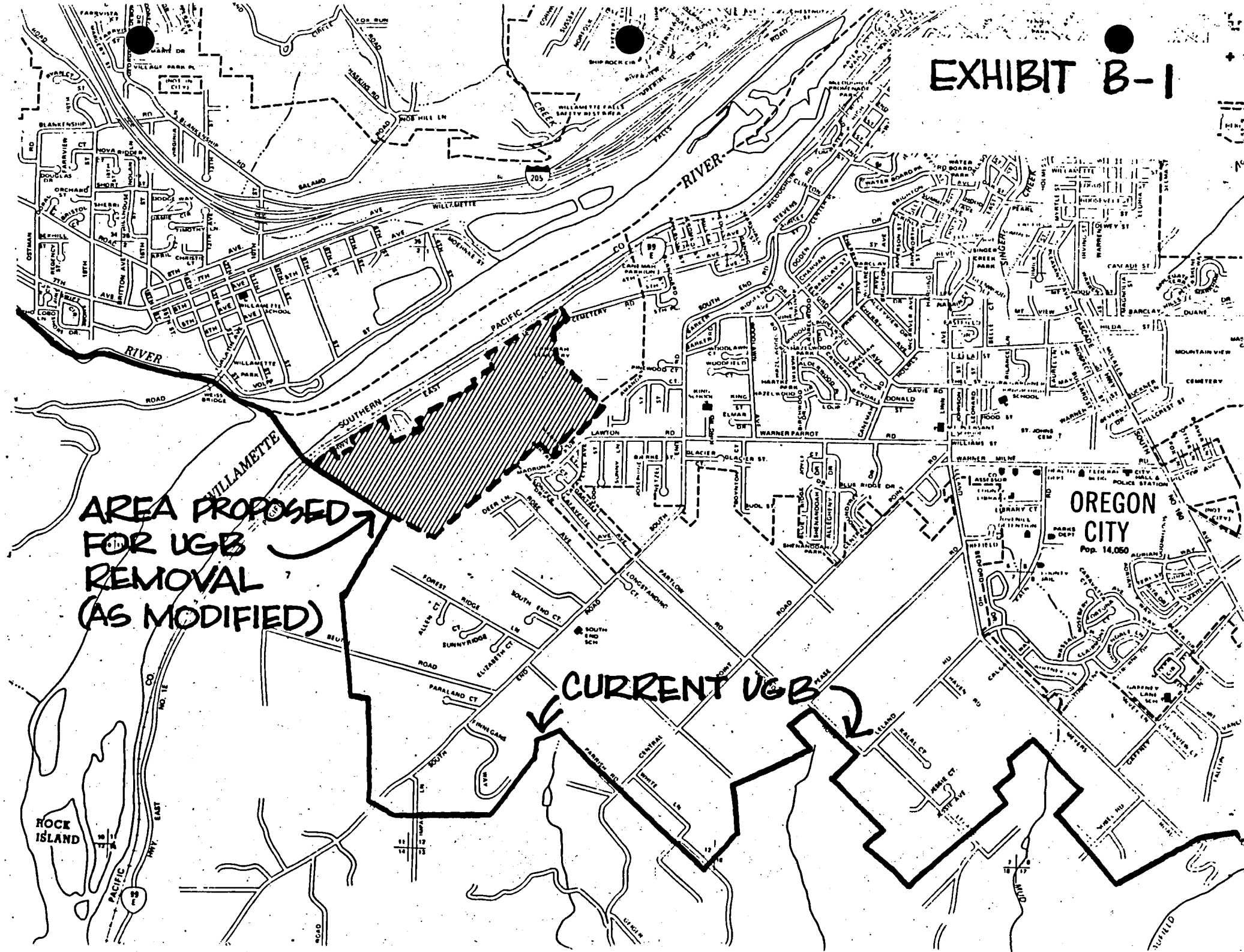
SEE MAP | PAGE 40

# EXHIBIT B-1

AREA PROPOSED  
FOR UGB  
REMOVAL  
(AS MODIFIED)

CURRENT UGB

OREGON  
CITY  
Pop. 14,060





1	IN THE MATTER OF CONTESTED CASE	)	FINDINGS, CONCLUSIONS AND
2	NO. 81-2, A PETITION BY CLACKAMAS	)	RECOMMENDATIONS OF THE
3	COUNTY FOR A LOCATIONAL ADJUST-	)	REGIONAL DEVELOPMENT
4	MENT OF THE URBAN GROWTH BOUNDARY	)	COMMITTEE
5	TO ADD WALDO ESTATES AND REMOVE	)	
6	CANEMAH	)	

### INTRODUCTION

7       The County's petition proposes Urban Growth Boundary (UGB)  
8 changes in two areas: 1) removal of 185 acres in the Canemah area  
9 south of Oregon City; and 2) addition of the 193 acres in Waldo  
10 Estates property east of Oregon City.

11       This petition follows earlier action by the Metro Council  
12 expressing its intent to approve the addition of Waldo Estates if  
13 requested as part of a trade consistent with the standards in Metro  
14 Ordinance No. 81-105.

15       In responding to this action, the County evaluated six possible  
16 sites for removal against the Metro standards. The Canemah area was  
17 the only site to meet all criteria and, accordingly, on October 16,  
18 1981, the County adopted Resolution No. 81-2413, petitioning Metro  
19 to remove the Canemah area from the UGB and add Waldo Estates, based  
20 upon findings attached to the Resolution demonstrating consistency  
21 with Metro's standards.

22       These findings, and the County staff report on which they were  
23 based, are added to the earlier record of Metro's consideration of  
24 Waldo Estates as part of the record for this proceeding.

25       The standards for approval of the City's request are the  
26 standards for trades found in Section 8(c) of Ordinance No. 81-105.  
These standards require an evaluation of the merits of the area

1 proposed for removal (Subsection c(1)) and for addition (Subsections  
2 c(2) and c(3)), as well as evaluation of the overall merits of the  
3 entire trade (Subsections c(4) and c(5)).

4 The format of this report is to evaluate each area individually  
5 first against the applicable standards, and then to use these  
6 evaluations in making the findings necessary on the entire trade.

#### 7 I. REMOVAL OF CANEMAH

##### 8 Summary:

9 The proposed withdrawal area is currently designated Low  
10 Density Residential, Resource Protection, Major Hazards and Public  
11 and Community Use Open Space in Clackamas County's comprehensive  
12 plan.

13 The proposed withdrawal area is located on the southwest side  
14 of Oregon City bounded on the northwest by Highway 99 and on the  
15 southeast by Canemah Rim. The area is vacant, and 185 acres in size  
16 consisting of ten lots. Virtually the entire area has been  
17 identified as land movement area and is designated Major Hazards  
18 Open Space. Slopes vary from 0 to 50 percent and in site specific  
19 areas are nearly vertical. Most of the site is 10 - 20 percent and  
20 20 - 35 percent slope.

21 The area consists of a series of fairly flat benches  
22 interrupted by steep slopes. The area is heavily forested with  
23 Douglas Fir, Western Red Cedar, Red Alder and Oregon Ash being the  
24 predominant tree species. Small drainage courses run from the top  
25 of Canemah Rim westerly toward Highway 99.

26 Oregon City abuts the area on the southeast. This area is

1 developed with detached single family residential uses. South of  
2 the city limits, lots are generally one to five acres, developed  
3 with single family residences. The existing UGB abuts to the south  
4 of the proposal area. Lot sizes vary from five to 90 acres.

5 Comprehensive Plan designations are Rural and Forest.

6 Northeast of the proposed withdrawal area to the city limits is  
7 Urban Low Density Residential undeveloped land. The four lots are  
8 1, 4, 30 and 30 acres in size. Existing commercial uses fronting on  
9 Highway 99, abut the west side. Uses include a marina, mobile home  
10 court, motel, concrete figurine sales, warehousing and one vacant  
11 lot. The Willamette River lies to the west paralleled by Highway 99  
12 and the railroad tracks.

13 The property northeast is designated Low Density Residential  
14 with a partial Resource Protection Open Space overlay. Oregon City  
15 has designated land within the city limits Low Density Residential  
16 and Historic District. The developed area east of Canemah Rim is  
17 designated Low Density Residential.

18 The parcels lying between the proposed withdrawal area and the  
19 city limits to the north are vacant as is the parcel lying  
20 immediately south of the proposed area. Vacant lands are  
21 interspersed with large lot single family development south of the  
22 city limits east of the Canemah Rim.

23 Existing access to the area is through Oregon City (Fourth and  
24 Fifth Streets) and from Highway 99. The proposed withdrawal area  
25 has no public roads within the site. Access is precluded on the  
26 northern portion fronting Highway 99 due to a vertical basalt cliff



1 approximately 25 feet in height.

2 South End Road is designated a minor arterial. Highway 99 is  
3 designated a major arterial and scenic roadway. Fourth and Fifth  
4 Streets are designated as local streets by Oregon City. City staff  
5 have indicated Fourth and Fifth Streets cannot be widened due to  
6 steep slopes and existing homes which were constructed within  
7 platted rights-of-way.

8 Standards for Approval (Section 8(c), Ordinance No. 81-105):

9 c(1): THE LAND REMOVED FROM THE UGB MEETS THE CONDITIONS FOR REMOVAL  
10 IN SUBSECTION (b) OF THIS SECTION.

11 b(1): CONSIDERATION OF THE FACTORS IN SUBSECTION (a) OF THIS  
12 SECTION DEMONSTRATE THAT IT IS APPROPRIATE THAT THE LAND  
13 BE EXCLUDED FROM THE UGB.

14 a(1): Orderly and economic provision of public  
15 facilities and services. A locational adjustment  
16 shall result in a net improvement in the  
17 efficiency of public facilities and services,  
18 including but not limited to water, sewerage,  
19 storm drainage, transportation, fire protection  
20 and schools in the adjoining area within the UGB;  
21 any area to be added must be capable of being  
22 served in an orderly and economical fashion.

23 - Sanitary sewers do not exist and the area is  
24 not within the Tri-Cities Service District  
25 Boundary, although the area is part of the  
26 Tri-Cities ultimate service area.

- The proposed withdrawal area is not  
currently served by and is not within an  
existing water district.

- Provision of services to the site will be

1 extremely difficult and quite expensive.  
2 Slopes vary from 0 to 50 percent and, in  
3 site specific areas, are nearly vertical.  
4 Virtually the entire area has been  
5 identified as a land movement area. Road  
6 construction, sewers, waterlines and other  
7 public facilities will be extremely  
8 difficult to construct on this site.  
9 Aggravating this situation is the fact that  
10 very few units can be provided on the site.  
11 The result is that a tremendous expenditure  
12 for public facilities and services, would be  
13 necessary to provide a limited housing  
14 supply. And, that supply would be provided  
15 at very high cost per unit.

16 - Removal of this property will not impair the  
17 efficiency of services in the adjoining  
18 urban area in any way and will, instead,  
19 improve overall service system efficiencies  
20 by eliminating an area that is costly to  
21 serve and difficult to develop.

22 a(2): Maximum efficiency of land uses. Consideration  
23 shall include existing development densities on  
24 the area included within the amendment, and  
whether the amendment would facilitate needed  
development on adjacent existing urban land.

25 - Steep slopes, land movement and flooding  
26 create development hazards in this area.

- Much of the land has, in consequence, been designated "major hazard" in the County's plan.
- The property cannot, as a result, be developed efficiently at urban densities.
- The area is Douglas Fir Forest Site Class II and III and is currently forested. The County proposes a Transitional Timber District designation which would help conserve and enhance this timber resource.
- The property is almost entirely vacant; the level of development, therefore, neither promotes nor inhibits urbanization.
- No evidence has been submitted to indicate that retention of this area within the UGB would facilitate development of adjacent urban lands in any way.

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 hazards or resource lands must be addressed.

- Highway 99E, which runs along the north of the property, is a regional transit corridor. However, a 25-foot vertical basalt cliff precludes direct access to the highway from the site. In addition, the area is currently planned for low density

1 residential development, and the presence of  
2 hazards would further limit the density of  
3 development possible. Therefore, retention  
4 of an urban designation would provide little  
5 to enhance transit corridor development and  
6 its removal will have no negative impact.

7 - Hazards in the area, discussed above,  
8 preclude urban development of most of the  
9 area; a non-urban designation is consistent  
10 with protecting development from these  
11 hazards.

12 - The timber resources in the area are best  
13 protected by a non-urban designation.

14 - No other energy, economic, environmental or  
15 social consequences have been identified.

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

26 - Since the area is currently urban, this  
standard does not apply.

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)

1                   of this subsection must clearly outweigh the  
2                   adverse impact of any incompatibility.

3                   -       Since the petition would allow currently  
4                            urban land to be designated for resource  
5                            use, this standard does not apply.

6                   b(2): THE LAND IS NOT NEEDED TO AVOID SHORT-TERM LAND  
7                            SHORTAGES FOR THE DISTRICT OR FOR THE COUNTY IN WHICH  
8                            THE AFFECTED AREA IS LOCATED AND ANY LONG-TERM LAND  
9                            SHORTAGE THAT MAY RESULT CAN REASONABLY BE EXPECTED TO  
                          BE ALLEVIATED THROUGH ADDITION OF LAND IN AN APPROPRIATE  
                          LOCATION ELSEWHERE IN THE REGION.

10                  -       Sewering of the Canemah area, if it remained in  
11                            the UGB, would occur in the second phase of  
12                            Tri-Cities Service District System Construction.  
13                            It is not, therefore, available for development in  
14                            the short-term and so its removal will not affect  
15                            the short-term land supply.

16                  -       Any long-term shortages that may result will be  
17                            alleviated by the inclusion of the Waldo View  
18                            Estates property which will provide more housing  
19                            density than can be accommodated on the Canemah  
20                            site.

21                  b(3): REMOVALS SHOULD NOT BE GRANTED IF EXISTING OR PLANNED  
22                            CAPACITY OF MAJOR FACILITIES SUCH AS SEWERAGE, WATER AND  
23                            ARTERIAL STREETS WILL THEREBY BE SIGNIFICANTLY  
                          UNDERUTILIZED.

24                  -       No water or sewer lines or new roads have been  
25                            constructed to serve the site.

26                  -       The area is not within an existing water district.

1           -     The area is not within current Tri-Cities Service  
2                 District boundaries but is part of the Tri-Cities  
3                 Service area. However, Service District plans can  
4                 easily be modified to exclude sewer service for  
5                 this area, without creating any inefficiencies for  
6                 the remaining areas to be served. The planned  
7                 Willamette trunk line would have served only this  
8                 area and can be eliminated without revising plans  
9                 for serving the remaining urban area.

10           b(4): NO PETITION SHALL REMOVE MORE THAN 50 ACRES OF LAND.

11           -     This standard does not apply to land removed as  
12                 part of trade. See discussion at c(4) in  
13                 Section III of this report.

## 14                 II. ADDITION OF WALDO ESTATES

### 15                 Summary:

16           The area is located approximately one-mile east of Oregon City  
17           lying north of Maple Lane and east of Holly Lane. The property is  
18           vacant with the exception of the Waldo residence on Tax Lot 600.  
19           The property is 195 acres consisting of five lots. The southerly  
20           half is flat (0-10 percent slope) lacking significant vegetation  
21           with the exception of a ravine of 20 - 35 percent slope on the  
22           western edge. The central third of the site consists of 0 - 10 and  
23           10 - 20 percent slope. This portion has been identified by DOGAMI  
24           as a land movement area. The northern portion of the site varies  
25           from 0 - 10 to 35 - 50 percent slope. A bench separates the middle  
26           and northern portions. A tributary to the main stem of Abernethy

1 Creek flows north along the eastern edge of the property.

2 Areas by slope category for the property are:

3 0 - 10 percent 87.98 acres 20 - 35 percent 28.50 acres  
4 10 - 20 percent 51.72 acres 35 - 50 percent 26.50 acres

5 Significant vegetation is scattered in groves, associated with  
6 steeper slopes, ravines and watercourses. Principal tree species  
7 are Douglas Fir, Western Red Cedar and Red Alder.

8 Four electrical transmission easements cross the site.

9 In proximity are many small homesites and property owned by the  
10 Oregon City School District. There is a mobile home park  
11 one-fourth-mile to the south and east, south of Maple Lane.

12 Adjacent to the property on the east is McLoughlin Substation  
13 operated by Portland General Electric. Abernethy Creek flows  
14 westerly north of the site.

15 The areas to the north and east of the site are vacant.

16 Smaller lots immediately adjacent to Waldo Road are developed with  
17 single family residential uses.

18 Site access is via Maplelane Road. Maplelane Road and Holly  
19 Lane are both designated minor arterials. Waldo Road to the east is  
20 a designated local street. The Oregon City bypass is designated  
21 freeway/expressway and scenic road. Right-of-way acquisition is in  
22 progress. Construction funds have not been released.

23 All land surrounding the site is designated Rural except for a  
24 small part of the southwest corner. Newell Creek Canyon, which lies  
25 between the site and the UGB to the west, is designated Forest.

26 This designation extends from the Oregon City UGB east to the upper

1 slopes of Newell Creek Canyon near Holly Lane.

2 The area is currently not served by sanitary sewers; however,  
3 the Board of Commissioners has recommended to the Portland  
4 Metropolitan Area Local Government Boundary Commission the area be  
5 included in the Tri-Cities Sewer District.

6 The Council earlier reviewed this proposed addition and  
7 supported its inclusion within the UGB if requested in conjunction  
8 with the removal from the UGB of a comparable amount of land  
9 elsewhere, consistent with the applicable standards and procedures  
10 of Ordinance No. 81-105. The following findings are based on the  
11 record of the earlier proceeding and the findings adopted by the  
12 Council at that time as part of Resolution No. 81-269 (herein  
13 referenced as August 6 Findings).

14 Standards for Approval, Section 8, paragraph c, of Ordinance  
15 No. 81-105:

16 c(2): CONSIDERATION OF THE FACTORS IN SUBSECTION (A) OF THIS SECTION  
17 DEMONSTRATE THAT IT IS APPROPRIATE THAT THE LAND TO BE ADDED  
SHOULD BE INCLUDED WITHIN THE UGB.

18 a(1): Orderly and Economic Provision of Public Facilities and  
19 Services. A locational adjustment shall result in a net  
20 improvement in the efficiency of public facilities and  
21 services, including but not limited to water, sewerage,  
22 storm drainage, transportation, fire protection and  
23 schools in the adjoining area within the UGB; any area  
24 to be added must be capable of being served in an  
25 orderly and economical fashion.

26 - The Council has already found that the property  
can be provided with urban services in an orderly  
and efficient manner (August 6 Findings No. 26 and  
No. 27, pg. 9), assuming sewerage service is



1 provided by the Tri-Cities Service District and  
2 transit service is provided by private shuttle or  
3 other arrangement satisfactory to Tri-Met.

4 Approval of the County's petition should,  
5 therefore, be conditioned to assure that these two  
6 assumptions are realized.

7 - Inclusion of this area will facilitate early  
8 construction of the Tri-Cities Sewage Treatment  
9 Plant by making at least \$700,000 in prepaid sewer  
10 construction fees available to help fund system  
11 implementation.

12 - Inclusion of this area will also provide for  
13 construction of a water pump station at Molalla  
14 Avenue which will improve water service to the  
15 urban areas along Molalla Avenue and South End  
16 Avenue.

17 - Waldo Estates can be provided with sewer service  
18 more efficiently than Canemah. Approval of this  
19 addition in trade for the Canemah area thus  
20 eliminates the inefficiency of providing sewer  
21 service to the Canemah area while adding an area  
22 that can be sewered more easily.

23 - The addition would not create any reduction in the  
24 efficiency of other services; approval would,  
25 therefore, result in a net increase in service  
26 efficiencies in the adjoining urban area.

1 a(2): Maximum Efficiency of Land Uses. Consideration shall  
2 include existing development densities on the area  
3 included within the amendment, and whether the amendment  
4 would facilitate needed development on adjacent existing  
5 urban land.

6 - The Council has already found that development of  
7 the property as proposed promotes maximum land use  
8 efficiency (August 6 Findings Nos. 30 and 31,  
9 pp. 10-12).

10 - The property is vacant except for one house; the  
11 level of existing development thus neither  
12 promotes nor inhibits urbanization.

13 - Approval of the addition would support commercial  
14 development along Mollala Avenue.

15 a(3): Environmental, Energy, Economic and Social  
16 Consequences. Any impact on regional transit corridor  
17 development must be positive, and any limitations  
18 imposed by the presence of hazards or resource lands  
19 must be addressed.

20 - Highway 99E is the regional transit corridor that  
21 would serve both this area and the area proposed  
22 for removal. Because this area can be more  
23 efficiently developed, and so can accommodate more  
24 people, and because the project proposed for this  
25 area is designed for elderly residents, who have a  
26 higher proportion of transit ridership than the  
population as whole, the impact of this amendment  
on transit in this corridor, if any, would be  
positive.

- About 55 acres of the site is sloped 20 percent or

1 more, and some of the steep slopes may be subject  
2 to land movement. However, the area affected by  
3 hazards is substantially less than in the Canemah  
4 area, and so the environmental consequences of  
5 developing this area instead of Canemah are  
6 positive.

7 - Inclusion of this area within the UGB would allow  
8 for development of a large mobile home subdivision  
9 for seniors, with a variety of community  
10 amenities. Provision of moderate cost retirement  
11 housing for seniors in a community of their peers  
12 has clear and important positive social  
13 consequences.

14 - Waldo Estates is surrounded by non-resource land  
15 on all sides, with the exception of some lands  
16 which abut the property to the northeast, for  
17 which the County's rural designation has been  
18 successfully contested on the grounds that the  
19 County has not demonstrated that these lands are  
20 irrevocably committed to non-resource use.

21 - Unless and until the County demonstrates that it  
22 is impossible to protect these lands for resource  
23 use, they must be considered a farm or forest  
24 resource protected by LCDC Goal #3 or #4, or both.

25 - Approval of the proposed addition would have  
26 negative environmental consequences on this

1 resource only if the urban development so allowed  
2 would cause conflicts with farm or forest use on  
3 these adjoining lands.

4 - The applicant has expressed his willingness to  
5 design the proposed subdivision in such a way that  
6 all lands east of the section line (see Exhibit  
7 A-3), are developed at a density not to exceed one  
8 unit on every five acres, so as to provide an  
9 effective buffer between urban and resource use  
10 that will eliminate any potential conflicts.

11 - If the subdivision is designed and approved  
12 accordingly, there will be no negative  
13 environmental consequences for adjacent farm or  
14 forest use, nor can this amendment be considered  
15 to interfere with farm or forest use in any way.  
16 Approval should, therefore, be conditioned upon  
17 such a buffer being provided.

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

23 - Metro has reviewed and accepted the applicant's  
24 findings entitled "Waldo View Estates: Proposed  
25 Findings Re: Commitment to Non-Farm Uses"  
26 (Attachment I).

- 1           - Metro finds, accordingly, that Waldo Estates is  
2           irrevocably committed to non-farm use and that  
3           this standard, therefore, does not apply.
- 4           - Metro has also received from the applicant  
5           "Proposed Findings Re: Negative Impacts on Service  
6           and Land Use Efficiency." The positive impacts on  
7           adjacent commercial activity and on implementation  
8           of the Tri-Cities Sewer District, discussed in  
9           these proposed findings, have been considered in  
10          addressing standards a(1) and a(2) above.  
11          Because, however, standard A(4) has been found not  
12          to apply, Metro makes no findings on whether or  
13          not these factors would constitute a severe  
14          negative impact on land-use and service  
15          efficiencies in the adjoining urban area  
16          sufficient to meet this standard if it were  
17          applicable.

18          a(5): Compatibility of Proposed Urban Uses with Nearby  
19          Agricultural Activities. When a proposed adjustment  
20          would allow an urban use in proximity to existing  
21          agricultural activities, the justification in terms of  
22          factors (1) through (4) of this subsection must clearly  
23          outweigh the adverse impact of any incompatibility.

- 24           - This standard does not apply, as there are no  
25           nearby agricultural activities (August 6 Findings,  
26           No. 39, pg. 13).

27          c(3): IF, IN CONSIDERING FACTOR 1 OF SUBSECTION (A) THE PETITIONER  
28          FAILS TO DEMONSTRATE THAT EXISTING OR PLANNED PUBLIC SERVICES  
29          OR FACILITIES CAN ADEQUATELY SERVE THE PROPERTY TO BE ADDED TO

1 THE UGB WITHOUT UPGRADING OR EXPANDING THE CAPACITY OF THOSE  
2 FACILITIES OR SERVICES, THE PETITION SHALL NOT BE APPROVED  
ABSENT A SHOWING OF UNUSUAL CIRCUMSTANCES.

- 3 - Development of the area proposed for addition would  
4 require upgrading of the Claremount Water District's  
5 facilities in order to provide an adequate water supply  
6 to the site. However, some improvements to the system  
7 would be needed in any case and this addition would  
8 allow needed improvements to be made most effectively.
- 9 - Furthermore, approval of this addition as part of the  
10 trade proposed allows for more efficient provision of  
11 sewer service than would be possible if the Canemah area  
12 were sewered instead.
- 13 - Finally, the benefits to the region of allowing  
14 development of the proposed senior community are strong  
15 enough to justify any negative consequences resulting  
16 from modification of service plans.
- 17 - Metro finds, accordingly, that these unusual  
18 circumstances warrant approval even though some  
19 facilities will need to be upgraded in consequence,  
20 provided that approval is conditioned to ensure that the  
21 land to be added is used for the purposes proposed.

### 22 III. OVERALL EVALUATION OF PROPOSED TRADE

23 c(4): ANY AMOUNT OF LAND MAY BE ADDED OR REMOVED AS A RESULT OF A  
24 PETITION UNDER THIS SUBSECTION BUT THE NET AMOUNT OF VACANT  
25 LAND ADDED OR REMOVED AS A RESULT OF A PETITION SHALL NOT  
26 EXCEED TEN (10) ACRES. ANY AREA IN ADDITION TO A TEN (10)  
ACRE NET ADDITION MUST BE IDENTIFIED AND JUSTIFIED UNDER THE  
STANDARDS FOR AN ADDITION UNDER SUBSECTION (d) OF THIS SECTION.

- 1        -        Metro has modified the County's petition to delete 2.7
- 2        acres of deveoped land from the area to be removed and
- 3        to delete two acres of vacant land from the area to be
- 4        added.
- 5        -        The proposed addition as modified is 191 acres, of which
- 6        all but approximately one acre is vacant.
- 7        -        The proposed removal as modified is 182 acres, of which
- 8        all but approximately two acres are vacant.
- 9        -        The net amount of vacant land to be added is
- 10       approximately ten acres, consistent with this standard.

11    c(5): THE LARGER THE TOTAL AREA INVOLVED, THE GREATER MUST BE THE  
12       DIFFERENCE BETWEEN THE RELATIVE SUITABILITY OF THE LAND TO BE  
13       ADDED AND THE LAND TO BE REMOVED BASED ON CONSIDERATION OF THE  
14       FACTORS IN SUBSECTION (a).

- 14       -        The Canemah area proposed for removal is almost entirely
- 15       constrained by steep slopes and land movement, while
- 16       less than a third of the Waldo Estates property to be
- 17       added is subject to these hazards. Furthermore, because
- 18       the Waldo Estates property is in one ownership that
- 19       includes both buildable and unbuildable lands, density
- 20       can be transferred from hazards to achieve a higher
- 21       density than is normally possible in the County's low
- 22       density residential areas, while the hazard areas can be
- 23       integrated into the project to provide open space and
- 24       recreational opportunities.
- 25       -        The Canemah area is not only less suited topographically
- 26       for urbanization, but is suitable for resource

1 protection under the County's Transitional Timber  
2 District.

3 .- The Waldo Estates property would be used to provide a  
4 unique and desirable senior community for which the  
5 Canemah area is neither suitable nor available.

6 - The differences between the suitability of the two sites  
7 for urban development are sufficiently great to warrant  
8 an adjustment of this size.

9 IV. CONCLUSIONS AND PROPOSED ORDER

10 Metro finds that Clackamas County's petition for a trade, as  
11 shown on Exhibits A and B, to add 191 acres in the area known as  
12 Waldo Estates and to remove 182 acres in the area known as Canemah  
13 meets the standards for trades established in Ordinance No. 81-105.

14 These findings are based upon certain assumptions about how the  
15 property will be developed, and approval, therefore, includes the  
16 following conditions subsequent:

17 A. that Waldo Estates is developed as a mobile home  
18 subdivision providing at least 700 units, available  
19 predominantly to households with heads 50 years of  
20 age or older;

21 B. the Waldo Estates property is annexed to the  
22 Tri-Cities Service District; and

23 C. the developer of the Waldo Estates property enters  
24 into an agreement with Tri-Met to provide for  
25 adequate transit service to the site.

26 /////



1 D. that the subdivision approved for Waldo Estates does  
2 not include any lots smaller than five acres on the  
3 land designated as "reduced density area" on Exhibit  
4 A-3 of Resolution No. 82-293.

5 /////

6 /////

7  
8 MB/gl

9 4664B/274  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26

## WALDO VIEW ESTATES

PROPOSED FINDINGS RE COMMITMENT TO NONFARM USES

a(4): Retention of Agricultural Lands. When a petition includes land with Class I through IV soils, that is not irrevocably committed to nonfarm use, the petition shall not be approved...

This statement has been prepared for inclusion in the Clackamas County Comprehensive Framework Plan. It also serves as a basis for Metro's finding that the subject property is committed to nonfarm uses.

The subject property consists of about 195 acres, of which four acres are already included within the UGB. The property is comprised of predominantly Classes II and III agricultural soils and of Douglas fir forest site Classes II and III. Elevation of the property slopes from 400 feet along Maple Lane to less than 100 feet to the north.

The property is currently the subject of an application by Clackamas County to the Metropolitan Service District for inclusion of the subject property within the UGB. The Metropolitan Service District Council, like the Clackamas County Board of Commissioners, has found that the land is committed to nonresource uses. Both the majority report (which was adopted), favoring inclusion of the land within the UGB as soon as a trade can be arranged, and the minority report, favoring outright inclusion of the parcel at this time, agree that the various factors impacting the parcel make agriculture and forestry impossible. A subcommittee of the LCDC has reviewed the findings describing these factors and impacts and recommended to the full Commission that the findings themselves are not adequate to explain commitment. LCDC did not find that

the land itself was not committed, but only that the findings were inadequate to explain the decision. Based upon additional evidence, these findings will again review the situation.

#### APPLICABLE STANDARDS

The land contains agricultural and forestry soils and, therefore, is subject to Goals 3 and 4 unless an exception is taken under the procedures established in Goal 2. The "irrevocably committed test" for satisfying the Goal 2 exception requirements have been described recently in the case of 1000 Friends of Oregon v. Clackamas County, LUBA No. 80-060. The test focuses on a specific showing of how activities or development on the site in question and surrounding properties prevent its continued use for farming purposes. The issue is whether there can be a finding that the subject land cannot now, or in the foreseeable future, be used for any of the purposes contemplated in Goals 3 and 4 after considering one or more of the following criteria:

- a. Adjacent uses;
- b. Parcel size and ownership patterns;
- c. Public services;
- d. Neighborhood and regional characteristics;
- e. Natural boundings;
- f. Other relevant factors.

It is important to note that the committed lands test is not a policy decision by the local governing body. Instead, it is a factual determination that a given area can no longer support agricultural enterprise.

The decision is reviewed by LCDC in a three-step process. First, the Commission inquires into whether the proper standards

were addressed. Second, the findings must be supported by substantial evidence. Third, if there is substantial evidence in the record, the Commission asks whether the findings themselves present a compelling case for commitment. The Commission does not reweigh conflicting evidence. Nor does it make an independent factual determination as to the status of the property. Its review is confined to the record and the findings based upon the record.

In considering these findings, it is important to note that commitment to forest uses is not relevant. Metro is operating under an acknowledged locational adjustments ordinance which refers only to consideration of farm uses. Metro's review is confined to determining whether or not the property is precluded from being used now or in the future for farm purposes.

In accord with recent LCDC decisions, we will consider profitability as one minor aspect of the commitment analysis. Profit has been defined by LCDC to mean the gross profit concept found in ORS Chapter 215:

"[Profit and money] does not mean profit in the ordinary sense, but rather refers to gross income inasmuch as this was the test under the former \$500 standard and is the present statutory standard for unzoned farmland. Since the Legislature did not specify a gross dollar amount required for lands to qualify for exclusive farm zones under ORS 215.213, it intended that this be a matter of discretion for the counties. LCDC may as a part of its Goal impose limits on that discretion." 1000 Friends of Oregon v. Benton County, 32 Or.App. 413, 575 P.2d 651 (1978).

LCDC has determined that the reasonable amount of a gross profit may vary from region to region and county to county, depending on the kind of farming activities which are possible. They have authorized the use of the figures used to determine

qualification for agricultural tax deferral as a guide for determining whether "farm use" of any given area can reasonably be expected to take place. Clackamas County uses a standard of \$2,000 per year on parcels in excess of 20 acres.

a. Adjacent uses, parcel size and ownership patterns.

In general, the parcel is surrounded by large lot residential development. There are homes on nearly all of the surrounding parcels. The UGB crosses the southern portion of the property and, therefore, we can expect some effort to increase the density in this area. There are no farming operations in the vicinity. The average lot size in the surrounding area is less than five acres.

The LCDC staff and Commission subcommittee have reviewed these surrounding properties and found their findings to be sufficient to consider them committed to nonresource use. The subject parcel is, therefore, surrounded by lands which are committed to nonresource use because of their residential development.

The high degree of surrounding residential development prevents the subject parcel from being used for agricultural or forestry purposes. The property has been analyzed by Ross J. Bowles, a qualified timber consultant, who made the following observations about the adjacent uses and their impact on timber productivity.

"This land was cleared by the early settlers for farm use. It has never been used for timber growing purposes since, and as the pressure for residential property has increased, these old farms near industrial centers have been subdivided. This is a natural outgrowth and expansion of Oregon City.

"At present, the adjacent property has been subdivided into typical residential sections along both sides of four

dedicated roads and streets. There are a number of lots accommodating horses with corrals, barns and small pastures. The average lot size along Holly Lane, Redland, Market and Waldo View Roads is about 4.54 acres. From the number of homes and families already established on the neighboring property, it is readily apparent that this is a residential section and certainly not an area to introduce heavy industry such as timber growing.

"A forest stand in close proximity to a densely populated area exposes seedlings to extreme risk of grass fires. Employment of airplanes in fire suppression, beetle control and in timber removal operations is out of the question in this residential area. Forested tracts invite trespass by neighboring children building trails, cabins and 'hide-outs' in the timbered area with the resultant damage. Small trees are skinned, delimbed, ringed and cut down. Larger ones are debarked and have nails and other metal objects pounded into them that prohibits their use in sawmills. The cost of fencing and patrolmen would be prohibitive.

"Safety and environmental objections are other factors that must be evaluated with respect to the use of the adjacent land. People in the neighborhood would not abide the noise pollution of chain saws, log trucks and other logging equipment. Felling of timber would represent a danger to children and pets used to playing in the woods. Increased traffic in residential areas by logging trucks and support equipment would greatly increase the risk of accident.

"Timber growing is not compatible with the normal activities of a residential neighborhood in such close proximity, and to convert the entire neighborhood from residential to all forestry is not justifiable."

Mr. Bowles comments are confirmed by testimony of residents of the area during the hearings on the UGB amendment. Concerns with trespass, traffic and compatible activities were expressed.

The same factors which negatively impact forestry activities also prevent agricultural use of the property. A land use feasibility study of the site prepared by Roger D. Bristol of Agri-Management Technology included:

"The property is economically incapable of supporting an owner-operator as a conventional commercial farm and contributes very little to the agricultural land base of the area. Development into rural homesites would be consistent with the surrounding area and create less adjacent land use conflicts than continued use for commercial agriculture and woodlands."

This report also confirms that the area has been dedicated to rural homesites and that there are no commercial farms in the surrounding vicinity. The report also cites the fact that the property is adjacent on the east to a proposed site for a new public high school and that there is a mobile home park within one-quarter mile to the south and east. The report closes by stating:

"Close proximity to houses and schools increases liability dangers, the problems of theft and vandalism, and creates potential land use conflicts from the noise, dust and chemicals of commercial agriculture."

The facts and circumstances presented to us present a compelling case that this land is not capable of agricultural or forestry production. The amount of residential development surrounding the property produces impacts which prevent resource uses. These impacts include theft and vandalism, as well as the inevitable conflict resulting from sensitive residential dwellers being subjected to noise, dust and chemical impact from agriculture and forestry operations.

The opinions of these experts are not merely speculation. The dangers which they have commented on in fact exist on the property. The December 4 letter of Herman Waldow quite specifically describes the problems he has experienced. He has lived in the area for about 75 years and has watched the area change over time. He states:

"While there was a time when surrounding development was minimal and the marginal quality of the land was due primarily to its poor soils, difficult topography and lack of water, the situation is now much different. The poor soils, bad topography and lack of water are still a problem; but, in addition, the large number of people who have moved into the area have finally made this marginal piece of ground completely unproductive."

Mr. Waldow is experiencing overwhelming problems with trespass:

"One of the most disturbing things to me is that I have been overwhelmed by trespassers. I have put up signs but they are always ripped down. If any equipment is left outside of a locked enclosure, it is vandalized. The Sheriff will confirm that he has been called many times because of the sound of gunfire, both day and night."

Mr. Waldow then recounts the problems that he has had in attempting to raise a viable crop on the land in the face of the impacts from surrounding development. Attempts at raising livestock have failed. Two cows have been shot. In describing the problems he had had with raising livestock, Mr. Waldow states:

"I am familiar with agriculture in many areas of the state and I know for a fact that they do not have near the numbers of armed trespassers coming across their property as I do. I also know that they are not surrounded by suburban development on all sides. Anyone who says that the problems that I have are typical of any farming area is attempting to mislead you. In the recent past, I had four cows stolen off of the property. It is not possible to farm and live with problems like that."

Mr. Waldow has also attempted to raise other crops including potatoes and strawberries. He states that due to the problems caused by trespass and by the inability to use some agricultural techniques due to conflicts with neighboring property owners, these crops were failures. He also points out that the source of the trespass problems is the surrounding residential development. There are no nearby agricultural areas and he points out that cattle stolen off the property "ends up in someone's freezer, not on their farm".

Based upon this evidence, it is quite clear, both from expert testimony and from practical experience with the land, that the degree of residential development in the area causes severe impacts which preclude the use of the land for farm purposes now or in the future.



The applicant has demonstrated that the property has been submitted for farm tax deferral, but that the County Assessor has refused to grant such a deferral. The testimony of Agri Management Technology and of the County Extension Agent agree with this conclusion. Mr. Waldow has provided evidence that due to the damage to crops that takes place from vandalism and other impacts the gross profit is less than \$1,000 per year. This falls short of the \$2,000 per year standard used by Clackamas County to grant eligibility for deferral.

The opponents have cited the partial budgets included in the Agri Management study to contend that while a net return is impossible on the land, a gross return is possible. Agri Management has submitted additional commentary on its calculations indicating that they are based on the assumption that there is no interference with production caused by impacts from surrounding development. The most recent letter reiterates that this assumption cannot be made for the reasons described in the original report. These reasons are summarized at p. 20 of the original report. It is the expert's opinion that if the land were not surrounded by development, it would produce a gross profit, but no net profit. With the degree of surrounding development that exists, and the interference with production that is caused by this development, it is not possible to produce a gross profit. This opinion is in accord with the evidence submitted by Mr. Waldow and by the County Extension Agent. It justifies the county's refusal to grant deferral status to this property.

For the reasons described, it is clear that the appli-

cant has made a compelling showing that the property is precluded from being used for agricultural purposes now or in the future. These findings describe the reasons why surrounding development precludes agricultural productivity on the land and the resulting inability to produce a gross profit which meets the county's standard for farm tax deferral.

b. Public Services

Like the surrounding residential properties, the subject parcel is serviced by the Clairmont Water District. In fact, at Holly Lane, the Clairmont Water District has a pump station that pumps the water up Holly Lane, west on Maple Lane to Beaver Creek Road. The waterline in Holly Lane is the main supply for the Water District system. At all times, there is water in the main from the pump station along Holly Lane which supplies water continuously to the adjacent residences along Holly Lane. The subject parcel is adjacent to Holly Lane.

Also adjacent to the subject property is a BPA substation served by a high tension line rated at 230 KV. Four other BPA branch lines radiate from this substation. The main powerline crosses the eastern portion of the subject property and powerlines cross it at an angle in the southwestern portion. There is also an easement for an additional line crossing the property. The existence of these powerlines precludes the use of the land for timber and agricultural purposes. Timber cannot be grown under the line, nor felled near it primarily from a safety standpoint. The operation of timber management or logging equipment is also limited by the existence of these powerlines for the same reasons. The existence of the towers and lines also precludes use of aerial

spraying for agricultural or forestry purposes. This renders the property unusable for these purposes.

In addition, public roads in the area are not constructed to permit their use as heavy haul trucks which eliminates their use as logging truck roads. Log trucks haul gross weights of 35 tons and would break up the pavement on streets and roads designed to support only 10 or 12 tons. City ordinances prohibit these kinds of loads inside the city limits except on designated thoroughfares.

c. Neighborhood and Regional Characteristics.

There are certain obvious characteristics of this area which commit it to nonresource use. First, it is completely isolated from any farm or forest uses. No uses of this type exist in the area in order to help provide a market base or offer potential of consolidation or cooperative management.

Second, the parcel is surrounded by residential uses. The intensity of these uses is such that farm and forest experts have already concluded that the property cannot be made useful for resource purposes. This situation will only become worse in the future. The presence of the UGB, crossing one portion of the property, serves notice that residential uses in this area will intensify. Moreover, nearby commercial and institutional development reinforces the likelihood of this trend. Less than one mile away is a Fred Meyer shopping center and, within less than one-half mile, a major medical facility is being constructed at the intersection of Molalla Avenue and Beaver Creek Highway. This site is also in close proximity to Clackamas Community College and, therefore, the neighborhood characteristics are such

that residential intensification should occur in order to take full advantage of the investment that has already been made in public and private facilities.

The degree of surrounding residential development has been recognized by LCDC. The subject property is almost completely surrounded by land which the Commission has indicated can be justified as committed to nonresource use. Only a very small portion of the property, in the northeast corner, is connected with land which LCDC recommends for resource use. This portion of the subject property has been excluded from the UGB amendment application and, therefore, none of the proposed area is directly connected with land which is anticipated to be designated for resource purposes.

Other neighborhood and regional characteristics are less obvious. The agricultural study of the property concluded that there is little probability of developing irrigation on this property. Both surface run off and underground water from wells have been explored with negative results. Surface water rights filed with the State of Oregon Water Resources Division indicate that previous water rights have been established on both the minor surface waterways adjacent to the property. Other property owners have the right to whatever water there is in these two small drainageways. 15 well logs were examined from wells in the immediate area and most yielded less than 30 gallons per minute and ranged in depth from 60 to 300 feet. None of these wells were capable of providing water in a quantity adequate to make irrigation economical on this property.

Throughout the area, and including this property, wet spots are indicated based upon the presence of water-loving shrubbery plants in several of the fields. Evidence of such wet spots indicates that tillage of the entire field as a unit would be difficult due to the variable soil conditions. Seepage spots would be too muddy to till in early spring when the rest of the field would be ready to till. This fact makes the already small fields even more difficult to manage on a commercial agricultural basis.

At one time, dairying was major industry in this area. Unfortunately, technological changes in dairying equipment, forage handling and the move to confinement buildings, required tremendous physical and economic expansion in order to maintain efficiency or profitability. In areas such as this one, the presence of residential development prevents such expansion and precludes what at one time might have been viable.

d. Natural Boundings and Topography

The major drainage of this area is to the north and west through Abernethy Creek which flows into the Clackamas River. There are many small intermittent creeks and streams that contribute to Abernethy Creek. These waterways are located in well defined stream beds which divide the area with steep ravines. These ravines are bushy and heavily wooded. The drainage,

topography and timber results in small, irregular and undulating parcels. This pattern makes large-scale agriculture in the region impossible. The fields cannot be combined into manageable units. The presence of ravines and other topographic barriers builds tremendous inefficiency into any attempts to cultivate the land.

On the subject parcel, farm equipment access between the fields is limited. Large modern agricultural equipment would be awkwardly and precariously moved from one field to the next through the narrow passageways between the trees and brushlands and through the deep and irregular gulleys. One 9.3 acre area at the northeast extreme of the property is not accessible from the other contiguous parcels and can only be accessed down Waldo Road. The approach to this field banks off steeply from the road and there is insufficient room to maneuver large tractor-trailer rigs or large tractors with tillage implements.

The general topography of the property is hilly, with scattered undulating fields with variable to steep slopes dissected with steep and deep ravines and drainageways. The total relief of the property ranges from 80 ft. mean sea level to a high of 420 ft. mean sea level. The slopes of the fields range up to 15% and many conventional tillage and harvesting operations are difficult on a slope in excess of 5%.

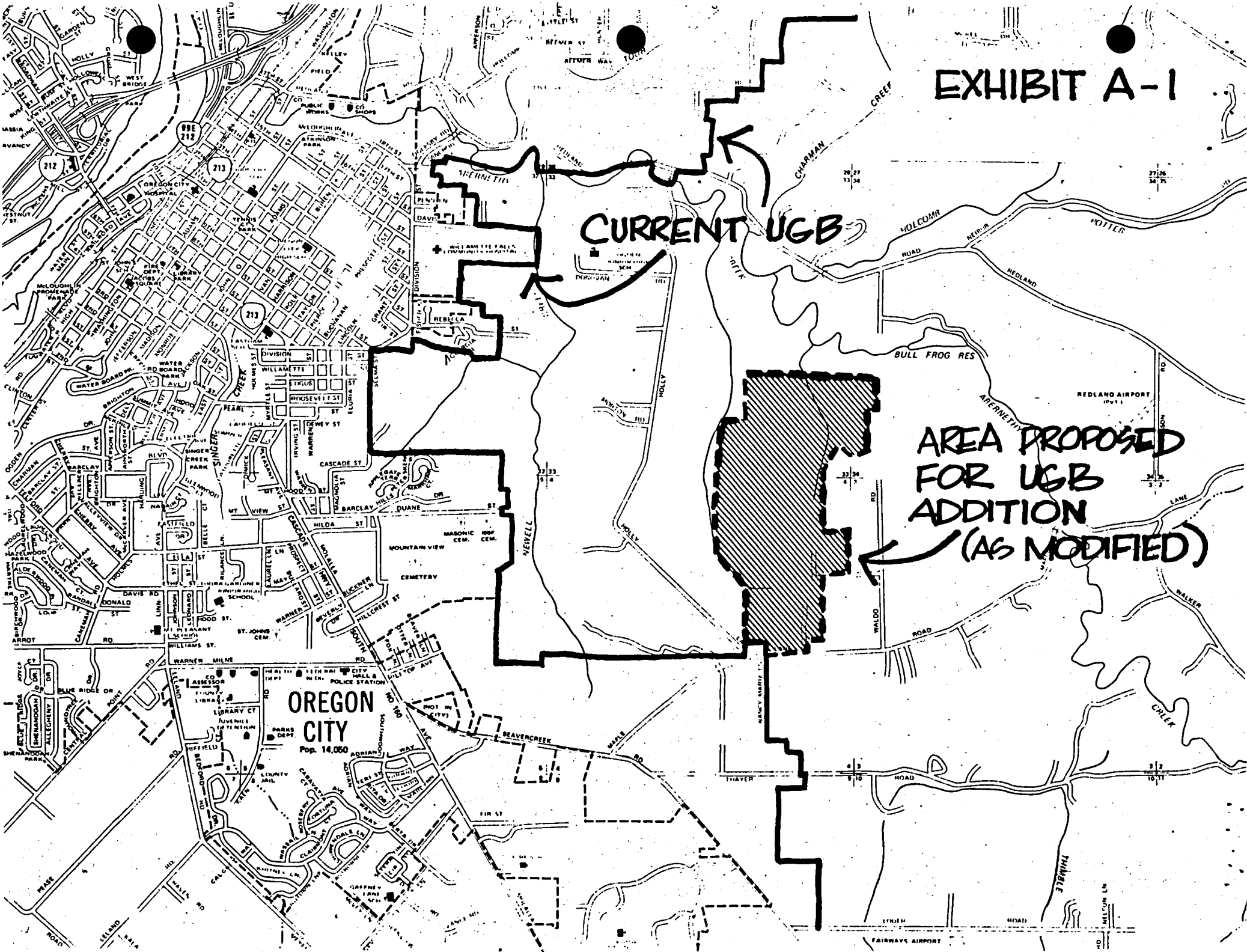
Natural features effectively preclude any intensive use of this area. Steep topography north of the site effectively isolates it from the Redland Road area. Similarly, a ravine between the site and the rural residential area on Holly Lane separates the area from the site. East of the site, the

substation and powerlines act as a physical barrier from areas further east. Therefore, the only adjacent area not physically separated from the site is the existing rural residential area fronting on Maple Lane to the south.

### CONCLUSION

Based upon the above reasons and facts, we are compelled to conclude that the subject parcel is committed to nonresource uses and that it cannot be combined with other parcels in order to make it usable for farm or forestry uses. The impacts of residential development, including vandalism, increased fire danger and incompatibility with mechanized operations are so great that the property cannot be used now or in the future for resource purposes. Furthermore, the topography of the area and the presence of BPA powerlines and towers prevents this land from being used for resource purposes. We, therefore, find that the land is committed to nonresource uses and that the proposed RRFF-5 zone designation is appropriate.

EXHIBIT A-1





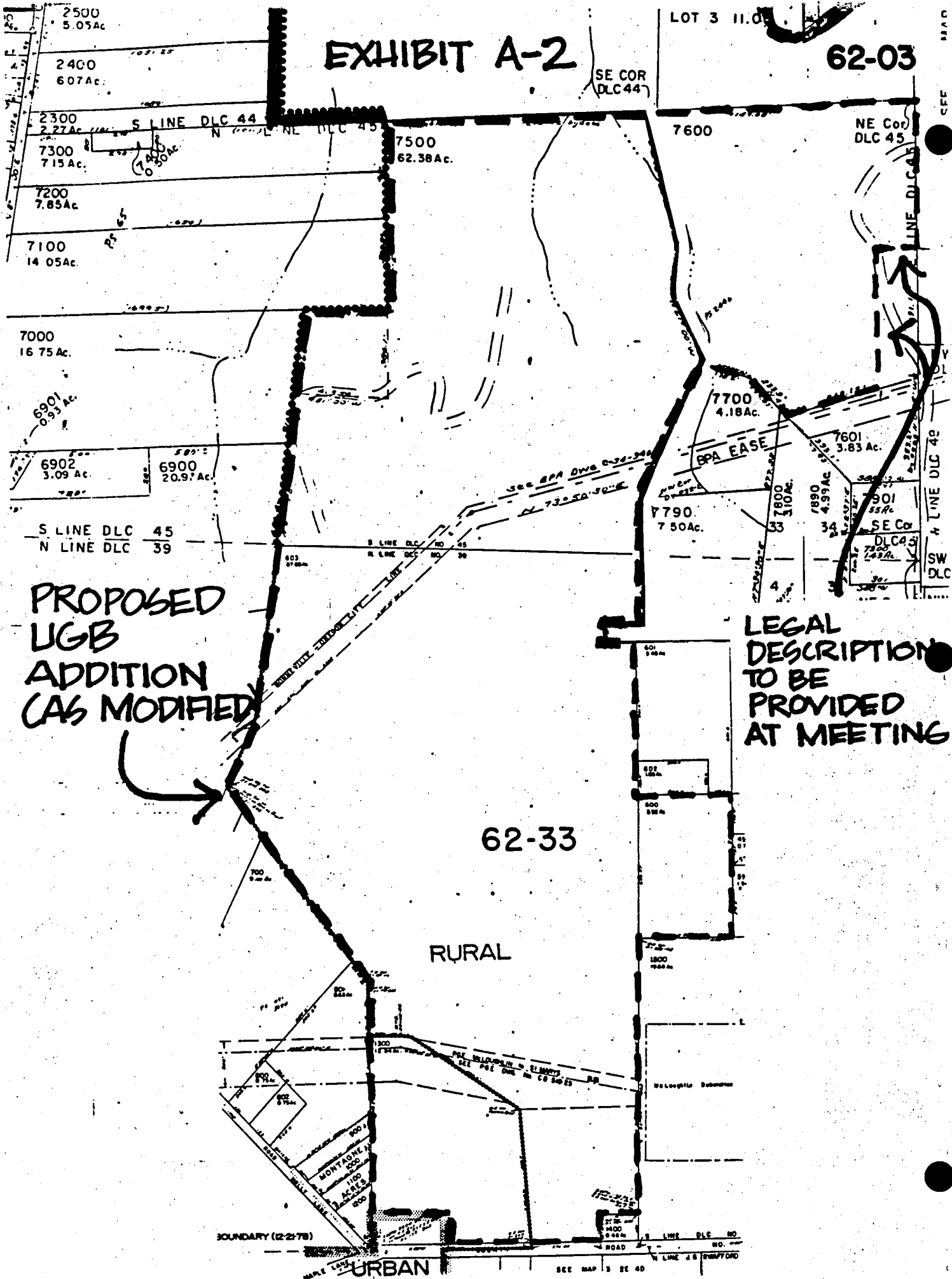
# EXHIBIT A-2

LOT 3 11.0

62-03

SE COR  
DLC 44

NE COR  
DLC 45



PROPOSED  
UGB  
ADDITION  
(AS MODIFIED)

LEGAL  
DESCRIPTION  
TO BE  
PROVIDED  
AT MEETING

62-33

RURAL

URBAN

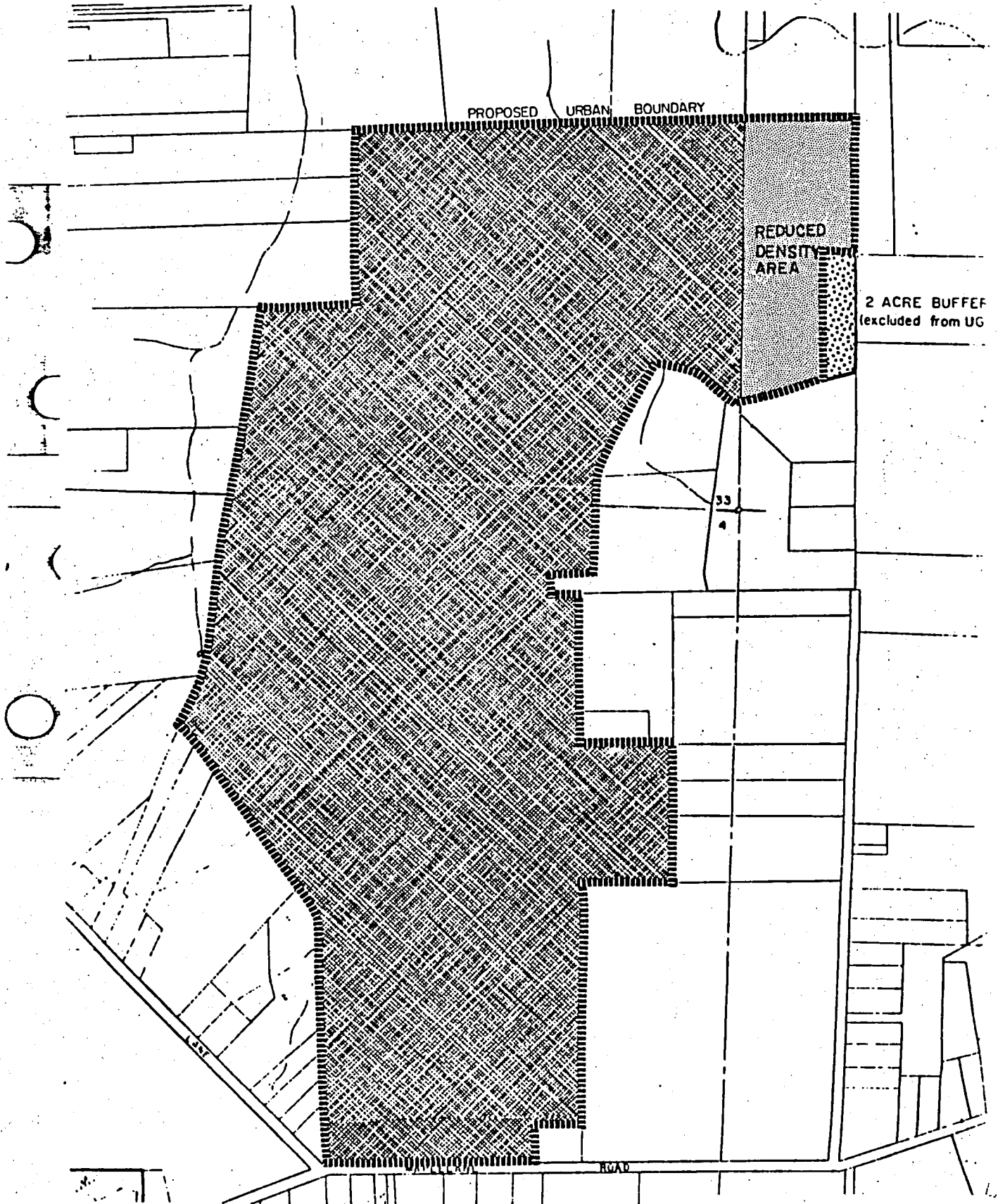
BOUNDARY (2-2-78)

SEE MAP 3 SE 40

SEE MAP 3 SE 40

# WALDOW VIEW ESTATES UGB AMMENDMENT

EXHIBIT A-3



PROPERTY DESCRIPTION  
TWO ACRE BUFFER AREA  
TO BE EXCLUDED FROM U.G.B.  
FOR JIM JOHNSON

A portion of that tract in the southwest-quarter of Section 34, T. 2 S., R. 2 E., W.M., Clackamas County, Oregon described in deed to Waldow Farms, recorded February 18, 1970 under Clackamas County Recorder's Fee No. 70-3163, and more particularly described as follows:

Beginning at an iron rod set in the east line of the L.D.C. Latourette D.L.C. No. 45 at a point S.  $00^{\circ} 15'$  E., 1191.13 feet from the northeast corner thereof, and running thence along said east line N.  $00^{\circ} 15'$  W., 571.13 feet; thence S.  $89^{\circ} 45'$  W., 150.00 feet; thence parallel with the east line of said D.L.C. S.  $00^{\circ} 15'$  E., 590.66 feet to a point on the north line of that tract described in deed to Wendell W. Heagle recorded December 23, 1976 under Clackamas County Recorder's Fee No. 76-46049; thence along said north line N.  $82^{\circ} 20'$  E., 151.27 feet to the point-of-beginning, containing two acres, more or less.

*See - put this  
in record*

1/7/82  
1499

PROPERTY DESCRIPTION

T.L. 7690 (Map 2-2E-33)

FOR JIM JOHNSON

A tract of land in the southwest-quarter of Section 34,  
T. 2 S., R. 2 E., W.M., Clackamas County, Oregon described  
as follows:

Beginning at the northeast corner of the L.D.C. Latourette  
D.L.C. No. 45 and running thence along the north line of  
said D.L.C. S. 88° W., 508 feet, more or less, to the west  
line of said Section 34; thence southerly along said section  
line 1242 feet, more or less, to the north line of that tract  
described in deed to Wendell W. Heagle, recorded December 23,  
1976 under Clackamas County Recorder's Fee No. 76-46049;  
thence along said north line of the Heagle tract N. 82° 20' E.,  
518 feet, more or less, to a point on the east line of said  
D.L.C. and the northeast corner of said Heagle tract; thence  
along said east line of the D.L.C. N. 00° 15' W., 1191.13  
feet to the point-of-beginning.

# EXHIBIT B-1

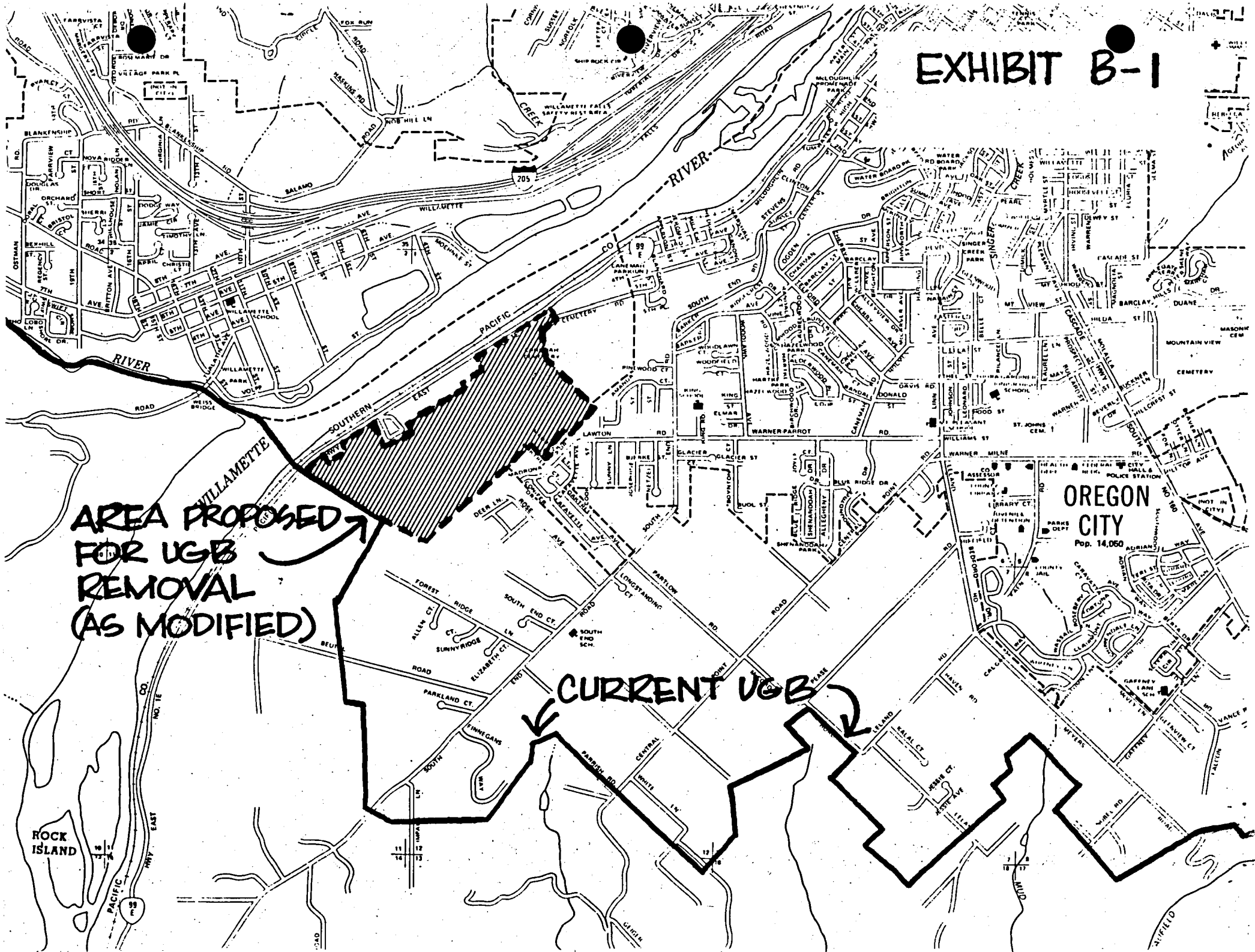


EXHIBIT B-2

## **.23 ACRES EXCLUDED FROM PETITION**

PROPOSED  
UGB  
REMOVAL  
(AS MODIFIED)

TAX LOTS  
1800 & 1900  
EXCLUDED  
FROM PETITION

**\*\*\*\*\* METRO BOUNDARY**  
**\*\*\*\*\* URBAN GROWTH BOUNDARY**  
**(02-21-78)**

3 1E 2

SEE MAP 9 OF 12

SEE VLP 3 1E 12A



CONSIDERATION OF ORDINANCE NO. 83-161 FOR  
THE PURPOSE OF UPDATING THE ADOPTED METROPOLITAN  
SERVICE DISTRICT REGIONAL TRANSPORTATION PLAN

Date: August 25, 1983

Presented by: Andy Cotugno  
James Giesecking

FACTUAL BACKGROUND AND ANALYSIS

In July 1982, Metro adopted, by Ordinance, the Regional Transportation Plan (RTP). The adopted RTP calls for the Metro Council to formally update the RTP on an annual basis to incorporate as appropriate:

1. the findings, recommendations and/or decisions arising from major planning studies;
2. new highway, transit, bicycle and/or pedestrian improvements necessary to meet the objectives of the adopted RTP;
3. significant new information regarding energy price and supply, inflation, new federal and state laws, and/or the population and employment forecasts used in the RTP; and
4. additional or revised policies, strategies or expressions of regional intent regarding the transportation system, including the identification of additional outstanding issues to be addressed.

By adopting Ordinance No. 83-161, the Council recognizes the significant actions that have taken place regarding the region's transportation system in the past year and amends the adopted RTP to include the 1983 RTP Update (attached) which:

1. includes the policies, projects and guidelines previously adopted by Council resolution as part of the Regional Bicycle Plan - (Resolution No. 83-420) and designates the full text of the Regional Bicycle Plan as Appendix B of the RTP;
2. includes the policies, projects and decisions previously adopted by Council resolution associated with the Sunset LRT designation as the preferred transit trunk service alternative to connect downtown Portland with Beaverton (to 185th) including the Hall Boulevard (Allen-Greenway) improvement (Exhibit 1), the Skyline Boulevard Improvements (Exhibit 2) and the Brookwood Avenue improvements (Exhibit 3) (Res. No. 83-423);

3. includes new highway projects (Bluff Road, Davis Road Extension, 102nd Avenue) in the area north of Highway 212/224 in Clackamas County to provide the reliever and access roads called for in the Highway 212 FEIS; (Exhibit 4) and an improvement to Stark Street (221st-257th) to provide an acceptable level of service on this regional major arterial (Exhibit 5);
4. includes the following highway and transit projects previously adopted by Council resolution:
  - East Burnside (90th-94th) - Resolution No. 82-353
  - N.W. 23rd and Burnside Intersection Improvement - Resolution No. 82-353
  - N. Columbia Frontage Road (Chautauqua-Delaware) - Resolution No. 82-353
  - Foster Road (122nd-Jenne) - Resolution No. 82-353
  - Vermont Corridor Improvements - Resolution No. 82-353
  - N. E. Halsey (68th-81st) - Resolution No. 82-353
  - Pacific Highway East (SPRR-Hedges) - Resolution No. 82-312
  - N.W. Front/1st Everett - Resolution No. 82-368
  - 185th Avenue (Rock Creek Boulevard-Sunset) - Resolution No. 82-375
  - Dosch Road (Beaverton-Hillsdale Highway-Patton) - Resolution No. 83-390
  - N. Vancouver Way (99E-Marine Drive) - Resolution No. 83-390
  - 122nd and Burnside Park and Ride - Resolution No. 83-412
  - The addition of Forest Grove to the region's FAU boundary - Resolution No. 83-398
  - Downtown Portland LRT related improvements - Resolution No. 83-395
5. Adjusts the Regional Highway System route designation consistent with adopted local comprehensive plans as follows:
  - designates Cornell Road from the Sunset Highway to Hillsboro as a Regional Major Arterial route;
  - downgrades Cornelius Pass Road from Sunset to T.V. Highway from a regional major arterial to a non-regional facility;
  - designates 185th Avenue from Sunset to Cornelius Pass Road as a potential Major Arterial (need and alignment to be determined);
  - designates Old Scholls Ferry Road (135th-Scholls Ferry Road) as a regional Major Arterial route;
  - downgrades Scholls Ferry Road (135th - Old Scholls Ferry Road) from a regional Major Arterial to a non-regional facility;
  - designates 257th Avenue (Powell Valley Road to I-84) as a regional Major Arterial;



- downgrades 242nd Avenue (Powell to I-84) from a regional Major Arterial to a non-regional facility;
- designates Stark Street (242nd to Troutdale Road) as a regional Major Arterial;
- designates Division Street (US 26-257th) as a regional Major Arterial;
- designates 182nd (Powell-190th) as a regional Major Arterial;
- corrects the omission of Denver Avenue (Columbia Boulevard to I-5) and Argyle Way (Interstate Avenue - Columbia Boulevard) as regional Major Arterials in the document adopted in 1982;
- includes the Norwood/I-5 to Highway 99W, Stafford/I-5 to Highway 99W, and Ruesser/185th alignments as regional Major Arterial connections under consideration from I-5 to Highway 99W and T.V. Highway, recognizing the need, operational feasibility, and alignment of these routes are yet to be determined and will be examined as part of the S.W. Corridor Study effort.

TPAC and JPACT have reviewed this update as amended and recommend adoption of the attached Ordinance. JPACT adopted amendments to include the following outstanding issues in Chapter 8 of the document: #2, Population and Employment Growth; and #6, Potential Effect of Telecommunications.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the attached Ordinance.

#### COMMITTEE CONSIDERATION AND RECOMMENDATIONS

On September 12, 1983, the Regional Development Committee unanimously recommended Council adoption of Ordinance No. 83-161.

JG/srb  
9282B/353  
09/16/83

HALL BOULEVARD WIDENING PROJECT-  
ALLEN BOULEVARD TO GREENWAY

Project Description

This project will consist of improving Hall Boulevard to City standards from approximately 200 feet south of Allen Boulevard to approximately 400 feet north feet of Greenway in South Beaverton. The Beaverton Area General Plan identifies Hall Boulevard as "B" standard, i.e. 62 feet of pavement within an 86-foot right-of-way. This will provide four travel lanes plus a continuous left turn lane. Preliminary traffic analyses have also identified the need for right turn lanes at certain intersections. Also included would be drainage facilities, sidewalks, planter strips and provisions for bicycle transportation and mass transit. Project cost estimated at \$2,140,000.

Problem Statement

Presently Hall Boulevard is a two-lane, 28-foot roadway from generally Greenway to Hart Road. The length between Hart and Denney is three lanes. The length from Denney to Allen varies in pavement width but with the exception of short left turn refuges at the Denney, Hart and 22nd Street intersections, the roadway is two-lane without turn lanes. This lack of turn lanes and areas of poor site distance creates hazardous driving conditions. Current volumes cannot adequately be served with the present roadway width. Industrial and commercial land development plans in the immediate vicinity of the project will produce substantially higher volumes in the near future. Current volumes along the project length of Hall Boulevard are 12,000 to 16,000 ADT. This figure is projected to increase to 26,000 to 29,000 ADT by the Year 2000, primarily due to employment growth to the immediate south of the project. Roadway capacity must be increased in order to provide access at an acceptable level of service to these existing and proposed employment and shopping centers.

Currently pedestrian facilities along Hall Boulevard are inadequate - for much of the project length no pedestrian facilities exist at all. Shoulder widths along much of the project length are two feet or less. Likewise, bicycle facilities are lacking and the narrow pavement width creates a dangerous situation.

Tri-Met Line #77, a major circumferential route in the transit system, operates along this section of Hall Boulevard. Yet poor pedestrian facilities prevent this excellent service from being maximized. Because the project area features topographic variations, storm water runoff and ponding is also a significant problem due to inadequate drainage facilities along this section of Hall Boulevard.

## Project Objectives and Expected Results

Several transportation service, safety and land development objectives are intended to be attained by the Hall Boulevard Widening Project. Hall Boulevard is a principal travel route between Washington Square, industrial and employment centers in South Beaverton and the City Center. Along with Cedar Hills Boulevard to the north, this facility is a continuous route between the Sunset Highway, the Tualatin Valley Highway, Highway 217 and Pacific Highway. Thus, the proposed project would help provide inter-district mobility benefits.

A primary objective of the project is to provide access to major commercial centers in the immediate project area which features regional shopping and employment opportunities. Current and proposed commercial centers in the immediate project area include Washington Square, Washington Center, Koll Business Center and the Creekside-Nimbus Industrial Parks. Most of the currently vacant commercial lands in the project area are expected to develop in a very near timeframe. Approximately 2.8 million gross square feet of development exists in the greater project area. Another 1.5 million gross square feet is proposed or pending approval.

The project is expected to attain traffic mobility objectives through the provision of additional street and intersection capacity thereby reducing current congestion and delay problems. Current traffic volumes are projected to increase very rapidly primarily due to employment growth at Creekside-Nimbus Industrial Parks and Washington Center. It is expected that the proposed project design will accommodate current and future volumes at an adequate level of service. An improved Hall Boulevard will also help supplement regional mobility currently provided by Highway 217, one of the highest projected volume growth freeways in the metropolitan region.

Another major objective of the project is safety. The project through the provision of turn lanes and improved sight distance will help relieve current traffic safety problems. Adequate facilities for pedestrians and cyclists will be a priority feature in all design alternatives.

The bus service on Hall Boulevard is an important link in the transit network. The role of transit service on Hall Boulevard is expected to increase in the near future with the construction of a transit center at Washington Square. Line #77 is the major circumferential transit route on the westside of the metropolitan region. By the year 2000 (or earlier), this transit line will connect transit centers at Lake Oswego, Tigard, Washington Square, Central Beaverton and Cedar Hills, with service continuing into Northwest Portland and through-routed to Northeast Portland. Approximately 8,100 person trips per day are expected along the project section of Hall Boulevard. Any design alternatives for Hall Boulevard will satisfy these transit service objectives.

## Environmental Impact Reconnaissance

The environmental impacts of the project are expected to be primarily related to right-of-way acquisition and issues related to proximity to residential areas. Approximately 66 parcels are expected to be involved in right-of-way negotiations, although approximately half of the project length has sufficient right-of-way available to implement the City standards. Although the project

interconnects commercial and industrial areas to the north and south properties adjacent to the project length are primarily residential. Approximately 55 percent of the frontage is zoned single family, 40 percent is zoned multi-family and 5 percent is zoned commercial. It is extremely unlikely that the project will stimulate zoning changes along the length of the project.

Due to the elimination of congestion and the increase of transit service promoted by this project, air quality impacts are expected to be minor despite that traffic volumes will nearly double. Noise impacts will be judged by noise standards established for residential land uses. No parks, schools or hospitals are within 400 feet of the proposed project.

#### Consistency with Local Plans

The project is consistent with the Beaverton Area General Plan. Hall Boulevard has been identified as a major arterial since the inception of the Plan in 1972. Periodic amendments to the Plan have not altered this status. Sufficient right-of-way for the project has been obtained through dedications in the development approval process of the City since that date. Older developed properties in most cases have not provided the needed right-of-way. Hall Boulevard is essentially the spine of the circulation system for South Beaverton and is intended to serve the land uses and development densities specified in the General Plan.

This project is also consistent with the Capital Improvements Program of the City. The project carries a status of #3 priority in FY 1983-1984. Priorities #1 and #2 are already underway or have been postponed. This high-priority status represents the importance of this project. In 1979, the City requested and received jurisdiction of Hall Boulevard from the Oregon Department of Transportation. The primary objective of this action was to insure a high level of service in maintenance responsibilities.

The project is proposed for inclusion in the RTP as a result of the Westside Corridor Project findings. Hall Boulevard is currently recognized in the RTP as a Regional Trunk Route for transit service and necessary for successful implementation and expansion of the timed-transfer system for the westside metropolitan area. Based on RTP criteria, Hall Boulevard would likely be classified as a minor arterial, although its major transit role could elevate its status to a major arterial. The Function Classification System for Washington County identifies Hall Boulevard as a minor arterial.

## 2b. Sylvan Interchange Area

### Project Description

The proposed project(s) would: (1) signalize and widen (one additional lane in each direction for 400-500 feet south of the intersection) the Scholls Ferry Road/ Raab Road intersection; (2) relocate the Canyon Court/Skyline Boulevard intersection northward to the vicinity of S.W. Montgomery Street; and (3) widen Skyline Boulevard to accommodate an additional southbound lane from S.W. Montgomery Street to the westbound Sunset Highway on-ramps (Figure 2b-1). Designs in this area should avoid conflicts with potential transit station and park and ride lot requirements. Estimated costs for portions (1) and (2) of this project are \$2,460,000. No cost estimate is available for portion (3).

### Problem Statement

Improvements to the ramp capacity at this interchange (see Project #2) and the introduction of a transit station and a (possible) park and ride lot in the area require additional improvements to accommodate the increased ramp volumes and provide adequate transit and traffic circulation.

### Project Objectives and Expected Results

- . improve access to Sunset Highway interchange at Sylvan;
- . eliminate conflicts created by controlled intersections near ramp terminals.

### Environmental Impact Reconnaissance

Acquisition and Relocation Impacts: Minor amounts of additional right-of-way would likely be required for the proposed projects. The commercial structure (gas station) located north of the off-ramp and west of S.W. Skyline Boulevard could possibly be affected (Figure 2b-1) by portion (2) of the project. Portion (1) may impact parking for the commercial development east of Scholls Ferry Road.

Impact on Land Use and Zoning: The current function of the facility would not be altered as a result of the proposed project. Therefore, the character of the surrounding land uses, which are primarily commercial, would not likely be impacted.

Air Quality Impacts: There are no sensitive receptors in the immediate project area likely to be significantly affected by the proposed project. The expected increase in vehicle volumes by the year 2000 would likely occur with or without the project. Improvements in travel flows on the facilities would likely reduce emissions from levels associated with a "no-build" condition.

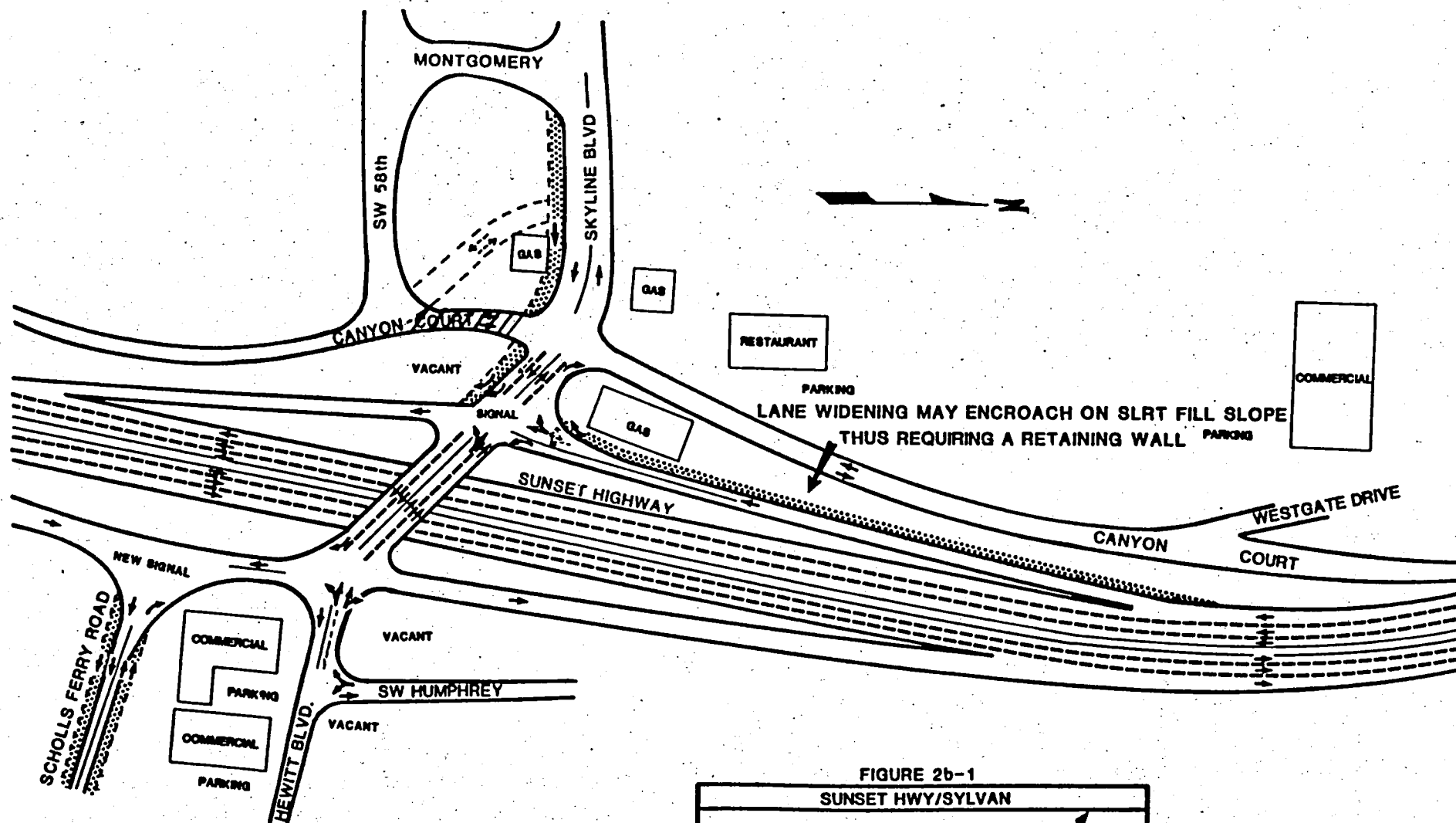


FIGURE 2b-1

SUNSET HWY/SYLVAN

EXISTING TRAFFIC PATTERN	
PROPOSED TRAFFIC PATTERN	
PROPOSED LANE ADDITION	
LAND TO BE VACATED	

Noise Impacts: (See Air Quality above.)

Water Quality Impacts: There are no creeks or bodies of water crossed by or adjacent to the project that would likely be affected by the proposed improvements.

Impact on Wetlands: No portion of the project is contained in a wetland as identified in the Westside Corridor DEIS.

Flooding Impacts: No portion of the project is contained within the 100-year floodplain.

Traffic Impacts: The proposed improvements are not expected to increase travel volumes above levels projected for the facility without the project.

Impact on Energy: There would likely be no significant impact on transportation-related energy consumption as a result of the proposed improvements.

Impact on Historic Properties and Parklands: There are no historic properties or parklands in the project area that would likely be impacted by the proposed improvements. South of the project area, the Nathan Jones Cemetery (S.W. Grant and Hewett Boulevard) is considered a historical site of local significance (Westside Corridor DEIS).

Impacts Caused by Construction: Commercial areas surrounding the intersection could likely experience temporary access impacts during the construction phase.

Visual Impacts: No new structures are proposed. There would likely be no significant change in the visual character of the project area.

Community Disruption: Existing patterns of circulation would not likely be altered by the proposed project and access to service areas and community facilities would not be likely to change significantly.

Safety and Security: The proposed improvements could be expected to result in a reduction of auto and pedestrian accidents and include adequate provision for safe and secure operations.

Secondary Development: The proposed project would not be expected to cause changes in surrounding land uses, vehicle access or traffic circulation patterns in the project area. As a result, any secondary development that would be likely to occur would be compatible with current and planned land uses.

### Consistency with Local Plans

Sunset Highway is defined in the adopted RTP as a principal regional arterial to carry statewide and cross-regional traffic to and from the Oregon coast. Identified by Multnomah County, the proposed project is not included in the RTP.



59. Brookwood Avenue (Evergreen - T.V. Highway)Project Description

The proposed project is to construct an extension running north from the point where Brookwood's north leg currently terminates (between Baseline and Cornell) to Evergreen Boulevard. This will be a two-lane facility with turn channelization at Cornell and Baseline. Existing sections of Brookwood will be upgraded to provide the same qualities as those in the extension design. This includes shoulders, a bikepath, and sidewalks. Estimated cost for the project is \$4.366 million. A possible alternative connection in the northern section into 242nd/Shute Road to form a north/south arterial from the Sunset Highway to T.V. Highway was mentioned by Washington County.

Problem Statement

This area is in need of additional north/south access between 216th/219th and Oak/10th. The lack of sufficient north/south access is causing an increase in east/west traffic movement. The intention is to correct this situation by providing an additional north/south facility.

Project Objectives and Expected Results

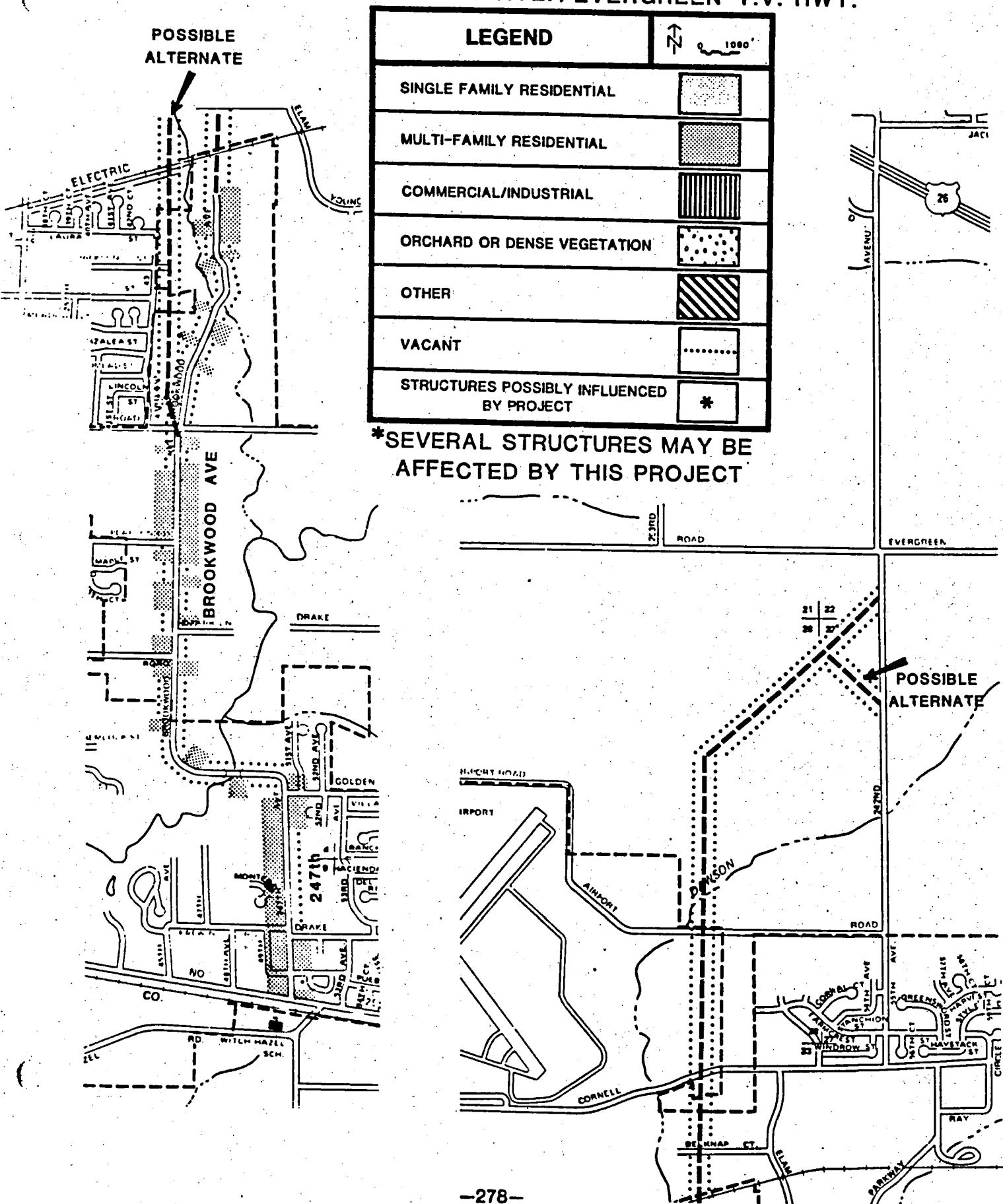
The Brookwood extension and upgrading will relieve congestion on 216th and reduce vehicle demand on Cornell and Baseline Road by providing a more direct north/south arterial to ameliorate over-utilization of existing east/west routes that currently must be used for this movement.

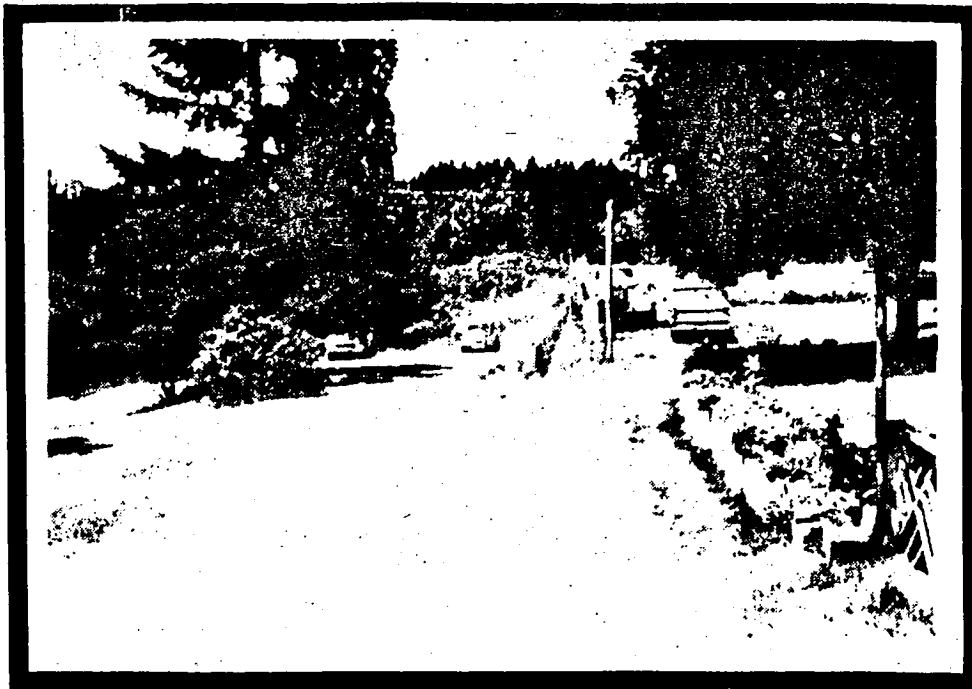
Environmental Impact Reconnaissance

Acquisition and Relocation Impacts: Significant amounts of additional right-of-way will be required for this project. Residential structures located south of Laura and north of Baseline will likely be affected by the project. Residential and commercial property such as front yards, fences and parking lots will likely be affected by the project in the sections from Laura to Baseline (Figure 59-1).

Impact on Land Use and Zoning: Improved access to Cornell from the east Hillsboro area will be provided by this project. The current function of the facility as a discontinuous rural local street would be changed as a result of this project. As a result, the surrounding land use, which is primarily low density residential, would likely be affected by this improvement (Figure 59-2).

**FIGURE 59-1**  
**CURRENT LAND USES ADJACENT TO ROADWAY**  
**BROOKWOOD AVE. / EVERGREEN-T.V. HWY.**





BROOKWOOD AT NORTH END OF ROADWAY



BROOKWOOD SOUTH OF BASELINE ROAD LOOKING SOUTH

FIGURE 59-2

Air Quality Impacts: Sensitive land uses in the project area are low density rural residential structures. An increase in the number of daily vehicle trips can be expected, producing an increase in emissions in the area.

Noise Impacts: (See Air Quality above.)

Water Quality Impacts: Brookwood would cross creeks three times in this section: Dawson Creek (north of Airport Road); Dawson Creek (opposite Brogden); and Rock Creek on structure (northwest of Golden). Increased turbidity during construction could likely be expected.

Impact on Wetland: No portion of the project is contained in a wetland as identified in the Westside Corridor DEIS.

Flooding Impacts: This project runs through the 100-year floodplain of Dawson Creek (twice) and Rock Creek. The roadway currently exists for approximately 30 percent of the project. (From T.V. Highway to Baseline Road.) The existing roadway crosses the Dawson Creek and Rock Creek floodplains while the portion to be built parallels and crosses (north of Airport Road) the Dawson floodplain. The proposed project would add additional impervious surface area to the floodplain.

Impact on Energy: There would likely be no significant impact on transportation-related energy consumption as a result of the proposed improvements.

Traffic Impacts: Changes in traffic patterns as a result of the more direct north/south access, as well as increase in travel volumes on Brookwood would likely occur as a result of this improvement.

Impact on Historic Properties and Parklands: There are no historic properties or parklands in the project area that would likely be impacted by the proposed improvements.

Impacts Caused by Construction: Residential areas along the facility for much of the project would likely experience temporary access impacts during the construction phase.

Visual Impacts: The construction of an upgraded facility in the section would likely impact the current visual character of the area.

Community Disruption: Existing patterns of circulation would be altered by the project. Access to service areas and community facilities would not be likely to change.

Residential areas located south of Laura and north of Baseline could be affected in ways that would likely change the social or economic character of the community.

Safety and Security: Proposed project could result in an increased auto and pedestrian accidents, due to the increase travel volumes, but includes adequate provision for safe and secure operations.

Secondary Development: The proposed project would likely cause changes in vehicle access or traffic circulation patterns in the area, and, as a result, secondary development could occur that is not compatible with current land use.

Consistency with Local Plans:

Brookwood Avenue is defined in the adopted RTP as a sub-regional facility. Developed as part of the Westside Corridor DEIS effort, the proposed project is not included in the RTP and was identified by the Washington County Department of Public Works as a needed improvement. It is included in the Hillsboro Comprehensive Plan.

## EXHIBIT 4

### Highway 212/224 North Access Improvements

The Bluff Road (102nd-142nd), 102nd Avenue (Clackamas Road-Lawnfield) and Hubbard Lane (Davis extension: 122nd-Highway 212) projects are the improvements called for in the Highway 212 project EIS to provide industrial/residential access north of Highway 212 and a reliever function for Highway 212 to reduce local access conflicts with regional through movements.

## EXHIBIT 5

### Stark Street (221st to 257th)

#### Project Description

This section of Stark is currently two lanes. The proposed project would widen Stark to four lanes with curbs and sidewalks.

#### Problem Statement

Continued development in the Gresham-Troutdale area has led to increasing traffic volumes on Stark Street. Stark is presently operating at capacity with 860 eastbound p.m. peak vehicles east of 221st and more increases are expected in the near future. Gresham Community Hospital, scheduled to open in mid-1984 and located between 242nd and 257th Avenues, is expected to generate 1,600 daily vehicle trips after completion of the first phase and 7,100 daily trips when fully developed in 1990. This alone represents a 44 percent increase over 16,000 current daily vehicle trips.

The current peak-hour capacity is 900 vehicles per hour by direction. The published RTP-committed system projection is 1,450 eastbound p.m. peak-hour vehicles east of 221st with a v/c ratio of 1.6.

#### Project Objectives and Expected Results

This project is intended to provide the roadway capacity on Stark needed to accommodate projected growth in the Gresham-Troutdale area. Widening Stark to four lanes would provide a capacity of 1,800 vehicles per hour by direction.

#### Impacts on Balance of System

The lack of adequate capacity on Stark would create a bottleneck where Stark narrows to two lanes and could cause significant diversion to adjacent parallel facilities with consequent adverse effects on traffic volumes, travel times and air quality in those corridors.

#### Impact on Objectives

This segment of Stark will not have the capacity in the near future to operate at the level of service required in the RTP. Although Stark is designated as a major arterial from I-205 to 242nd in the adopted RTP, Multnomah County has proposed an RTP amendment to designate Stark as a major arterial from 242nd to Troutdale Road and this designation is included in the 1983 Update.

The proposed project would allow Stark to operate as a major arterial and at the level of service required in the RTP. Trip diversion to parallel facilities, which would take place without the

project, would negate their RTP-defined function as minor arterials or below. Such facilities should be oriented only toward travel with or between adjacent subareas.

9282B/353

8/26/83



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF UPDATING )  
THE ADOPTED REGIONAL TRANSPORTATION) ORDINANCE NO. 83-161  
PLAN )

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. The 1983 Update, dated September 1983, to the Metropolitan Service District Regional Transportation Plan, copies of which are on file with the Clerk of the Council, is hereby adopted effective October \_\_\_\_\_, 1983.

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

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

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

6088B/308

## ATTACHMENT A

### FINDINGS

1. In 1979, Metro was designated by the Governor as the Metropolitan Planning Organization for the Oregon urban portion of the Portland metropolitan area to receive and disburse federal funds for transportation projects pursuant to Title 23 (Highways) and Title 49 (Transportation) Code of Federal Regulations and Oregon Revised Statutes - Chapter 268.
2. Adoption of a functional plan for transportation by Metro is required by State law to establish the relation to local comprehensive plans and necessary by federal regulations to maintain the eligibility of the region to receive federal transportation funds.
3. Metro staff completed a comprehensive effort to develop a Regional Transportation Plan (RTP) which was adopted by the Metro Council on July 1, 1982.
4. The adopted RTP provides for an annual update to incorporate additional Plan elements, policies and decisions from major planning studies, and recommendations for newly identified improvements to the region's transportation system.
5. The 1983 RTP Update as adopted by the accompanying Ordinance is consistent with the Statewide Land Use Planning Goals as is indicated by the following paragraphs:

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

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

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

In addition to the public hearings held by the Metro Council, the major policy additions contained in this Plan Update are the result of the adoption of two major planning documents by the Metro Council: the Westside Corridor Preferred Alternatives Report and the Regional Bike Plan. Both of these efforts contained extensive public involvement opportunities and citizen input.

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

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

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

Goal #6 - Air, Land and Water Resources Quality. The air quality impacts of transportation will be lessened by the implementation of the RTP and its Updates. In addition, the RTP is in conformance with plans adopted to meet federal carbon monoxide and ozone standards. The adoption of the RTP Update is not inconsistent with the land and water resources aspects of Goal #6.

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

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

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

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

Goal #11 - Public Facilities and Services. This Plan Update does not change the RTP established framework whereby local jurisdictions, the ODOT and Tri-Met can provide necessary transportation services in a coordinated and cost-effective manner. This action satisfies the Goal #11 dictate "to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban...development."

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

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

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

# PRELIMINARY

1983 UPDATE  
OF THE  
REGIONAL TRANSPORTATION PLAN  
FOR THE  
PORTLAND METROPOLITAN AREA

September 1983

Published by  
Metropolitan Service District  
527 S. W. Hall Street  
Portland, Oregon 97201  
(503) 221-1646

The preparation of this document has been financed in part by funds from the United States Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964 as amended; and by funds from the Federal Highway Administration, United States Department of Transportation.

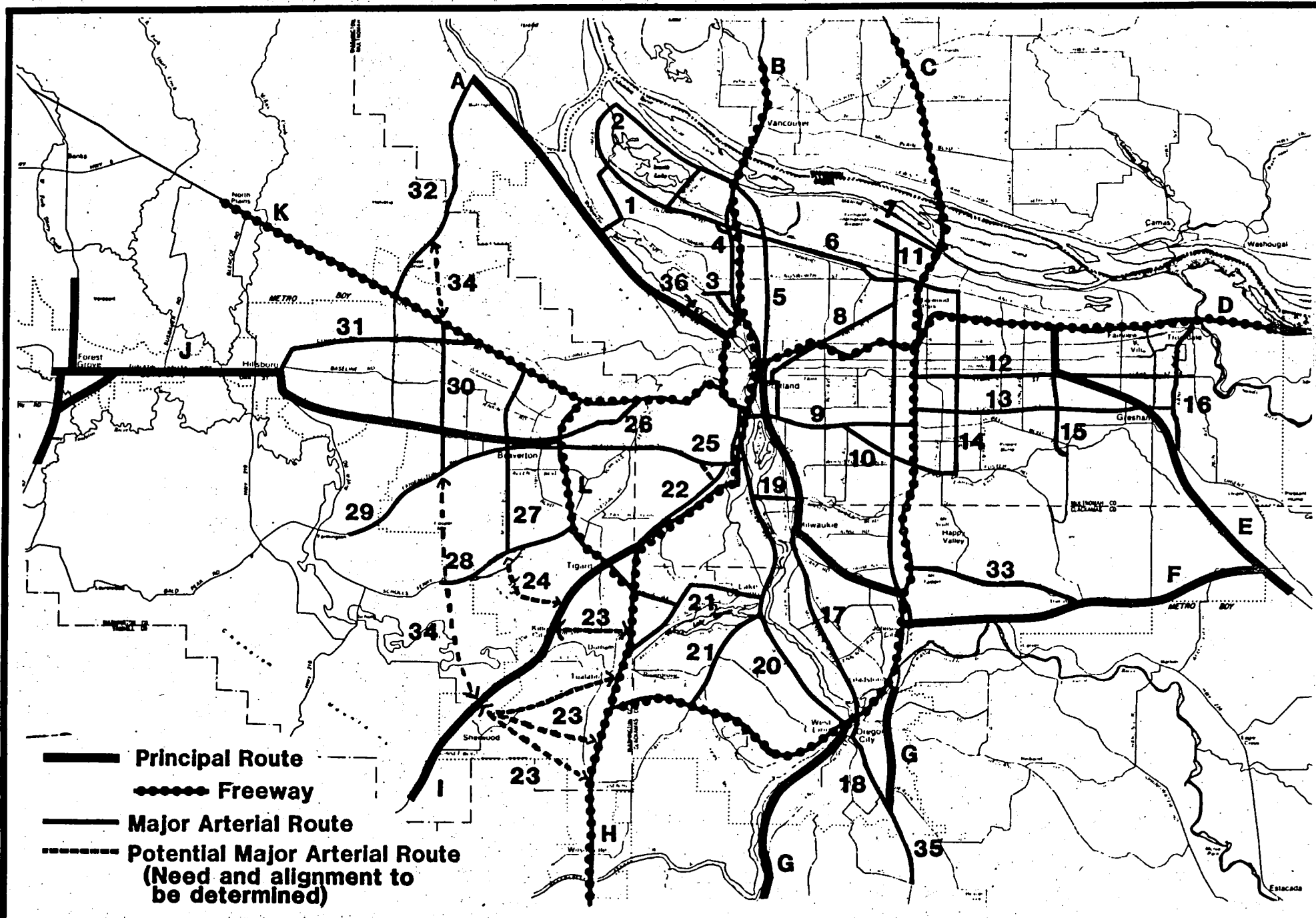
## REGIONAL TRANSPORTATION PLAN SUMMARY

### A. OVERVIEW

The objective of the Regional Transportation Plan (RTP) is to identify a transportation system that will adequately serve the travel needs of the fast growing Portland metropolitan area. If growth continues without adequate transportation investment, the level of mobility now enjoyed throughout the region is in danger of being lost and, with it, economic prosperity. In addition, the government's ability to maintain and improve the transportation system is declining as conventional revenue sources fall short of needs.

The adopted RTP represents a cost-effective package of transportation improvements needed to serve the region. It consists of investments to improve both the transit and highway system as well as actions to reduce the high cost of serving peak hour travel through rideshare and flextime programs. The RTP policy directions and recommended improvements knit together numerous past transportation decisions and enables the region to work toward implementing a cohesive transportation system that serves the development envisioned in local comprehensive plans. The RTP is focused primarily on identifying the components of the "regional system," on ensuring the regional system meets established mobility objectives and on defining the extent of Metro interest in the "local system." Adoption of the RTP represents the following:

- endorsement of the interrelated roles, service concepts, and long-range direction of the highway system, transit system and "demand management programs" (such as programs to encourage carpooling and flextime);
- endorsement of the designation of the Principal and Major Arterials (Figure 1), and Regional Transit Trunk Routes (Figure 2), Regional Transitways (Figure 3) and the Regional Bicycle Route System (Figure 3a);
- endorsement of the overall level of funding required for transportation investment needed to serve expected growth to the year 2000;
- recognition of the need to update the RTP to respond to changing growth trends, public attitudes, improved technology, financial resources, and other socio-economic conditions;
- endorsement of the need for new revenue sources and intent to seek those funds; and
- endorsement of the population and employment forecasts (for 20 districts throughout the region) to be used as the basis for regional transportation decision-making.









Regional  
Transportation  
Plan

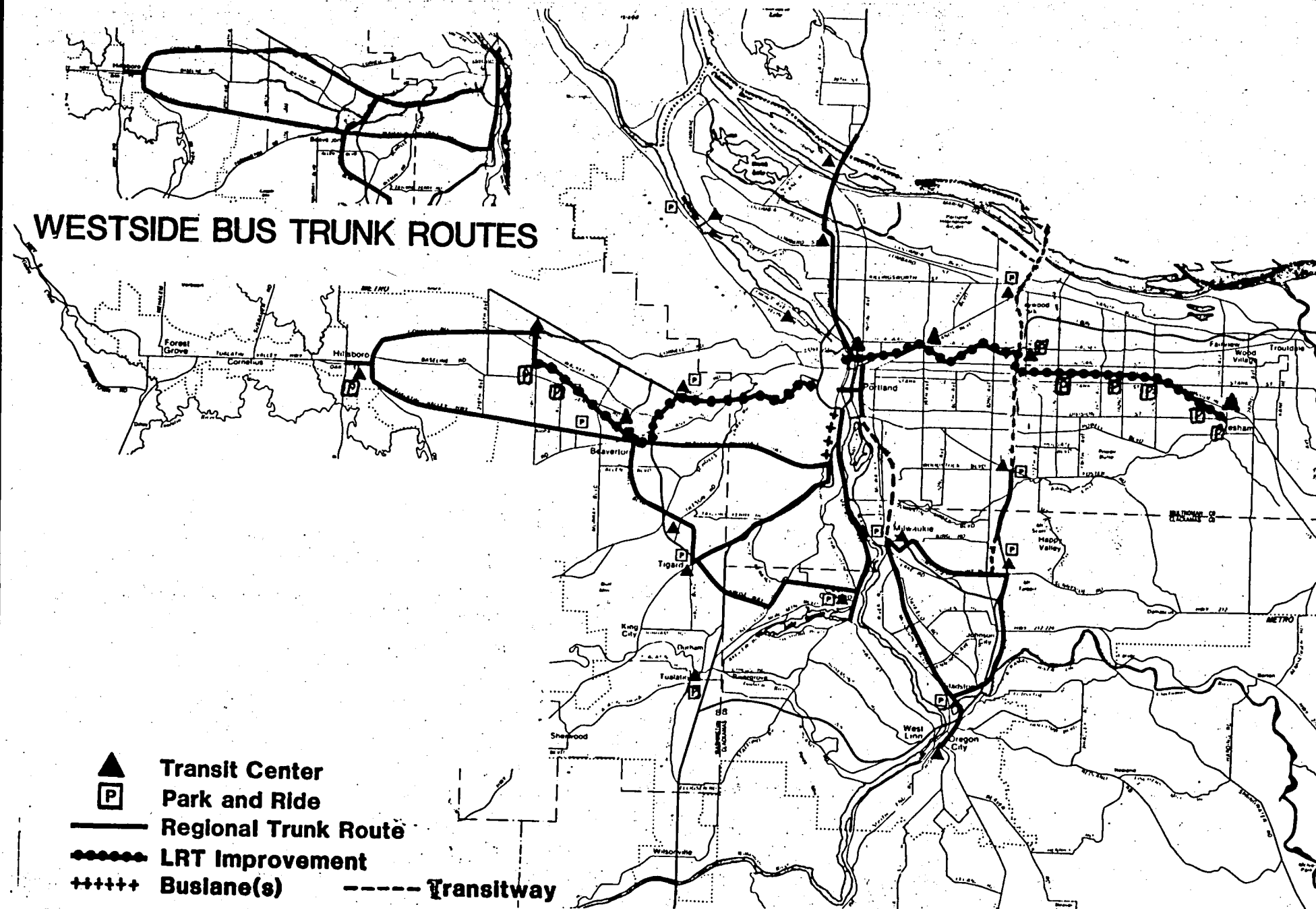
# PRINCIPAL ROUTES & MAJOR ARTERIALS

FIG. 1



# WESTSIDE BUS TRUNK ROUTES

-  Transit Center
-  Park and Ride
-  Regional Trunk Route
-  LRT Improvement
-  Buslane(s)
-  Transitway

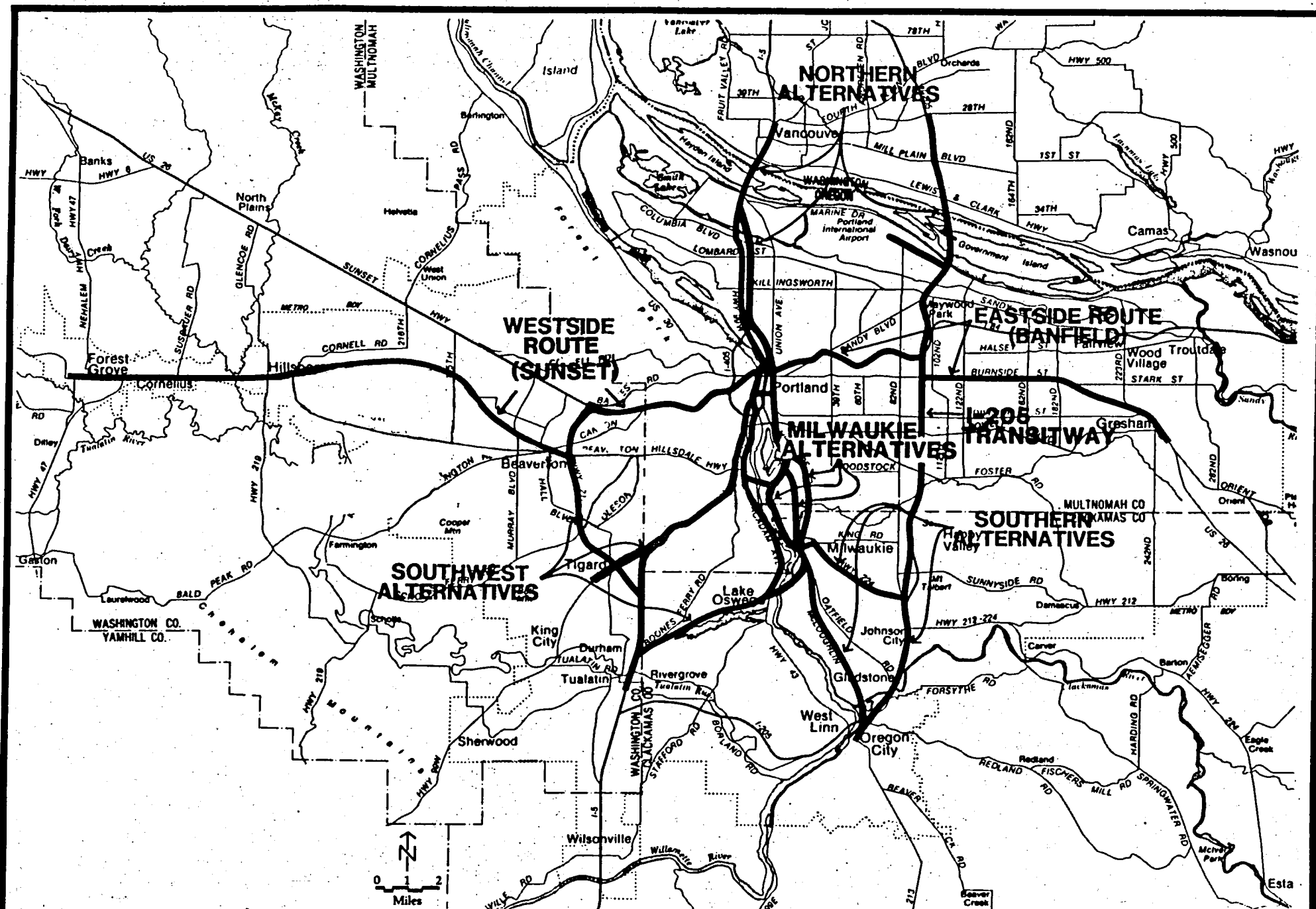


Regional  
Transportation  
Plan

## REGIONAL TRANSIT TRUNK ROUTES

FIG. 2

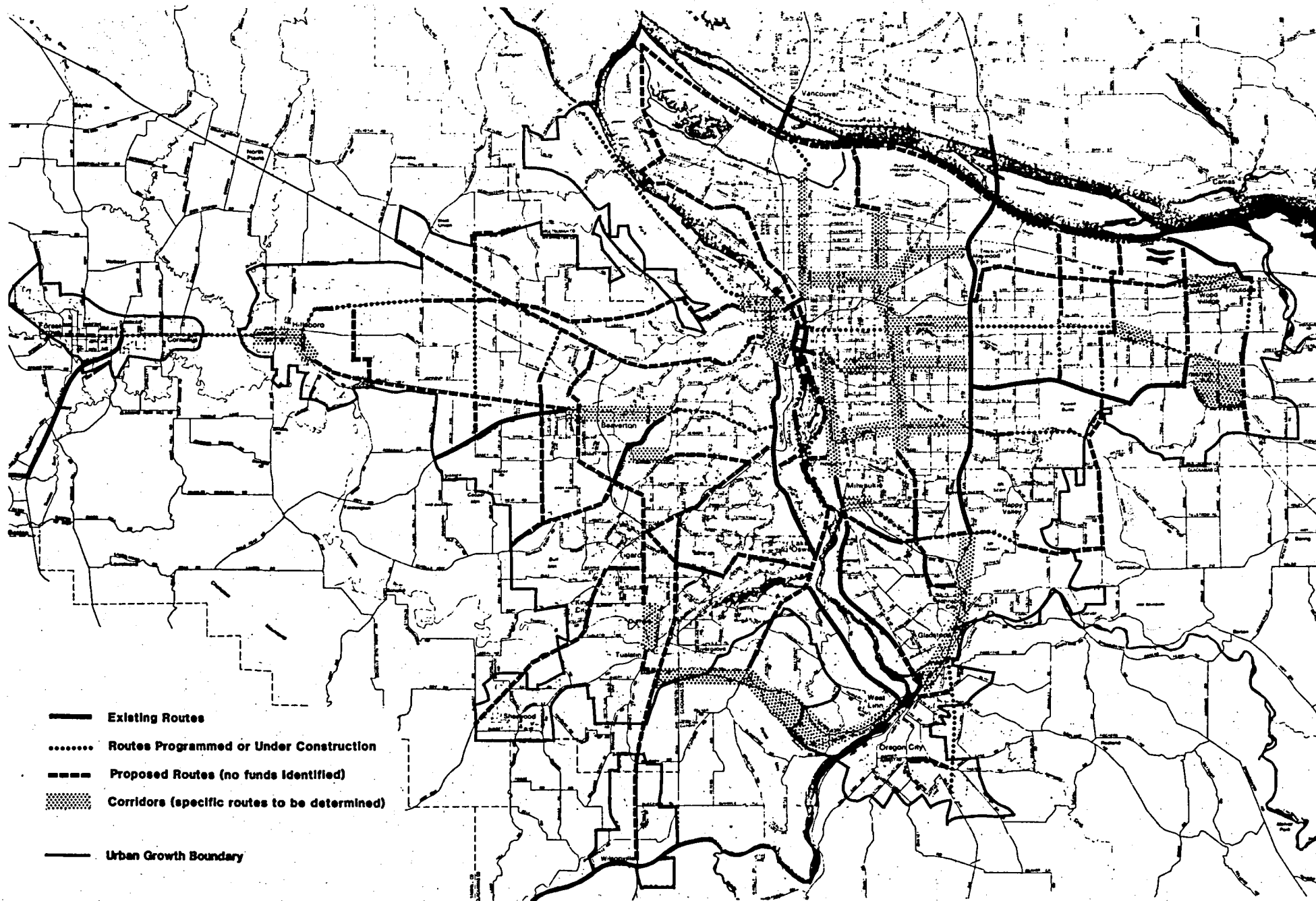
- 4R -



Regional  
Transportation  
Plan

## LONG RANGE REGIONAL TRANSITWAY SYSTEM

FIG. 3



Regional  
Transportation  
Plan

## REGIONAL BICYCLE ROUTE SYSTEM

FIG. 3a

B. BENEFITS ASSOCIATED WITH THE RECOMMENDED TRANSPORTATION INVESTMENTS

The RTP represents a substantial public financial commitment and requires developing new sources of revenue. Implementing the transportation investments called for in the Plan would produce:

- acceptable levels of service on our highway and transit systems;
- maintenance of accessibility to jobs, shopping and other business;
- facilitation of the development pattern envisioned in local comprehensive plans; and
- enhancement of the region's economic prosperity and quality of life.

If the region were to develop as called for in local comprehensive plans with only those transportation projects under construction in 1981 completed (including I-205 and the Banfield LRT and highway project), severe traffic conditions would exist throughout the region. In particular, the I-5 North and South corridors, Westside and McLoughlin Corridor would be overloaded since these are the major growth areas. This, in turn, would cause reduced access to job and shopping opportunities and increased difficulty in moving goods and services. In addition, as these travel conditions worsen, the economy would automatically react and force a different land use pattern than that called for in local comprehensive plans. In general, two major development changes would be noticeable:

- an overall loss of economic development from the region to other parts of the country; and
- a shift to focus more development along the I-205 corridor where major underused transportation investments will be in place.

The conditions can be averted, however through the timely implementation of the transportation investments presented in the Plan.

Affected Areas

The development potential of major portions of the region would be enhanced as a result of the recommended transportation investments. Among these are central Portland, Washington County and port facilities along the Willamette River.

Central Portland: Access to downtown Portland is now constrained by the capacity of the various bridges and freeways that serve it. Major increases in transit capacity to downtown would allow the area to grow from its current 82,000 employees to the planned level of 128,000. Transportation investments are also recommended to provide adequate access to enhance the

economic viability of the central eastside, northwest Portland and Swan Island.

Washington County: With limited transportation capacity between Washington County and Portland and an inadequate street system in Washington County, the level of planned residential development on the Westside would be reduced. Since Washington County contains nearly 40 percent of the vacant urban land designated for new residential development, removing this limitation on growth has a major positive impact on the entire metropolitan area.

Port Facilities: Traffic improvements throughout the I-5 North corridor would have a beneficial impact on port facilities along the Willamette River. The implementation of investments to improve highway access and lessen of the traffic burden through higher transit ridership will enhance the viability of existing port facilities and future economic development.

Region-wide, the improvements and programs called for in the RTP will provide the necessary transportation capacity to support the broad population and employment gains envisioned in the local comprehensive plans.

#### C. ADOPTED TRANSPORTATION PLAN

The adopted RTP consists of an integrated program to provide needed mobility through:

- highway improvements;
- transit service expansion; and
- "demand management"<sup>1</sup> programs.

These three types of actions provide the most cost-effective approach to improving the transportation system and each must be implemented to complement one another. The transportation actions called for in the RTP include the following:

##### Radial Corridors

In the major highway corridors that radiate from downtown Portland, improvements are recommended to remove bottlenecks and bring the highway system up to a consistent capacity; ramp metering is recommended to ensure the freeways operate properly; additional capacity beyond that available through highway improvements must be provided by transit capacity and demand management programs.

---

<sup>1</sup> "Demand Management" programs consist of actions to encourage ridesharing, flextime and the use of bicycles to reduce the high travel demand during peak hours and, therefore, lower the need for public investments.

### Circumferential Corridors

In the major corridors that skirt downtown, the freeways should be completed (Highway 217 and I-205) and an adequate circumferential transit trunk route system should be established to carry travel between suburban parts of the region without going through downtown.

### Suburban Areas

A basic urban street system is needed in the outlying areas as they become less rural and more urban; extensions of the transit system should occur with residential development to serve suburban employment concentrations and to ensure high transit ridership between Portland and the suburban areas.

### Economic Development

Highway access improvements are needed in numerous areas to promote development of industrial areas, port facilities and commercial centers (Figure 4).

### Transit

A doubling of the capacity of the transit system is needed through the use of more cost-efficient Light Rail Transit (LRT) vehicle, and articulated buses.

### Ridesharing

An increase in ridesharing from the current 23 percent to 35 percent of all work trips by auto is needed through voluntary/incentive programs.

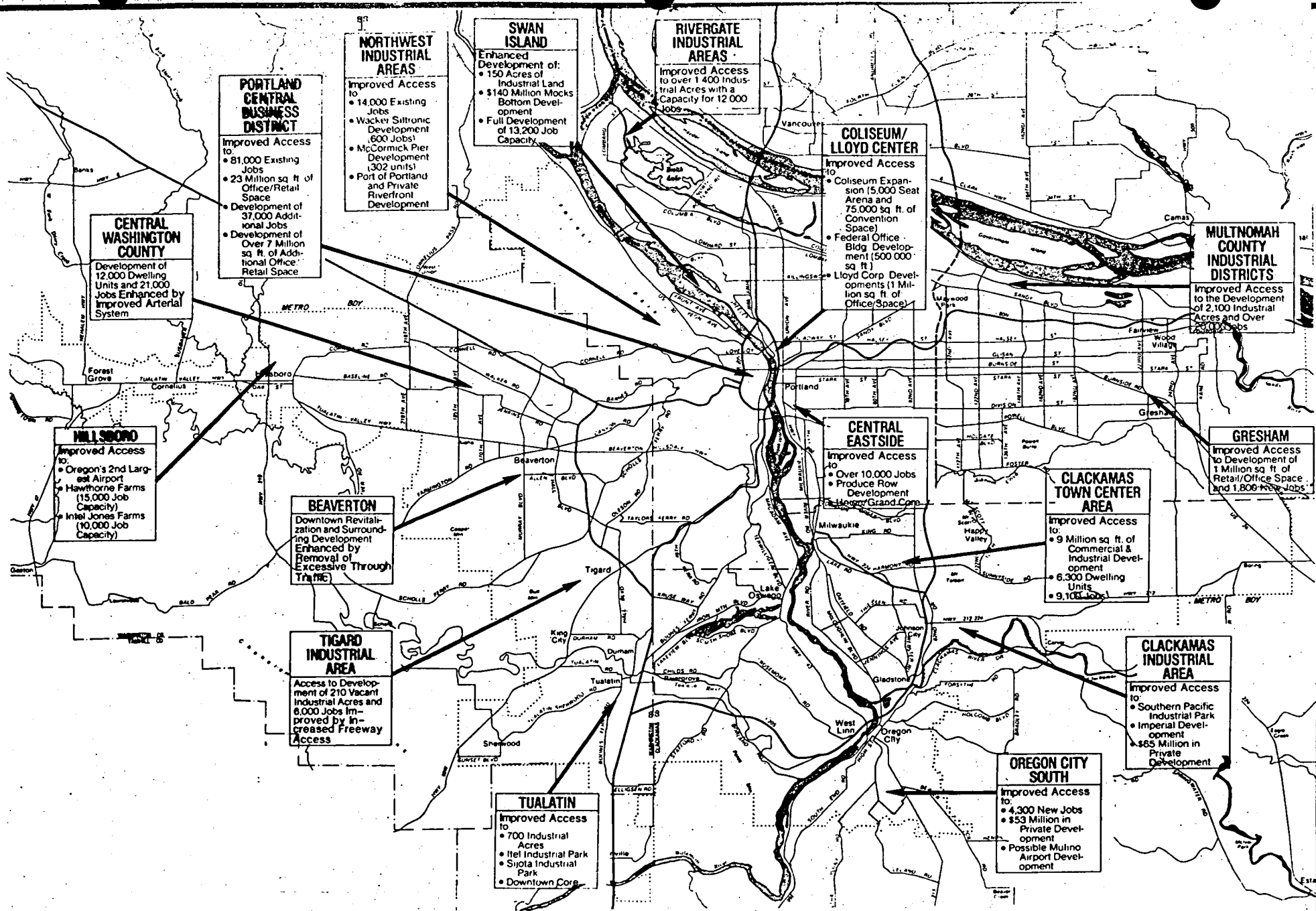
### Light Rail Transit

The full implementation of the transit system calls for a region-wide LRT system with service in each of the major radial and circumferential trunk route corridors. However, since this exceeds the financial capacity of the region at this time, the rights-of-way for these corridors should be protected and the system should be implemented corridor-by-corridor as transit demand increases and revenues are available.

## D. COST AND FINANCING OF THE PLAN

As of early 1982, the costs to implement and operate the RTP (in 1980 dollars) are comprised primarily of the following elements:

	<u>1980 Annual Cost</u>	<u>2000 Annual Cost</u>
Highway Maintenance	\$40-45 m/year	\$55 m/year
Highway Reconstruction	\$ 5-10 m/year	\$25-35 m/year
Public Financing for Transit	\$41 m/year	\$52-58 m/year



Regional  
Transportation  
Plan

**ECONOMIC DEVELOPMENTS AFFECTED BY  
RECOMMENDED TRANSPORTATION IMPROVEMENTS**

**FIG. 4**

Highway Capital Cost - \$600 million  
Transit Capital Cost - \$460-640 million  
Bicycle Capital Cost - \$14 million

The increased cost of highway maintenance is necessary to account for reductions in maintenance programs throughout the region during the past five to ten years due to funding shortfalls. A regular program of highway reconstruction does not exist and severe deterioration due to deferred maintenance is prevalent in many areas, particularly Washington County. Transit operating costs are expected to double consistent with the major expansion in transit service, however, public financing for transit is only expected to increase by 20-40 percent (in 1980 dollars) due to the larger vehicles and a more efficient route structure. As indicated by the range in public financing for transit (\$52-58 million), it is more economical to expand transit with LRT because future operating costs are lower. The transit capital costs include bus acquisition, construction of stations, park and ride lots and maintenance facilities. Again, the range of costs is due to the high cost of building a second LRT line. The highway capital costs include major interstate freeway, arterial and local improvements throughout the region. The bicycle capital costs include only these facilities required to implement the regional bicycle route system; costs to implement local systems would require funding beyond that amount.

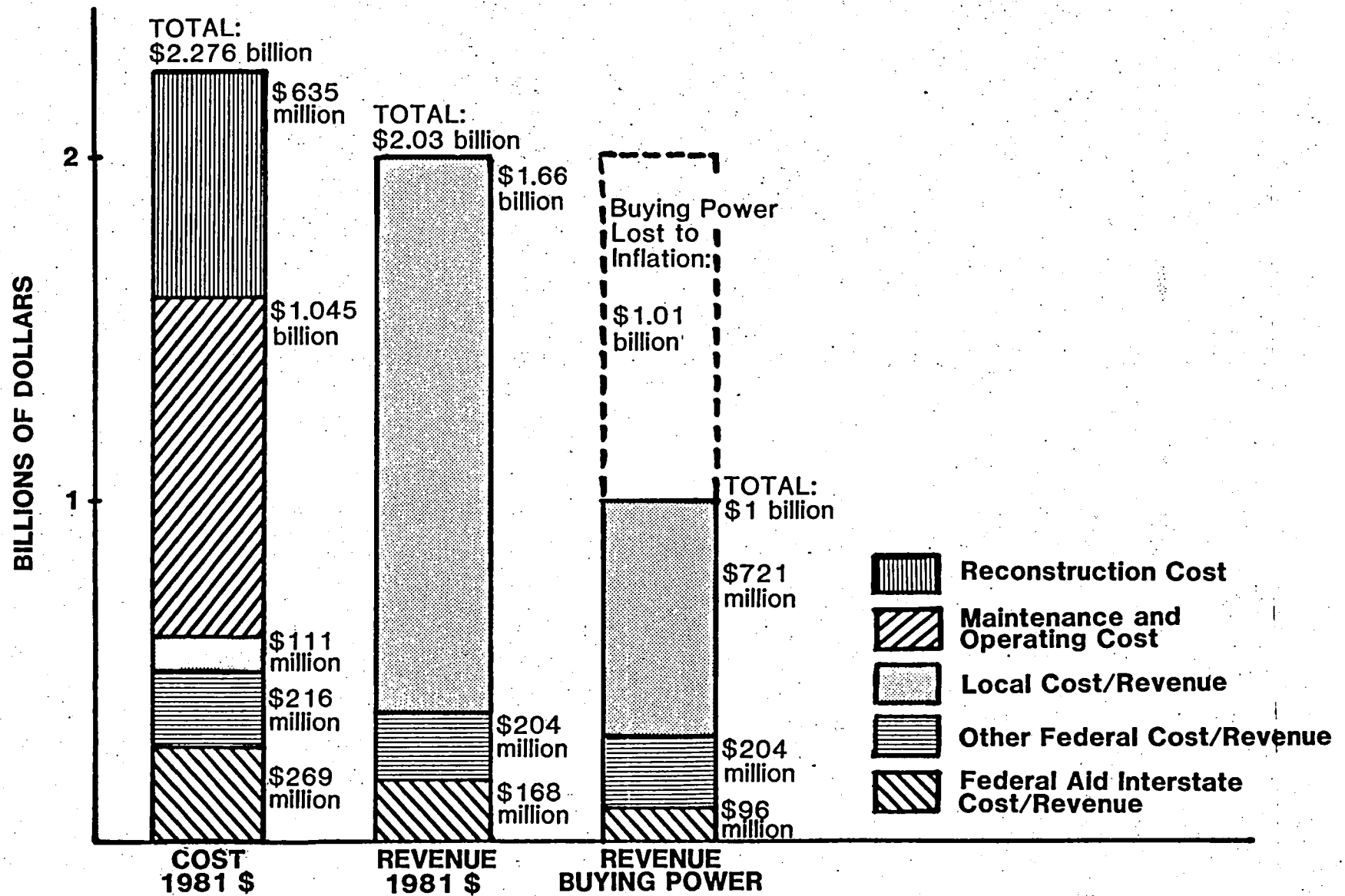
### Financial Analysis

Revenue sources currently dedicated to transportation purposes are as follows:

- 8¢/gal state gas tax, weight-mile tax, vehicle registration; this state "Highway Trust Fund" is partially pro-rated to the cities and counties for local needs with the balance available to the Oregon Highway Division for maintenance and improvement to State facilities;
- Multnomah County 3¢/gal gas tax, Washington County 1¢/gal gas tax;
- Washington County - three-year \$27 million serial levy;
- miscellaneous receipts from forestry, parking meters and local improvement districts;
- six percent employer payroll tax to Tri-Met; and
- federal funding for capital improvements, including:
  - Interstate Transfer Funds
  - Interstate Funds
  - miscellaneous other federal highway funds, including "Federal-aid Urban" and "Federal-aid Primary" funds
  - Section 3 transit capital assistance
  - Section 5 transit operating assistance.

As shown in Figure 5, revenues available to improve and maintain the highway system could fall short by as much as





50 percent. This is due to our extreme dependence on a fixed-rate gas tax as the primary source of revenue in a time when gasoline consumption is declining. As a result, fewer dollars are collected while costs continue to increase. In addition, the traditional formulas for disbursing gas taxes generally provide funding according to where the population is located and where an adequate street system is already in place. The major growth areas of the region, where the population will locate, do not have sufficient funds to build an adequate urban street system.

As shown in Figure 6, revenues are available to continue to operate the existing transit system plus the Banfield LRT but are insufficient for the major transit expansion called for in the RTP. Additional operating support of \$10-15 million per year is needed plus the necessary federal capital assistance. Like the payroll tax, this revenue source should be elastic to expand with inflation.

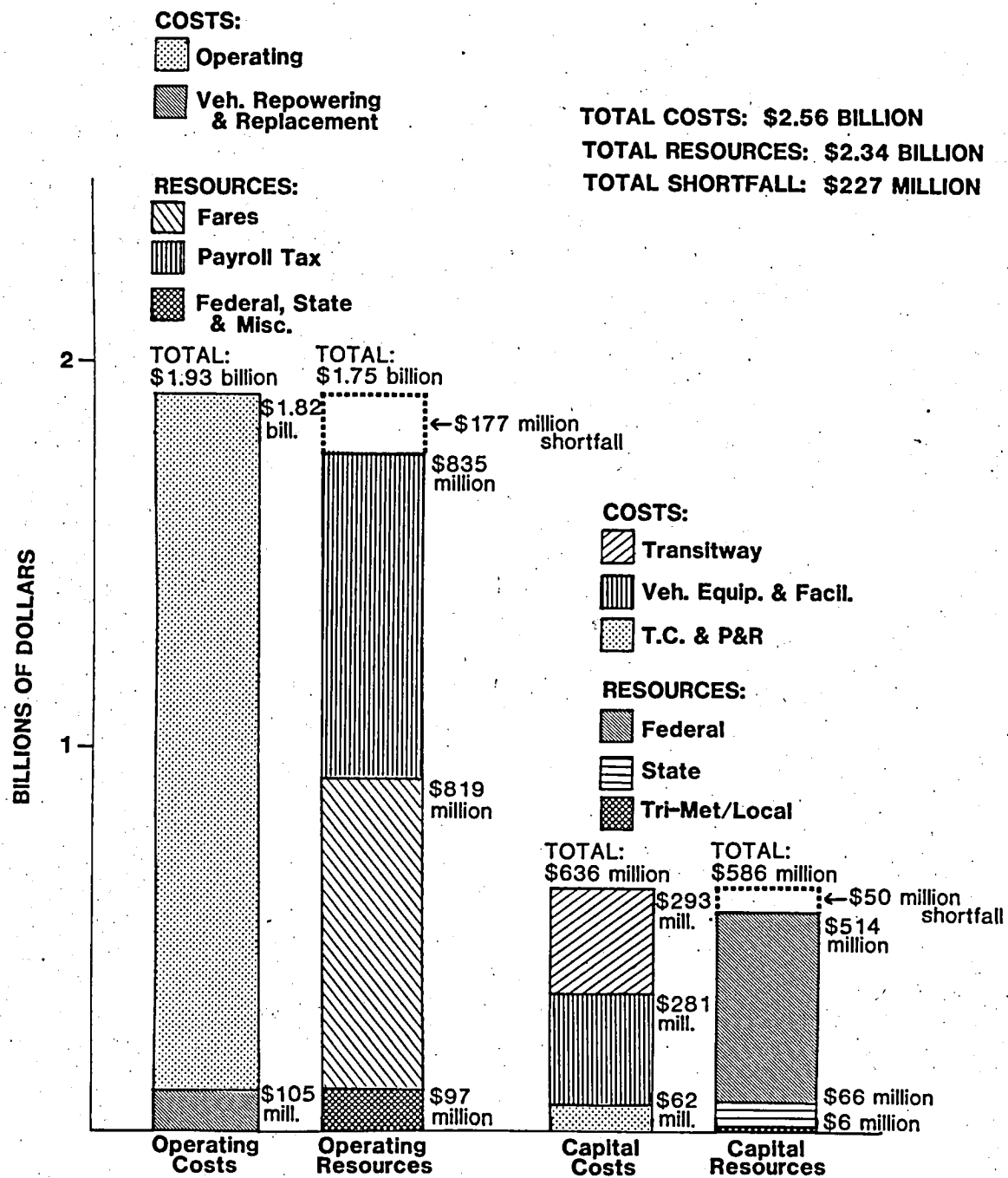
#### E. CONCLUSIONS

The RTP demonstrates that public investment in the transportation system is essential to the economic prosperity of the region. Furthermore, in a time when public funding is increasingly scarce, the RTP represents a cost-effective package of transit and highway improvements, using each mode where it is best suited.

Despite the high cost of implementing the plan, it constitutes a very conservative and prudent use of public funds. Efforts have been taken to minimize the need for high cost improvements through programs to increase auto occupancy and spread out the high peak periods (demand management). Highway projects have been scaled down to include only the most essential elements. The transit system will have to operate much more productively (carrying more riders per service hour) than today in order to assume the increased role called for.

Existing funding sources are woefully inadequate to support the needs of a growing region. With the continuing loss of purchasing power provided by the fixed-rate gas tax, this region does not have sufficient revenue to even maintain the existing system over the next 20 years, much less expand it to support economic development. Transit financing is adequate to operate the existing system and allow for a very moderate expansion but is insufficient to support the major expansion that is necessary.

Even with new sources of revenue to fund all the transportation improvements envisioned in this plan, the public will have to lower its service expectations slightly and be willing to accept a minimally higher level of congestion on the highway and transit system. To maintain or improve current service levels would require an even greater level of public investment in transportation improvements.

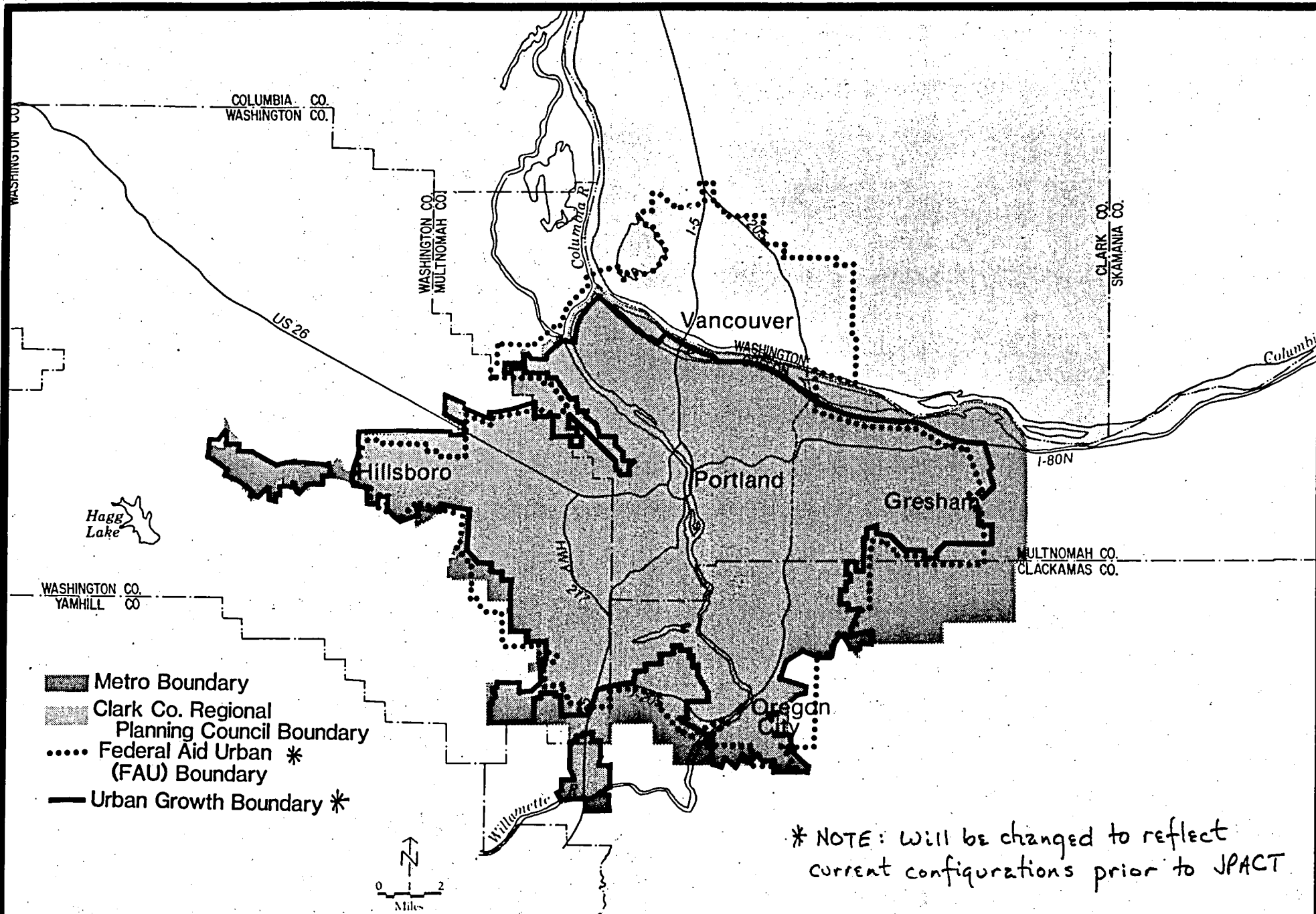


Regional  
Transportation  
Plan

**SUMMARY OF RTP TRANSIT SYSTEM COSTS &  
RESOURCES—LRT OPTION (1980-2000, BILLIONS OF  
1980 DOLLARS)**

**FIG.  
6**

I-10



Regional  
Transportation  
Plan

## COMPARISON OF BOUNDARIES

FIG. I-3

- 1981 A Bi-State Task Force studied the I-5 and I-205 connections between Oregon and Washington and concluded that a third bridge was not a cost-effective project and that capacity improvements could be achieved through better traffic management and the expansion of transit service and rideshare programs in the I-5 and I-205 corridors.
- 1982 This RTP was adopted by Metro after thorough public review and consensus among the local jurisdictions in the region, providing a framework for transportation planning and cost-effective investments over the next two decades.
- 1983 The Regional Bicycle Plan element of the RTP was adopted by Metro to define regional policy with respect to bicycle facilities and programs and to provide guidelines for encouraging the use of bicycles as an alternate mode of transportation. The full text of the adopted Bicycle Plan is included in the RTP as Appendix B.
- 1983 The Sunset LRT was selected by the region as the preferred alternative to connect downtown Portland and Beaverton (to 185th) as the result of the Westside Corridor Project alternatives analysis and extensive public review and comment. The decision to proceed to construction will not be made until after the completion of a FEIS on the project and an evaluation of one year's operation of the Banfield LRT.

C. REGIONAL TRANSPORTATION PLAN GOALS AND OBJECTIVES

The preceding decisions clearly illustrate an evolving regional transportation policy direction that recognizes the interrelationship between the need to provide adequate levels of mobility and the reality of fiscal and environmental constraints. An effective plan to serve a growing metropolitan area must address these concerns and provide an adequate balance among mobility, cost and environmental impact.

Mobility

Mobility for personal travel and goods movement throughout the metropolitan area is the principal objective of the transportation plan. An adequate level of mobility is needed for access to jobs, shopping and other personal business, social and recreational pursuits, commerce and Statewide and Interstate travel. Without mobility, the economic prosperity of the region will diminish as development is curtailed by lack of adequate access.

Cost

A cost-effective transportation system will provide adequate levels of mobility to the users while minimizing the overall cost of the system and, therefore reduce the need for public

investment. Certain situations require increased investments in one element in order to save a greater amount of capital cost in another element. The cost-effectiveness of the transportation system as a whole, therefore, is dependent on solutions that provide adequate capacity at the lowest total cost.

### Environmental Impact

A basic assumption in the development of a regional transportation plan is that transportation systems do more than meet travel demand. Transportation systems have a significant effect on the physical and socio-economic characteristics of the areas they serve. Transportation planning must be viewed in terms of other fundamental regional and community goals, such as protection and enhancement of a pleasant and healthy environment and the maintenance of desirable social and economic structures. Because of the multiple values which must be considered, goals will sometimes be in conflict. There are no rigid priorities which can be applied to all situations. Each program must be evaluated in terms of the extent to which it best achieves an overall balance between conflicting goals.

### Systemwide Goals and Objectives

The overall goal of the RTP is to develop a transportation system that provides adequate levels of mobility to a growing region while recognizing the financial and environmental constraints associated with that system. The remainder of this section: 1) presents the systemwide goals and objectives of the Plan; 2) defines adequate mobility and the types of fiscal and environmental constraints that must be addressed; and 3) details the criteria against which the performance of the system will be measured.

#### Goal #1: TO PROVIDE ADEQUATE LEVELS OF MOBILITY ON THE TRANSPORTATION SYSTEM.

1. Objective: To maintain accessibility to jobs for residents of the region.

Performance Criterion: The number of job opportunities available within 30 minutes from major residential sectors by the fastest mode during peak hours should be equal to or greater than today.

2. Objective: To provide a public transit system which maintains accessibility to jobs for the transportation disadvantaged.

Performance Criterion: The number of jobs accessible by transit within 30 minutes from those subareas having a higher than average concentration of transportation disadvantaged persons should be greater than today.

3. Objective: To maintain accessibility to shopping opportunities for residents of the region.

Performance Criterion: The percent of total regional population having access to a regional shopping area within 15 minutes by fastest mode during off-peak hours should be equal to or greater than today.

4. Objective: To maintain accessibility to markets for major shopping center investments.

Performance Criterion: The population within 15 minutes travel time of selected major regional shopping locations, by fastest mode during off-peak hours, should be equal to or greater than today.

5. Objective: To maintain accessibility to major freight distribution centers.

Performance Criterion: The off-peak travel time from major freight distribution centers to the nearest freeway interchange using a route compatible with surrounding land uses should be equal to or faster than today.

Goal #2: TO PROVIDE ADEQUATE MOBILITY AT A REASONABLE TOTAL COST.

1. Objective: To minimize the total cost associated with the transportation system including cost of improvements and cost for operation and maintenance of the system.

Goal #3: TO PROVIDE ADEQUATE MOBILITY WITH MINIMAL ENVIRONMENTAL IMPACT AND ENERGY CONSUMPTION.

1. Objective: To reduce transportation-related energy consumption to at least 1980 levels through improved auto efficiencies and increased use of transit, carpools, vanpools, bicycles and walking.

Performance Criterion: The energy efficiency of the plan shall be determined by estimating year 2000 daily transportation-related energy consumption in equivalent barrels of oil (combines gasoline, diesel and electricity).

2. Objective: To maintain the region's air quality.

Performance Criteria: Hydrocarbon emissions by transportation-related sources, in combination with stationary source emissions, should not result in the Federal ozone standard of .12 PPM (part per million) being exceeded.

Transportation-related emissions per day of TSP (Total Suspended Particulates), in combination with stationary

sources should not result in the Federal standard being exceeded.

3. Objective: To minimize disruption associated with capital improvement projects.
4. Objective: To remove through traffic from neighborhood streets which results from congestion on adjacent facilities.

#### D. TRANSPORTATION SYSTEM DESIGN

Additional public investments in the highway and transit system are needed to provide the region with an adequate level of mobility. However, demand management programs can be used to minimize peak period travel, thereby lessening the magnitude of the required public investment. This section specifies the quality of service expected on the highway and transit system and establishes "system design criteria" by which the various components of the system must be delineated (i.e., where major arterials and regional transit trunk routes should be located). In addition, this section establishes a policy direction for demand management programs to support the highway and transit objectives. This section does not prescribe standard capacities for each type of highway facility or transit service. These decisions are based upon forecasts of traffic volumes and transit ridership and a policy determination on tolerable levels of traffic congestion and transit crowding.

##### Highway Objectives and Performance Criteria

1. Objective: To maintain a system of principal routes for long distance, high speed, statewide travel.

Performance Criterion: The off-peak travel time for statewide trips within the region, from each entry point into the region to each exit point should be equal to or faster than today and the off-peak travel time for statewide trips within the region from each entry point to the I-405 loop should be equal to or faster than today.

2. Objective: To maintain a reasonable level of speed on the region's freeways during the peak hours.

Performance Criterion: A peak-hour speed no slower than 35-40 mph during the morning and evening 90-minute peak periods (equivalent to the maximum service volume at level-of-service "D").

3. Objective: To maintain a reasonable level of speed on the region's freeways during the off-peak periods.



Performance Criterion: A peak-hour speed of no slower than 45-50 mph during the highest volume typical mid-day hour (equivalent to level-of-service "C").

4. Objective: To maintain a reasonable level of speed on principal and arterial routes during the peak-hour.

Performance Criteria: Peak-hour average signal delay should be not longer than 40 seconds during the peak 20 minutes (equivalent to level-of-service "E") and no longer than an average of 35 seconds (level-of-service "D") during the balance of the morning and evening 90-minute peak.

5. Objective: To maintain a reasonable level of speed on principal and arterial routes during the off-peak periods.

Performance Criterion: Average signal delay during the off-peak periods should be no longer than 25 seconds during the highest volume typical mid-day hour (equivalent to level-of-service "C").

#### Highway Functional Classification Criteria

Metro's adopted functional classification system establishes the Major Arterials and Principal Routes and serves as the framework for endorsement of the local jurisdictions. The Minor Arterial and Collector systems identified by Metro's adoption of a Minor Arterial and Collector system is dependent upon:

- the adequacy of the system to serve land use patterns defined in the affected local comprehensive plan(s) to ensure Minor Arterial and Collector traffic does not overburden the Major Arterials and Principal Routes; and
- consistency of the system with the functional classification system identified in the affected jurisdictions' comprehensive plans.

Metro's adopted functional classification system within the urban area will consist of the Principal and Major Arterial routes designated in this Plan (Figure 4-1, page 4-6) plus the Minor Arterials, Collectors, and streets designated for transit service to be derived from the adopted local comprehensive plans. This will constitute the Federal-Aid Urban system and, as such, will provide the basis for federal funding eligibility.

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

### System Design Criteria

- An integrated system which is continuous throughout the urbanized area and also provides for statewide continuity of the rural arterial system.
  - A principal arterial or freeway route should provide direct service 1) from each entry point to each exit point or 2) from each entry point to the I-405 loop (i.e., downtown). If more than one road is available, the most direct will be designated as the principal unless through traffic is incompatible with surrounding properties. Off-peak travel times should not be significantly increased through use of indirect routes.
  - Freeways should be grade separated and other principal routes should provide a minimum of direct property access (driveways) to avoid conflicts between higher speed through travel and local access movements. Existing and proposed driveways should be consolidated on access frontage roads or side streets to the greatest extent possible.
  - The principal route system inside the I-205/Hwy. 217 loop should be upgraded to freeway standards where feasible, with the exception of the McLoughlin Boulevard and I-505 Alternative routes, where adjacent land uses are not compatible with this treatment.
  - In general, freeways should not connect to collectors or local streets.
  - The principal system should serve the major centers of activity (trip generators), the highest traffic volume corridors and the longest trip desires.
  - No restrictions on truck traffic.
2. Major Arterials - These facilities are the supporting elements of both the principal routes and collector systems. Major arterials, in combination with principal routes, are intended to provide a high level of mobility for travel within the region. All trips from one subarea through an adjacent subarea traveling to other points in the region should occur on a major arterial or principal route. Access to major port facilities should be provided by major arterials.

### System Design Criteria

- Linkage with principal arterials, collectors and other major arterials.
- Land access should be restricted to major traffic generators to the greatest extent possible; minor driveways should be consolidated on access frontage roads or side streets.

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

#### System Design Criteria

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

#### System Design Criteria

- System access to minor and major arterials and other collectors, as well as local streets.

- Intersections with collectors and above consist of stop sign control and some signalization.
- Parking is generally unrestricted.
- Access should generally not be provided to freeways and principal arterials.
- The collector system should comprise 5-10 percent of the total mileage and carry 5-10 percent of the total vehicle miles traveled.

5. Local Streets - The local street system is used throughout developed areas to provide for local circulation and direct land access. It provides mobility within neighborhoods and other homogeneous land uses, and comprises the largest percentage of total street mileage. In general, local traffic should not occur on Major Arterials and Principal Routes.

#### System Design Criteria

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

#### Transit Service Objectives and Performance Criteria

Transit service objectives and criteria are established to define the extent to which transit service will be provided, the convenience with which travel can be accomplished by transit and the cost of traveling by transit. In addition, similar to highway functional classification criteria, criteria are established for different types of routes according to the type of travel served. In general, the transit system should be designed to be a competitive and viable alternative to the automobile. It should be designed to serve a wide variety of trip destinations, purposes and times of day. In particular, the system should more effectively serve travel needs beyond 1) peak-hour travel to downtown Portland, and 2) work trips in general. The overall system concept that will be provided calls for a system of trunk routes providing direct, high quality service between major activity centers with connections to neighborhood areas by feeder, crosstown and local routes. In areas with sufficient density, the service will be provided through a grid system. In areas with lower density, the service will be provided through establishment of timed-transfer stations providing a focus for transfer between a large number of local routes and the trunk routes.

1. Objective: To provide transit service throughout the urbanized portions of the metropolitan area.

Performance Criterion: The percent of the regional population residing within one-quarter mile of transit service should be equal to or greater than today.

2. Objective: To provide a quality of transit service that is reasonably comparable to alternative modes of travel.

Performance Criterion: The travel time for each trip by transit should be no longer than twice the trip time by auto (peak and off-peak) including walk, wait and transfer time.

Performance Criteria: Transit vehicles should be no more crowded than 3.5 standees per square meter averaged during the peak hour; during off-peak hours transit passengers will be predominantly seated an average of with no more than 1 standee per square meter. Applied to current and planned equipment, these criteria provide the following vehicle capacities:

	Seats	Average Hourly Standees			Average Hourly Total Capacity		
		Off-Peak	Peak Hour	Crush	Off-Peak	Peak Hour	Crush
Standard Bus	46	6	19	44	52	65	90
Articulated Bus	67	11	38	88	78	105	155
Articulated Light Rail Vehicle	76	22	19	180	98	155	256

#### Transit System Design Criteria

Metro's adopted transit system establishes the Regional Trunk Routes. Local comprehensive plans should recognize these routes and identify streets that are suitable for sub-regional trunk routes and/or local transit service.

1. Regional Trunk Routes - A regional trunk system will be provided to directly and conveniently serve long-distance trips from each major subarea through adjacent subareas to other parts of the region in each major travel corridor. The level of transit service provided on a regional trunk route is dependent upon the level of patronage demand in the corridor served. If demand is great enough it may be deemed necessary to construct a regional transitway (i.e., light rail or exclusive busway). The characteristics of regional trunk routes are described as follows:

- Radial regional trunk routes will serve each major travel corridor connecting central Portland with suburban activity centers of regional significance. In addition to other purposes, these routes will be

expected to carry the increase in work trips to downtown Portland due to new development.

- Circumferential regional trunk routes will interconnect major suburban activity centers. These routes will be designed to provide access to major trip attractors without transfer through downtown Portland.
- Regional trunk routes should provide high-speed service. Preferential treatment for buses, limited stop service and/or express service during peak hours will be considered as needed to maintain a peak period transit travel time no longer than one and a half times uncongested highway travel time.
- Regional trunk routes should provide the following minimum service frequency to serve urban development:

Peak	10 minutes
Day Base	15 minutes
Night	20 minutes
Late Night	30 minutes
Owl	120 minutes

2. Subregional Trunk Routes - These subregional transit routes should serve intermediate length trips within subareas to provide connection between major activity centers and from points within the subarea to nearby regional trunk routes and transit stations.
3. Transfers - Trunk and local routes should be designed with convenient transfer opportunities to allow travel between downtown Portland and all residential areas with no more than one transfer, between other major origins and destinations with no more than two transfers and within local areas with no more than one transfer.
4. Park and Ride - Park and ride lots should be established to provide convenient auto access to regional trunk route service for areas not directly served by transit.
5. Fare Rate Structure: The fare structure will meet the following objectives:
  - Fares should keep pace with inflation.
  - The amount of service (length of ride, speed, frequency) should be comparable to the fare collected.
  - Special discounts should be provided to promote regular ridership and benefit low mobility groups.
  - Innovative fare programs should be used to promote increased ridership, including special promotions, off-peak fares, special zones, etc.
  - The fare collection system should be convenient for the user.

## 6. Regional Transitway Policies

Regional transitways (light-rail transit or exclusive busways) provide an attractive method of providing regional trunk route service. With a partially separated right-of-way and larger vehicles, greater capacity and higher speed service can be provided while concurrently minimizing operating cost. Regional transitways have additional benefits of providing efficient high-capacity service to high-density developments, thereby providing a logical tool for targeting locations for high-density developments. Regional transitways are, however, a very high cost public investment. As such, they are warranted in only the most heavily-traveled corridors if they are a cost-effective investment. In addition, transitways require acquisition of right-of-way that may otherwise be developed.

Due to the high cost of transitways and the length of time to implement such a facility, development of this region's transitway system will be pursued in an incremental fashion. The guidelines for implementation of the transitway system are as follows:

- Regional transitways will be considered for individual regional trunk route corridors as appropriate to economically provide required high speed and/or high capacity service.
- Potential transitway routes will be identified in each corridor as appropriate to ensure consistent phasing from bus trunk operation in public streets to transitway operation.
- Right-of-way will be protected from encroachment to the greatest extent feasible for each of the transitway routes.
- Detailed cost and environmental impact studies will be pursued in each corridor before implementation of a transitway to ensure the most cost-effective public investment is implemented.

### Demand Management Program Objectives and Criteria

The purpose of demand management is to reduce the number of automobile and person trips being made during the peak travel periods throughout the region. The primary objectives of managing travel demand are to reduce the necessity of building new highways or adding lanes to existing highways and to optimize the use of transit service. Managing travel demand also helps the region meet its goals of reducing air pollution and conserving energy.

Presented here are objectives defining the most appropriate types of travel demand programs to pursue and guidelines on the application of these programs.

1. Objective: Minimize travel by single occupant automobile; maximize travel by alternate modes.
2. Objective: Minimize travel during peak hours.
3. Objective: Minimize trip length.

#### Program Design Criteria

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

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

Local jurisdictions are encouraged to adopt policies consistent with the overall guidelines for implementation of the 35 percent rideshare goal, such as:

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



travel become more attractive. In addition, as alternative modes of travel are increasingly used for work trips, scarce parking spaces are released for shopping trips. Parking management is particularly important in areas that are currently developed at high densities and in areas planned for new high density development. Parking management programs can be targeted at increasing both ridesharing and transit use depending upon the circumstances. The overall guidelines for implementation of parking management programs are as follows:

- Local jurisdictions are encouraged to limit the number of parking spaces in high density areas with direct service to regional transit trunk routes. The limit should be based upon the type and density of development and can be accomplished through a parking management program covering a general area or specific parking requirements for individual developments.
- Local jurisdictions are encouraged to manage the price and location of parking to favor the rideshare and transit traveler and shopping trips rather than work trips by single-occupant autos.
- Park-and-pool lots should be provided to aid in formation of carpools.

3. Land Use - Local comprehensive plans guide new development and provide the means to ensure that future development and future transportation investments are compatible. Local plans which provide for increased suburban employment, together with the adopted Urban Growth Boundary (UGB), ensure a greater mix of land uses, thereby minimizing trip length. Local plans specifying locations for high density developments should seek to complement planned regional transit trunk routes and transit stations.

Local jurisdictions are encouraged to initiate the following land use actions to support demand management programs:

- New development should achieve a balance of employment, shopping and housing to reduce the need for long trips and to make bicycle and pedestrian travel more attractive.
- Employment opportunities should be developed throughout the metropolitan area in both urban and suburban locations. This development should be concentrated and located to maximize the feasibility of being served by transit or located along regional transit trunk routes. Employment, commercial and residential densities should be maximized around planned transit stations and regional transit trunk route stops compatible with other local objectives. Compatible increase in density should also be

considered along sub-regional and local transit routes.

- Pedestrian movements should be encouraged within major activity centers by clustering hotel, entertainment, residential, retail and office services to utilize common parking areas.
- Land development patterns, site standards and densities which make transit, bicycle and pedestrian travel more attractive should be promoted.
- Local jurisdictions should seek to improve the streetside environment affecting the transit user, bicyclist and pedestrian.

4. Flexitime/Staggered Work Hours/Four-Day Work Week -

Flexible work schedules imply individual choice as to when an employee begins and ends his work day. This is an important travel demand measure, as several studies have found that existing transportation systems would function more effectively if workers were given more latitude in the design of their commute trip. Flexitime programs would also help Tri-Met, because spreading peak transit ridership over a longer time period would result in a need for fewer buses and drivers, while providing more seats for riders during the peak period. Flexible work schedules and the associated reduction in peak hour travel lessen the need for both transit and highway capacity. Guidelines for implementation of flexible work schedules which local jurisdictions are encouraged to support are as follows:

- Flexible work schedules are encouraged at all places of employment where such programs would not interfere with the productivity or effectiveness of the employee.
- Flexible work schedules are particularly encouraged at large employment centers, in central business districts and in areas experiencing traffic and circulation problems.

5. Bicycling - The adoption of the Regional Bicycle Plan element of the RTP signifies the region's recognition of bicycling as a legitimate form of transportation. In Portland, for example, bicycle commuting has doubled in volume since 1974, and now accounts for two to four percent of all work trips--more than double the national average. The implementation of the bicycle plan element will provide safe and convenient routes for existing bicyclists between jurisdictions and to major attractions throughout the region and encourage more bicycle use. In addition to the provision of safe bike routes, guidelines for increasing the use of bicycles as an alternative mode of transportation which local jurisdictions are encouraged to support are as follows:

- Long-term bicycle parking facilities should be provided at employment centers, transit stations, park and ride lots, schools and multi-family dwellings.
- Short-term bicycle parking facilities should be provided at shopping centers, libraries, recreation areas and post offices, among others.
- Local voluntary bicycle marking programs should be initiated to deter theft and aid in returning stolen bicycles to their owners. The licensing of bicycle operators is not recommended for the region.
- Police programs for consistent enforcement of all rules of the road pertaining to bicyclists should be supported.
- The development of guidelines and programs for safety education and awareness should be encouraged.

While demand management measures are useful because of their potential to provide relatively low-cost solutions to regionwide problems, they are particularly attractive because of their potential to help solve localized or corridor-oriented problems. For example, a rideshare program can be oriented toward a specific corridor with congestion problems; a flextime program can be targeted at a central business district or a major employment center where traffic demands are concentrated.

An important consideration involving demand management measures is to combine those that are mutually supportive. While one measure may be somewhat effective on its own, it may be much more successful in conjunction with another measure. For example, an employer program to increase ridesharing may be moderately effective; the same program coupled with a reduced carpool parking fee program may be very effective. Similarly, land use policies can be formulated which, on their own, may have little impact on reducing vehicle trips, but in concert with other actions can be very successful in promoting the use of transit, or bicycle and pedestrian travel. Therefore, local jurisdictions are urged to examine demand management measures as a whole and implement those combinations of measures which will best satisfy local needs.

4122B/271

capacity are maintained on this system within given financial and environmental constraints. Regionwide efforts include a number of improvements to balance the capacity of the regional highway system, significant increases in the quality, quantity and connectivity of the transit system, and a major emphasis on areawide demand management programs to reduce the number of vehicle trips, especially during the peak hour.

The transportation capacity required in each of the major radial travel corridors is provided through a balanced combination of:

- a freeway or principal arterial highway route and supportive major arterials;
- a regional transit trunk route and the necessary feeder route system; and
- demand management techniques and programs in the corridor itself and/or at the major destination zones.

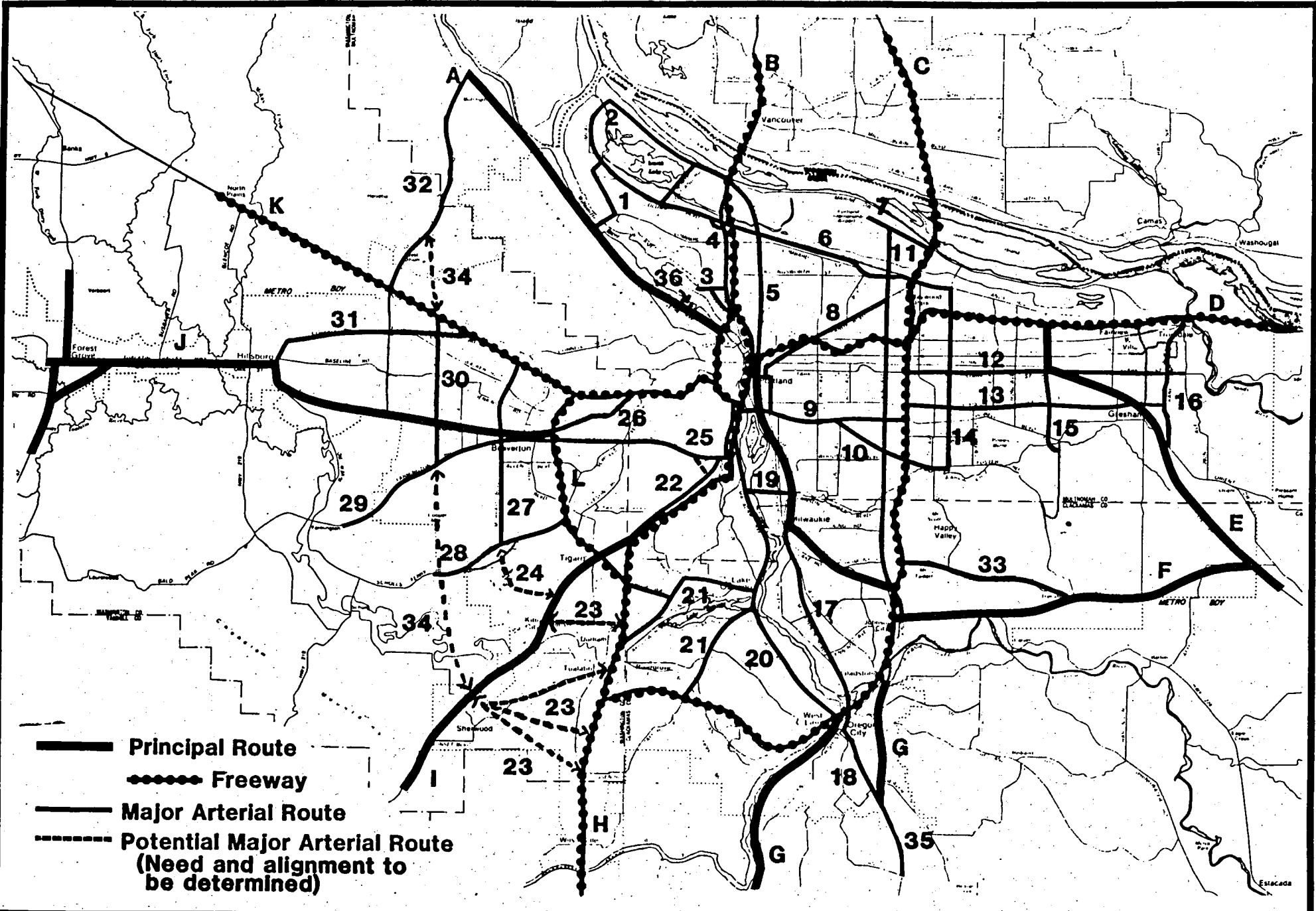
Regional transit trunk route service in the circumferential corridors will improve the convenience of suburban subarea-to-subarea transit travel and eliminate the need to travel through the downtown sector.

In the suburban subareas, an urban highway infrastructure is provided, with transit service increases to concentrated employment areas. In the close-in subareas, transit service improvements will provide improved connectivity, greater coverage and more convenient access to a wider variety of destinations. A grid system and transit transfer project will be instituted in the older, more densely developed areas of the City of Portland. Timed-transfer service and transit centers will be provided in the less densely developed areas.

#### 1. The Regional Highway System

The regional highway system (Figure 4-1) depicts the location of the major highway facilities planned for the region up to and beyond the year 2000. This system defines the framework within which the facility improvements, land use design activities and rights-of-way protection recommended in the Plan will be used to increase the effectiveness of the highway element of the regional transportation system. Significant features of the long-range highway system include:

- freeways radiating from an inner freeway loop through the Northern, Southwestern, Eastern and Western travel corridors;
- beltways connecting these freeway routes through the suburban areas and bypassing the downtown core;
- principal arterial routes in the Southern and Northwestern corridors; and
- a supportive feeder system of major arterial routes throughout the region.



Regional  
Transportation  
Plan

# PRINCIPAL ROUTES & MAJOR ARTERIALS

FIG. 4-1

TABLE 4-1

PRINCIPAL ARTERIAL SYSTEM

Overall Function: Carry Statewide Traffic and Cross-Regional Traffic

<u>Route</u>	<u>Principal Arterial Function</u>
A. Yeon Avenue/St. Helens Road	Carry trips to and from Scappoose/Astoria.
B. I-5 North	Carry trips to and from Seattle.
C. I-205	Carry trips from Seattle to Salem through the region, carry trips from I-5 to I-84, US 26 (Multnomah County), 99E (Clackamas County) and Highway 213.
D. I-84	Carry trips to and from the Columbia Gorge.
E. US 26/Burnside/181st	Carry trips from Central Oregon and Sandy/Mt. Hood to I-405, I-5 North and I-205 via I-84 and to I-84 and the Columbia Gorge.
F. Highway 212 (East of I-205)	Carry trips from Central Oregon and Sandy/Mt. Hood to I-5 South and Highway 99E via I-205 and to Tigard, Beaverton and Hillsboro via Highway 217.
G. Oregon City Bypass and 99E/I-205/ Highway 224/McLoughlin Blvd.	Carry trips from rural Clackamas County to I-405 via 99E and Oregon City Bypass to I-205, Highway 224 and McLoughlin Blvd.
H. I-5 South	Carry trips to and from Salem.
I. Highway 99W (Southwest of I-5)	Carry trips to and from the Willamette Valley and the central Oregon Coast.
J. T.V. Highway (west of Highway 217)	Carry trips to and from Forest Grove.
K. Sunset Highway	Carry trips to and from the Oregon Coast.
L. Highway 217	Carry trips between the Sunset Highway, T.V. Highway, 99W and I-5 South.

Table 4-2

MAJOR ARTERIAL SYSTEMOverall Function: Carry Regional Traffic From One Subarea Through an Adjacent Subarea to Points Beyond

<u>Route</u>	<u>Major Arterial Function</u>	<u>COMMENTS AND OUTSTANDING ISSUES</u>
1. Argyle Way/Columbia Blvd./St. Johns Bridge	Carry traffic from I-5 and Northeast to Rivergate and Northwest.	Note: Dependent on Columbia Blvd. providing faster connection between St. Helens Bridge and I-5.
2. Marine Drive	Carry traffic from I-5 to Rivergate.	
3. Going Street/Greeley Avenue	Carry traffic from I-5 to Swan Island.	Note: Dependent on new I-5 ramps to Greeley Avenue.
4. Interstate/Denver Avenue	Carry traffic from North Portland to CBD and Jantzen Beach.	
5. Union Avenue	Carry traffic from N.E. Portland to CBD and Jantzen Beach.	
6. Lombard/Columbia	Carry traffic from I-5 and I-205 to industrial areas.	Note: Dependent on Lombard connection to Columbia at 60th.
7. Airport Way	Carry traffic to Portland International Airport.	
8. Sandy Blvd.	Carry traffic from N.E. Portland to CBD.	Note: Traffic from Maywood Park area to CBD expected to use the Banfield freeway.
9. Powell Blvd. (via Morrison Bridge and Ross Island Bridge)	Carry traffic from S.E. Portland to CBD, I-5 South, Macadam and McLoughlin.	Note: Traffic from East Multnomah County to CBD expected to use I-205 and the Banfield freeway.
10. Foster Road	Carry traffic from Powell Butte, to Happy Valley and rural Clackamas and Multnomah Counties to I-205 and S.E. Portland.	
11. 82nd Avenue	Carry traffic from N.E. and S.E. Portland to 82nd Avenue shopping areas.	
12. Stark Street		
13. Division Street	Carry traffic from I-205 to Gresham.	
14. 122nd Avenue		
15. 182nd Avenue	Carry traffic through East Multnomah County and Gresham to I-84.	
16. 257th Avenue		

4076B/279-6  
8/24/83

Table 4-2 (Continued)

MAJOR ARTERIAL SYSTEMOverall Function: Carry Regional Traffic From One Subarea Through an Adjacent Subarea to Points Beyond

<u>Route</u>	<u>Major Arterial Function</u>	<u>COMMENTS AND OUTSTANDING ISSUES</u>
17. McLoughlin Blvd. (I-205 to Hwy. 224)	Carry traffic between Oregon City, Oak Grove, Gladstone and Milwaukie.	
18. Molalla Avenue	Carry traffic from Highway 43 (West Linn) and McLoughlin Blvd. to Highway 213.	
19. Sellwood Bridge/Tacoma	Carry traffic from S.W. Portland/Lake Oswego to S.E. Portland/Milwaukie.	
20. Macadam Avenue	Carry traffic from Lake Oswego/West Linn to CBD.	
21. Kruse Way/Country Club Road/ Lower Boones Ferry Road/ Stafford Road	Carry traffic from I-5 and points west and I-205 and points south to Lake Oswego.	
22. Barbur Blvd.	Carry traffic from S.W. Portland to CBD.	
23. Durham Road or Edy Road/ Tualatin-Sherwood Road or Norwood Expressway or Stafford Extension	Possible major arterial from 99W/Sherwood to I-5 to reduce traffic on 99W through Tigard.	
24. Murray Blvd. Extension	Possible major arterial from 99W/Tigard/Sherwood to Beaverton to reduce traffic on 99W through Tigard.	
25. Beaverton-Hillsdale Highway	Carry traffic from S.W. Portland to Barbur Blvd. and between S.W. Portland and Beaverton; possible rerouting via Bertha with connection to I-5.	Note: Traffic from T.V. Hwy. in Beaverton to Portland to take Canyon Rd. or Hwy. 217 to access Sunset depending upon capacity analysis, traffic from south Beaverton to Portland expected to take Hwy. 217 and Sunset Hwy. rather than Beaverton-Hillsdale Hwy. or Scholls Ferry Rd.
26. Canyon Road (Hwy. 217 to Sunset Hwy.)	Carry traffic from Beaverton to CBD	
27. Murray Blvd.	Carry through traffic around Beaverton.	
28. Scholls Ferry Road (west of Highway 217)	Carry through traffic around Beaverton; carry rural Washington County traffic to Highway 217.	
29. Farmington Road	Carry traffic from south Farmington area to Highway 217.	

4076B/279-7  
8/24/83



Table 4-2 (Continued)

MAJOR ARTERIAL SYSTEM

Overall Function: Carry Regional Traffic From One Subarea Through an Adjacent Subarea to Points Beyond

<u>Route</u>	<u>Major Arterial Function</u>	<u>COMMENTS AND OUTSTANDING ISSUES</u>
30. 185th Avenue	Carry traffic from Aloha/Farmington/ T.V. Highway to Sunset Highway; carry traffic from north of the Sunset Highway to T.V. Highway.	
31. Cornell Road	Carry traffic between Hillsboro and Sunset Highway	
32. Cornelius Pass Road	Carry Washington County traffic leaving the region towards Scappoose; carry Washington County farm truck traffic to port facilities.	
33. Sunnyside Road	Carry North Clackamas County rural and urban traffic to I-205.	
34. Aloha Bypass	Possible major arterial connection from Hwy. 99W to Sunset and St. Helens Road	Northern leg from Sunset to Cornelius Pass via 185th would replace Cornelius Pass from 185th to Sunset.
35. Highway 213	Carry rural Clackamas County traffic to Oregon City Bypass and Mollala Avenue.	
36. Yeon Overcrossing	Carry N.W. Industrial District traffic to Yeon Avenue/St. Helens Road.	

AC/gl  
4076B/279-8  
8/24/83

Specific details of each principal and major arterial facility are described in Tables 4-1 and 4-2.

## 2. The Regional Transit System

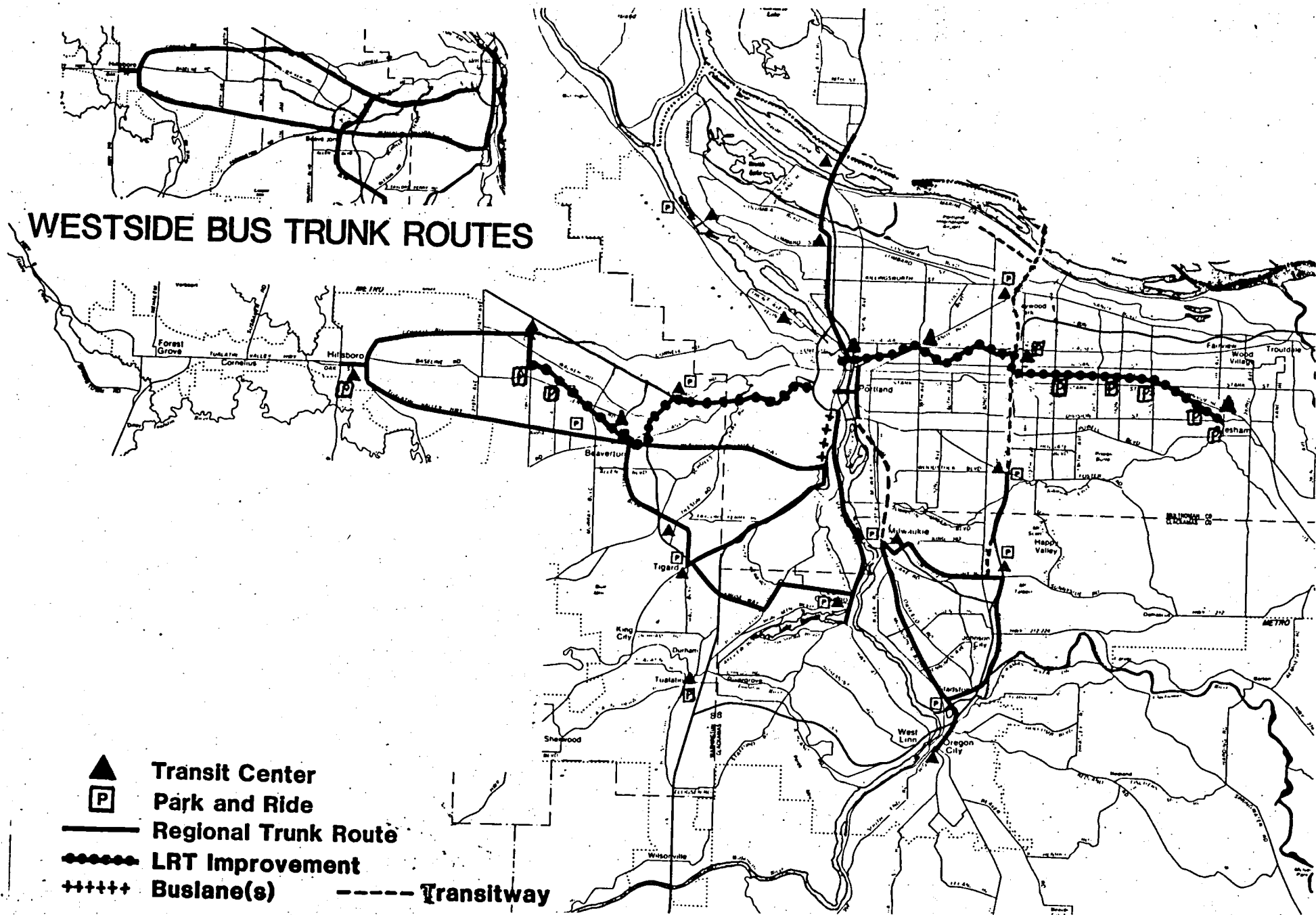
The adopted Plan emphasizes improved transit service throughout the region. The transit component of the plan seeks to optimize use of the existing transit system, to provide more convenient service between more locations and to increase transit capacity. Compared to the existing transit system, the Plan recommends a 95 percent increase in peak-hour service (revenue hours of vehicle operation) and would result in a 230 percent increase in peak-hour transit ridership by the year 2000.

The overall transit system concept consists of a system of regional trunk routes providing direct, high quality service between major activity centers with convenient connections at transit centers to neighborhood areas by feeder, crosstown, and local routes.

As illustrated in Figure 4-2, each of the region's major travel corridors (with the exception of the Northwest) will be served by a major transit trunk route. These trunk routes provide the backbone of the transit system (much like freeways do for the highway system) and are intended to provide the highest quality service (i.e., speed, frequency) and carry the highest passenger volumes. The transportation capacity needs along the Northwest Corridor are more directly related to the movement of goods and services than the movement of large volumes of people.

As shown in Figure 4-3, connection of the regional trunk routes to neighborhood areas will be made at transit stations located at major activity centers. The transit centers will form the focus of the transit system and will be designed to provide convenient transfers to feeder and local routes serving communities around the transit centers as well as providing the connection to additional crosstown transit routes. Transit vehicles on routes converging at the transit centers will also provide timed-transfer opportunities between routes with a minimum waiting time.

Another facet of the transit system proposed in the adopted Plan is service to local areas composed of feeder, crosstown and local routes. In areas of higher density (such as the Eastside of the City of Portland), this service will be provided through a grid system and transit transfer projects. In areas of lower density, timed-transfer opportunities will be provided. This localized network will ensure improved transit connectivity and provide the opportunity for transit

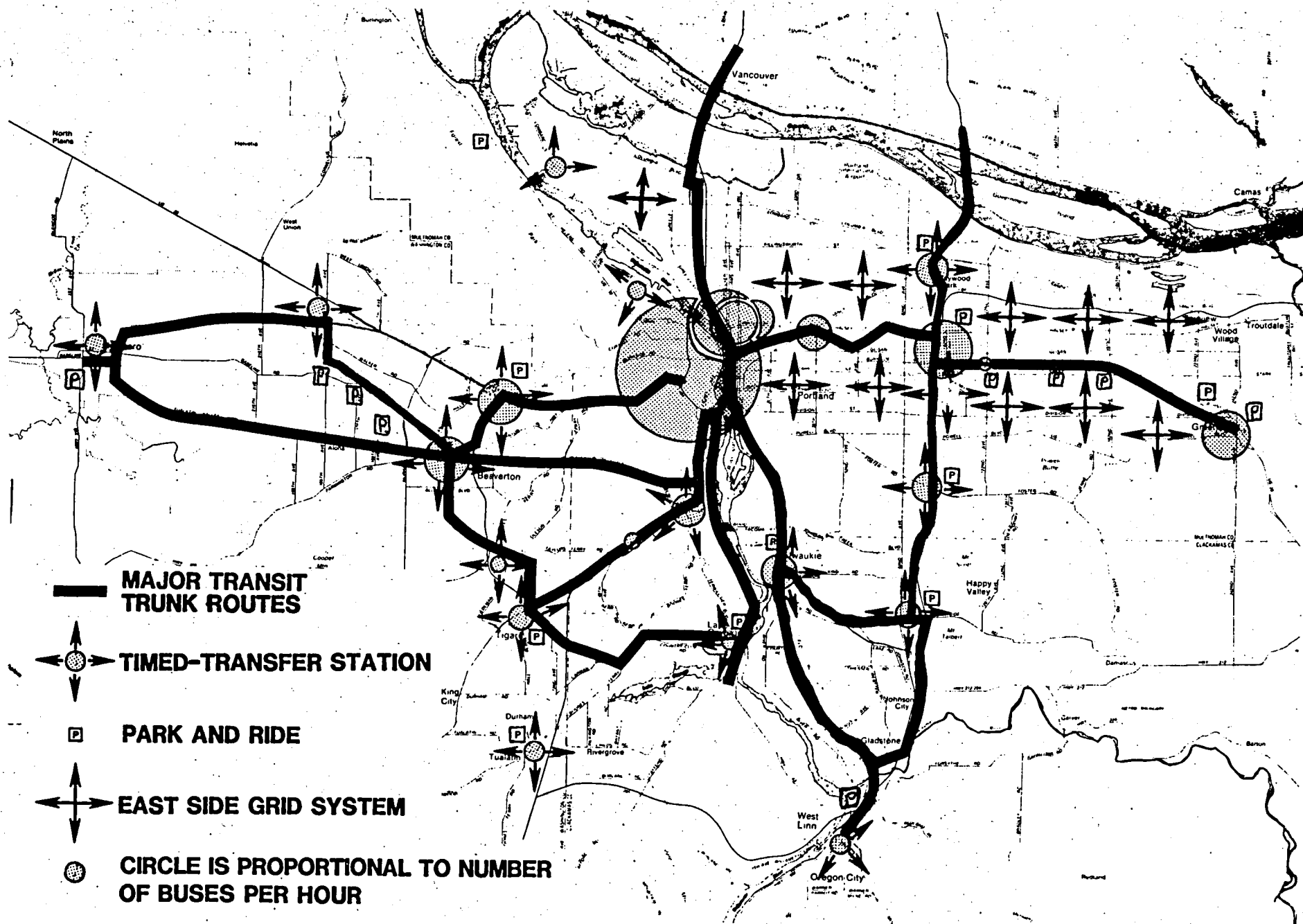


Regional  
Transportation  
Plan

## REGIONAL TRANSIT TRUNK ROUTES

FIG. 4-2

- 4-13R -



**MAJOR TRANSIT TRUNK ROUTES**

**TIMED-TRANSFER STATION**

**PARK AND RIDE**

**EAST SIDE GRID SYSTEM**

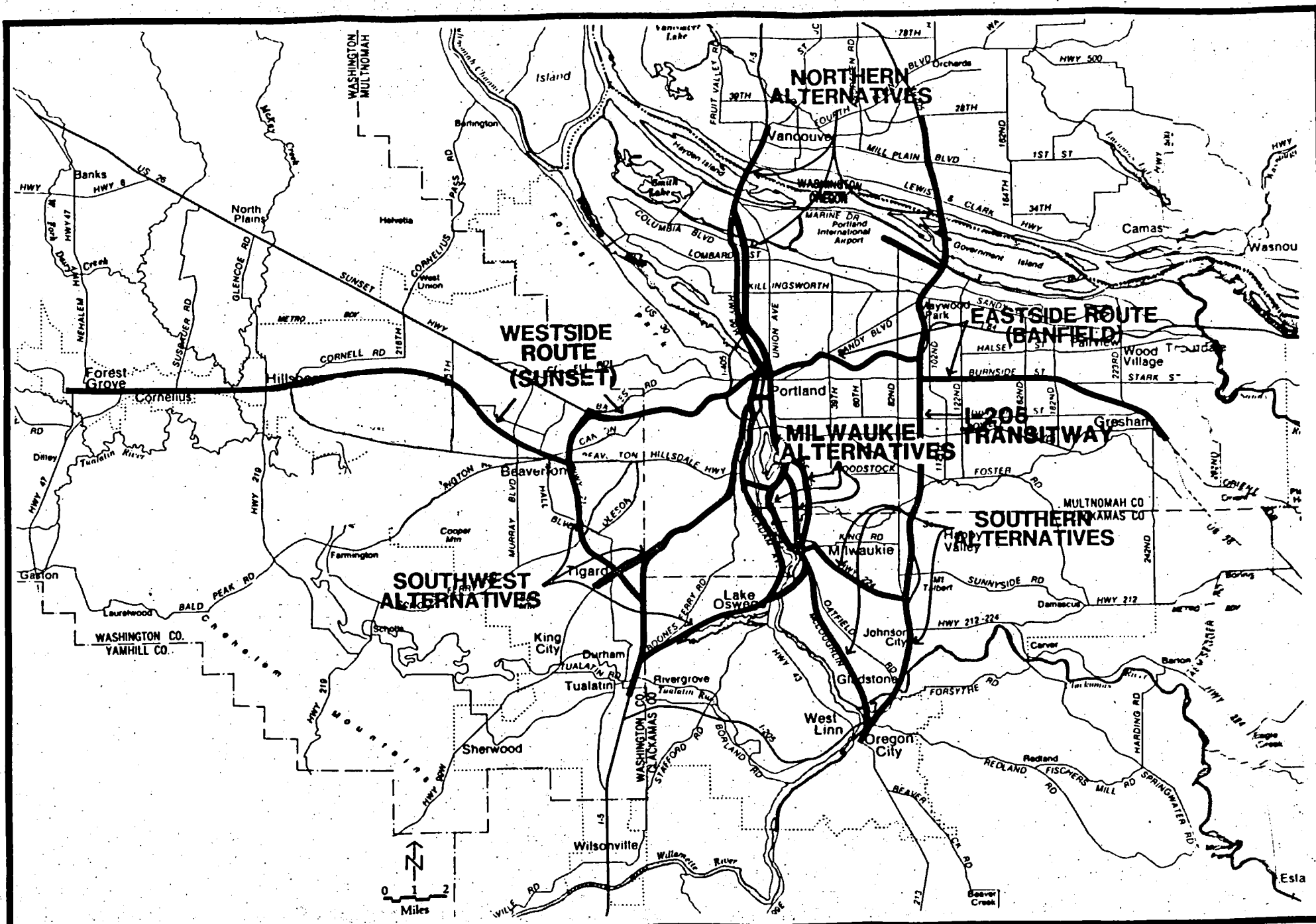
**CIRCLE IS PROPORTIONAL TO NUMBER OF BUSES PER HOUR**



Regional  
Transportation  
Plan

# RECOMMENDED TRANSIT SYSTEM CONCEPT

FIG. 4-3



travel to a wider variety of destinations throughout the region.

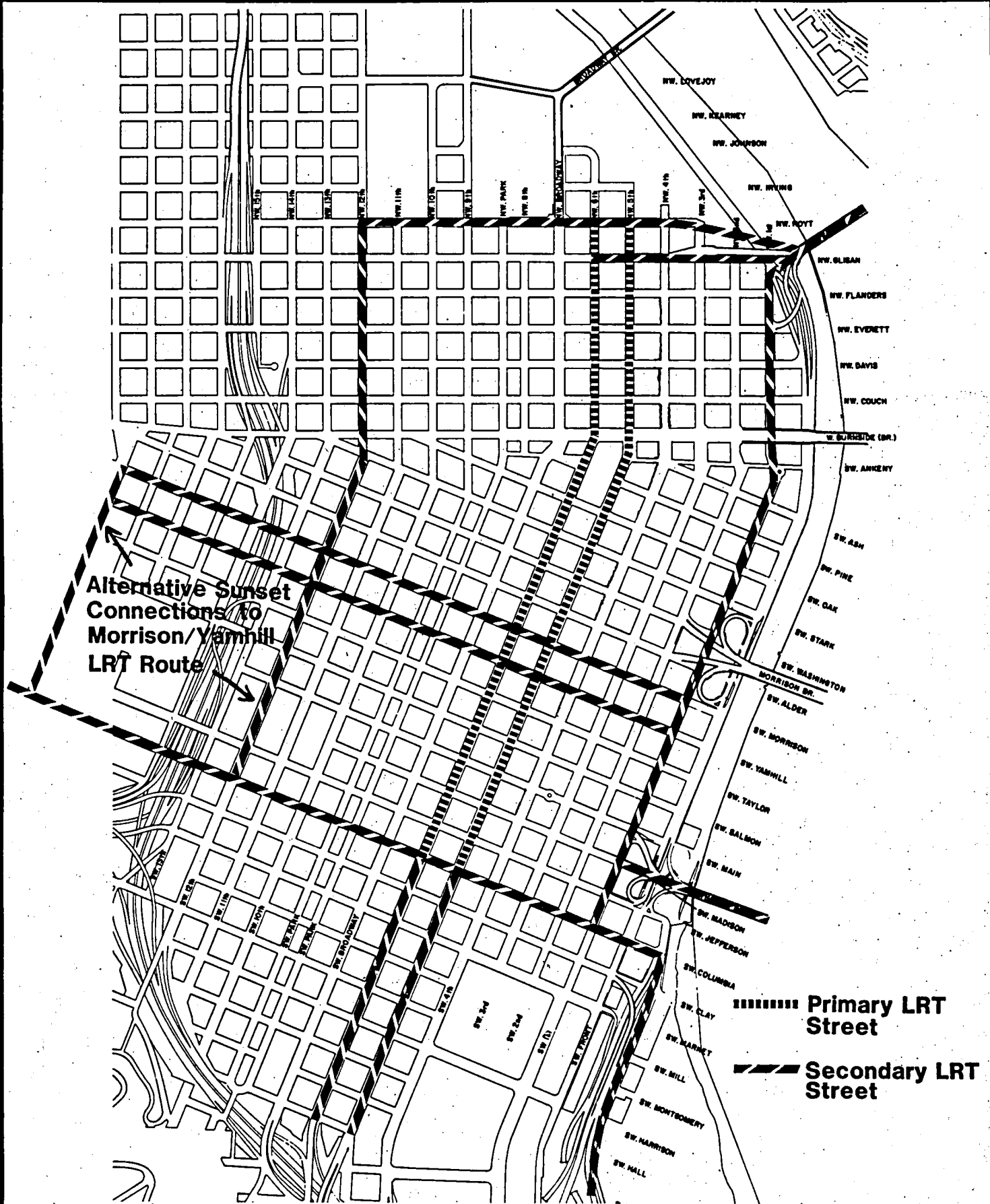
Special transportation for the elderly and handicapped and community transit services with or without connections to regular fixed route service will be provided as an integral part of the overall transit system.

#### Transitways - The Long-Range Transit System

Regional transitways (light rail or exclusive busways) offer an attractive method for providing regional trunk route service on heavily traveled routes. Transitways, with an exclusive right-of-way and larger vehicles, provide greater capacity and higher speed service at a lower operating cost to the public than normal bus operations in mixed traffic. In addition, transitways have the additional benefit of promoting transit-supportive economic development around stations.

Figure 4-4 shows potential routes for regional transitways in each of the regional transit trunk route travel corridors. In the Eastern Corridor, the Banfield LRT connecting downtown Portland and Gresham is a committed project. Two alternative sub-corridor routings (I-5 and I-205) are available in the Northern Corridor, and right-of-way for a transitway has been included in the I-205 freeway project from Foster Road to Clark County, Washington. The Sunset LRT has been selected as the preferred alternative to connect downtown Portland and Beaverton. The LRT corridor west of Beaverton to Hillsboro would follow the 185th East/West Alignment. Southwestern corridor LRT route alternatives exist in the Highway 217, Highway 99W and Macadam subcorridors. In the Southern Corridor, possible LRT routes south of Milwaukie to Oregon City include the McLoughlin and Highway 224/I-205 subcorridors. North of Milwaukie, numerous routing alternatives are available.

Figure 4-5 illustrates the long-range LRT alignments developed for downtown Portland. Initial service for the Banfield LRT will be provided via the cross-mall alignment on Morrison and Yamhill streets. As additional capacity for that line is required, a mall alignment using 5th and 6th Avenues will be implemented. This north/south corridor would form the backbone of the downtown transit system, serving as the major mode of access to and through downtown. The secondary LRT streets would provide alternative LRT connections as additional LRT corridors are implemented and provide regional transit service to the South Waterfront, RX Zone, Historic Districts and other downtown destinations. As the mall reaches its transit capacity, bus routes currently using the mall will be rerouted to other streets consistent with the Downtown



Regional  
Transportation  
Plan

## DOWNTOWN PORTLAND LRT NETWORK CONCEPT

FIG. 4-5

Plan and the Downtown Parking and Circulation Policy (such as 1st and 2nd and 10th and 11th Avenues).

### Transition

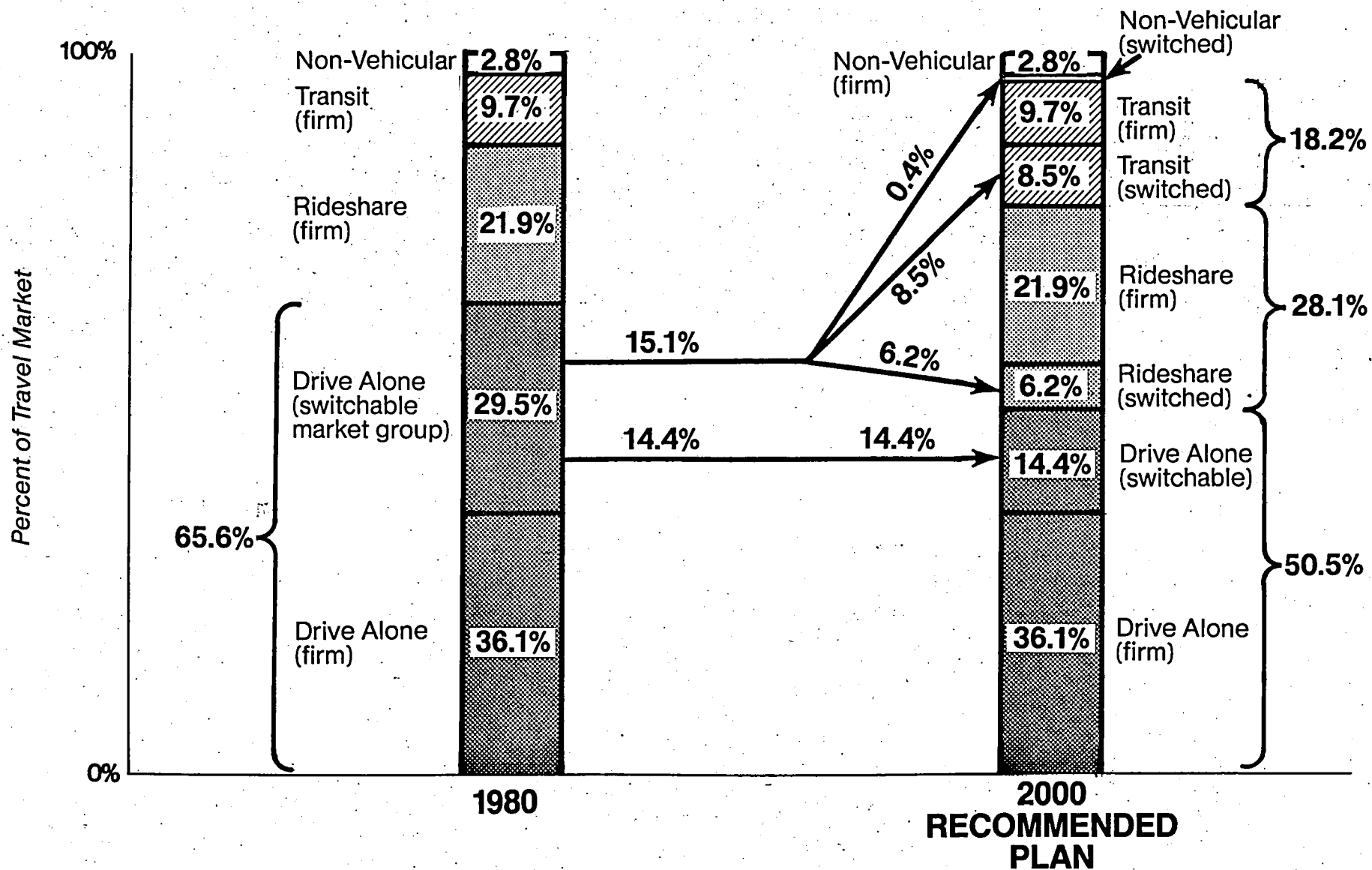
As the long-range transitway system is developed on a corridor by corridor basis, bus trunk route transit service will be provided in the remaining corridors by providing high-grade bus service on existing streets. In addition, the transit stations previously identified would also be compatible with the upgrading of service from a trunk route to a transitway. Although further study is needed in each corridor to determine the most cost-effective location and technology, steps should be taken now to protect rights-of-way from encroachment.

### 3. Demand Management Programs

The policy framework for demand management programs calls for an aggressive increase in ridesharing to 35 percent of auto work trips, parking programs in high density areas to encourage transit and ridesharing, development of land use patterns that are conducive to shorter trips and greater use of transit, flexible working hours, and encouragement of the use of bicycles as an alternative form of transportation. These programs are essential in the heavily traveled corridors and at concentrated employment centers. Implementation of these programs, however, must occur incrementally, as the need develops. New development occurs over time and, therefore, gradual implementation of higher densities and suburban employment concentrations will occur. Thus, parking and rideshare programs will be developed where they are needed to alleviate capacity limitations and flexible working schedules will develop gradually as individuals seek to avoid excessive travel delays during normal peak hours.

Identified in Chapter 5 are specific demand management programs that are in place or are committed for implementation. These programs, however, do not constitute the full extent of the demand management programs that will be needed by the year 2000 to meet the policy guidelines set out in Chapter 1. Additional programs will be developed to target particular problem areas and will be incorporated into the plan incrementally. Since the overall intent of demand management programs is to minimize the need for costly investments in highway facilities, these programs have been taken into consideration in forecasting travel demand and determining the quality of transportation service provided by the Adopted Transportation Plan. As such, the extent of highway and transit investments recommended in the plan take into consideration savings due to demand management programs. If the region fails to achieve the rideshare





rate of 35 percent for work trips, for example, additional capital investments beyond those recommended in the Plan could be required. Presented here are the changes in travel demand that have been factored into the evaluation of the transportation plan and the types of programs that are recommended to be implemented incrementally when and where they are needed.

a. Rideshare

The performance of the highway system recommended in the Plan (Chapter 6) is based upon a forecast of traffic volumes that incorporate a 35 percent regionwide average rideshare rate for auto worktrips. In order to accurately reflect the manner in which ridesharing will be targeted to particular problem areas, the rideshare rate to different employment areas varies according to the likelihood for carpooling and vanpooling. The rate varies from as low as 0 percent ridesharing for very short trips destined to small, dispersed employment locations to as high as 45 percent carpooling plus five percent vanpooling for work trips that are longer than 12 miles destined to large employment concentrations.

The overall rideshare target established in the adopted Plan (a regionwide average of 35 percent of the auto worktrips) is considered both reasonable and achievable without mandatory controls. Currently, 65.6 percent of the total number of home to work person trips produced in the Oregon portion of the region are made in a single occupant automobile (Figure 4-6). Of these, surveys indicate 45 percent (29.5 percent of the total) show a responsiveness to rideshare and/or transit incentives and would consider switching away from their present drive-alone travel mode (Tri-Met's 1981 Attitudinal and Awareness Survey). Modal split simulations of the adopted Plan system indicate that about one-half of this group (15.1 percent of the total) will switch modes by the year 2000; nearly 60 percent of these to transit and non-vehicular modes (8.9 percent of the total) due to the significant increases in transit service called for in the Plan and the downtown parking policy, and about 40 percent (6.2 percent of the total) to ridesharing. Combined with the 21.9 percent of the total considered firm ridesharers, this results in 28 percent of the year 2000 total home to work market using the rideshare mode, constituting 36 percent of the automobile worktrips and achieving the rideshare target established in the Plan. Rideshare programs recommended to achieve these levels are as follows:

- better carpool matching services for carpools can be organized between multiple employers;
- additional priority lanes for carpools in selected areas;
- more employee benefits for ridesharing; and
- increased rideshare marketing information and park and pool lots in specific corridors.

b. Parking Programs

Parking programs which can provide preferential locations and prices for individuals that rideshare can be an important technique to achieve the 35 percent rideshare goal incorporated into the transportation plan and can be used to maximize transit ridership. The RTP forecast of travel demand to downtown Portland is consistent with the expected supply of parking in the downtown by the year 2000 as well as the emphasis on shifting the use of parking to short term trips.

Among the parking programs that should be considered by local jurisdictions are:

- provide preferential parking locations and prices for carpools and vanpools at public parking lots, curbside parking areas and in private employee parking lots;
- establish maximum parking requirements for new development within 1/4 mile of regional transit trunk route stops and transit stations according to the land use type and quality of transit service; and
- develop areawide parking management plans in existing and planned high density areas.

c. Land Use Decisions

The pattern of development is a major determinant of the travel demands that the Plan is expected to serve. Since the plan is focused on serving the travel demand associated with the development of local jurisdiction comprehensive plans, many of the transportation-related land use programs are taken into consideration. Local plans include a major expansion in suburban employment that is reflected in the travel flows described in the Plan, particularly in the major radial corridors. In addition, local plans call for specific locations of higher density development and a clear delineation of urban vs. rural development that is reflected in the design of the transit system and expected transit ridership.

Additional land use controls and incentives that jurisdictions should consider include:

- requirements dealing with parking, rideshare programs and curb cuts on arterials should be included in local land use regulations;
- greater densities could be focused around planned regional transit trunk route stops and transit stations and considered along sub-regional and local transit routes;
- mixed-use developments can be encouraged; and
- site plans can be designed to emphasize convenient pedestrian access to transit and local pedestrian and bicycle paths.

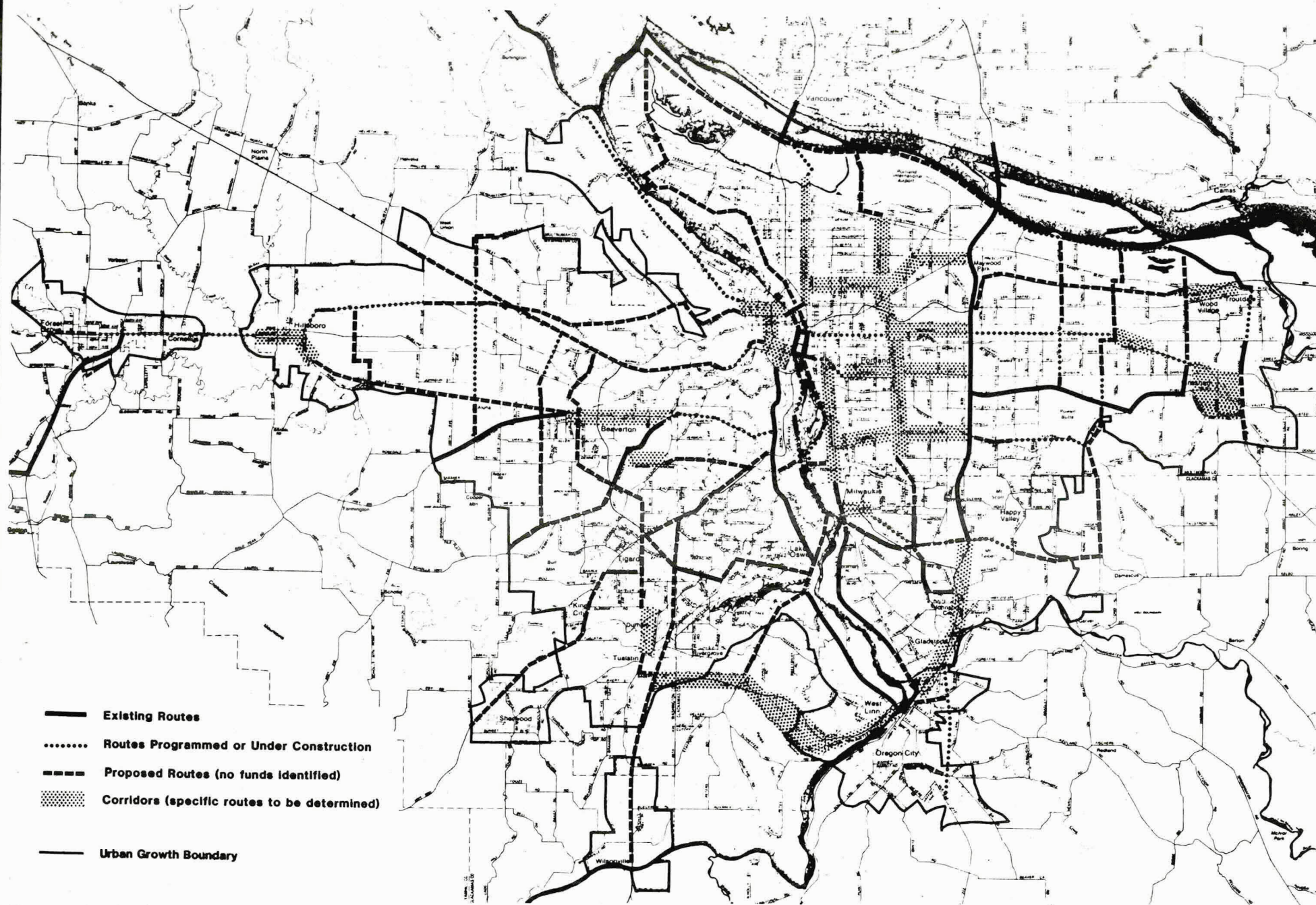
d. Flexible Working Hours

Flexible working hours help to shift travel out of the normal peak hours and therefore lessen the need for additional highway and transit investments. The recommended transit plan has incorporated a modest assumption that the peak hour will spread by assuming the percentage of all-day transit trips that occur during the peak hour will remain constant at the current 16 percent rate rather than increase to 18-19 percent. This reduces the need for more transit equipment and minimizes the operating cost to carry the very high peak load.

e. Bicycling

The use of the bicycle as an alternate mode of transportation to work, shopping, schools and recreational opportunities as well as to access the transit system can reduce the number of vehicle trips on the region's highway system and lessen the need for vehicle parking investments. The adopted Regional Bicycle Plan designates approximately 270 miles of regional bicycle routes within the region (Figure 4-7). This bicycling network will afford the opportunity for safe and convenient travel by bicycle between jurisdictions and to major trip attractions throughout the region.

In addition, high security bicycle racks are planned at major transit stations (Hollywood, Gateway, Gresham, Milwaukie, Beaverton, Tigard, Tualatin, Sunset, Clackamas Town Center, Oregon City, Lake Oswego, Burlingame and Vancouver) and major park and ride lots (Columbia/Sandy, Lents, Clackamas Town Center, Oregon City, Milwaukie, Tigard, Tualatin, Washington Square, Beaverton, 170th Avenue, 185th Avenue and Hillsboro. The installation of these bicycle racks is subject to funding availability and local jurisdictional approval. Exceptions to this provision must be sought as an amendment to the RTP.



Regional  
Transportation  
Plan

## REGIONAL BICYCLE ROUTE SYSTEM

FIG. 4-7

Among the actions that should be considered by local jurisdictions are:

- provision of secure bicycle parking facilities at employment centers, minor transit stations, minor park and ride lots, schools, high-density residential developments, shopping centers, libraries, etc.;
- establishment of voluntary bicycle marking programs;
- development of safety education and awareness materials and programs; and
- support for consistent enforcement of all rules of the road pertaining to bicyclists.

4091B/271



## Chapter 5

### RECOMMENDED TRANSPORTATION IMPROVEMENTS TO THE YEAR 2000

#### A. OVERVIEW

The following sections of this chapter detail, on a sector by sector basis, the major transportation improvements and programs included in the Plan to achieve the major goals outlined in Chapter 1: to provide adequate mobility on the region's transportation system within recognized financial and environmental constraints. The transportation improvements included in the Plan represent a set of investments that have been chosen after vigorous local and regional review of possible alternatives, and are considered to be the most prudent and cost-effective use of public funds to solve the region's transportation problems. It should be noted that the full RTP, as well as the cost estimate, includes projects beyond the major improvements mapped in this Chapter.

In addition to the highway, transit and demand management investments specifically related to each sector, the following region-wide demand management programs currently in existence are recommended to continue:

- Areawide Carpool Matching Program: A free service which matches potential carpoolers with other carpoolers.
- Employer Contact Program: A program which directly contacts employers and offers assistance in rideshare programs.
- Bicycle Marketing and Employer Incentive Program: A program aimed at increasing awareness and public acceptance of bicycling as an alternative mode of transportation.

Other current demand management programs in force at the city level recommended to continue are:

- City of Portland Downtown Parking Program: A cooperative program between Tri-Met and the City of Portland whereby carpools of three or more can purchase parking permits for \$15 month and receive unlimited parking at any six-hour meter in downtown Portland. The City of Portland has also designated approximately 300 parking meters in Portland as "carpool only" before 9:00 a.m. on weekdays.
- Downtown Portland Parking and Circulation Plan: This plan encourages trips to and within downtown Portland in shared vehicles, on transit, on bicycles and by walking. This is primarily accomplished by managing parking. There is a limit on the total number of allowable parking spaces in the downtown, and there are also management measures to encourage short-term parking and maximum parking space ratios for new development.

- Portland Employers Flextime Program: A program to promote and analyze flextime at selected demonstration firms in the City of Portland.
- City of Portland Bicycle and Pedestrian Program: A program to increase the percentage of persons bicycling and walking in the City of Portland. Has a goal of five percent of all Portland work trips on bicycle by 1985.

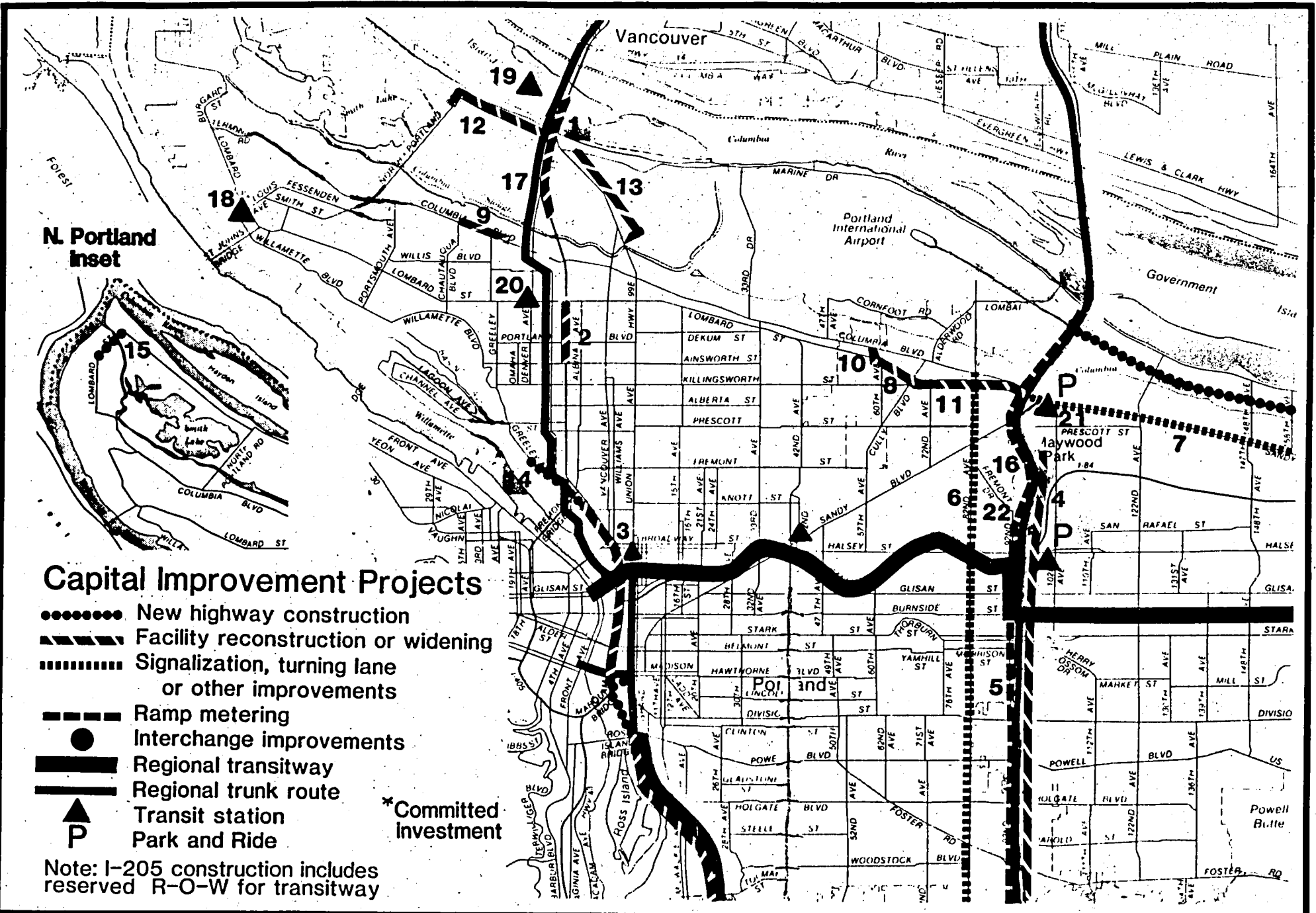
## B. NORTHERN SECTOR

The investment strategy for the Northern Sector (Figure 5-1) combines several highway, transit and demand management improvements designed to:

- reduce congestion in a) the major radial interstate corridor by reconstructing the I-5 Bridge over the Oregon Slough and Delta Park/Jantzen Beach Interchange (1); widening I-5 to six lanes at Portland Boulevard (2) and constructing a collector-distributor road between the Fremont and Morrison Bridges (3); and b) in the major interstate circumferential corridor by completing the widening of the I-205 Freeway from 4 to 6 lanes (4);
- remove through traffic from local streets by completing the widening of the I-205 Freeway (5) and improving 82nd Avenue (6), Sandy Boulevard (7), and Killingsworth Street (8);
- increase access to the major industrial centers in the sector by improvements to Columbia Boulevard west of I-5 (9), by connecting Columbia and Lombard at NE 60th (10) and widening NE Killingsworth from 60th to I-205 (11), Marine Drive (12) and N. Vancouver Way (13), by constructing the Greeley ramps on I-5 North (14), a connection through North Rivergate from Marine Drive to North Lombard Street (15), and a new access to Terminal 4;
- improve crosstown transit services by establishing a grid system generally oriented around the Banfield light rail transit (LRT), providing improved north-south service in East Portland and providing new service on Columbia Boulevard;
- improve transit service on the regional trunk routes by providing high-quality transit service in the I-205 (16) and I-5 corridors (17);
- improve transit transfer opportunities by 1) providing transit stations at St. Johns (18), Jantzen Beach (19), Kenton (20) and Sandy/Columbia Boulevards (21), as well as in downtown Vancouver and at Vancouver Mall in Clark County, and 2) implementing the transit transfer project;
- improve the operating efficiency of I-205 through ramp metering (22);
- increase auto occupancy in the corridor and reduce the number of single occupant automobile trips crossing the I-5 Bridge through the I-5 Rideshare project and special carpool ramp lanes on the metered freeway ramps; and
- completing the programmed regional bicycle facilities in the sector (Figure 4-7).



- 5-3R -



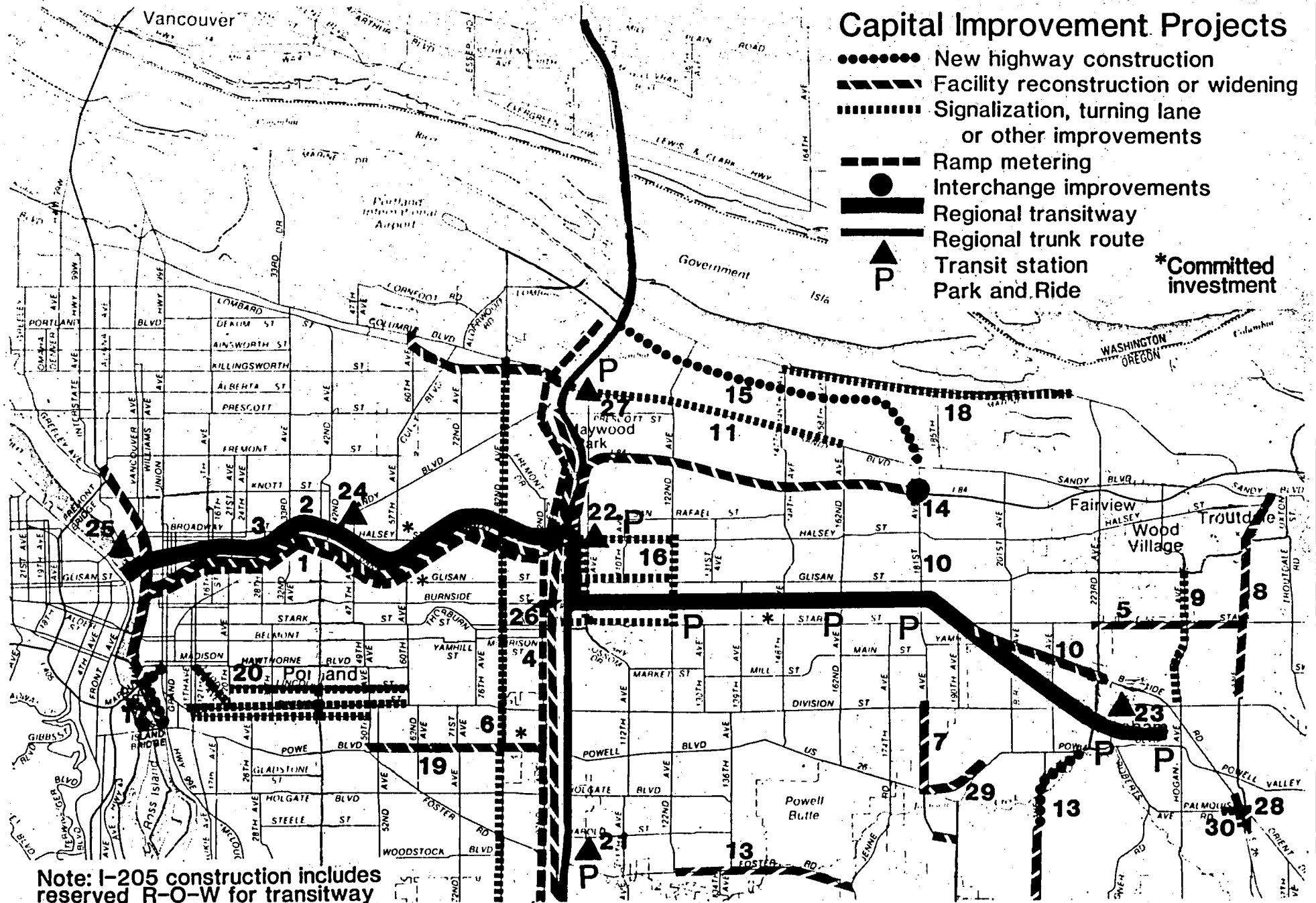
### C. EASTERN SECTOR

The adopted plan for the Eastern Sector (Figure 5-2) combines significant levels of highway, transit and demand management investments to:

- accommodate travel demands in the major radial corridor by widening the Banfield Freeway (1) and constructing the Banfield LRT (2);
- improve the operating efficiency of the Banfield (3) and I-205 through ramp metering and widening to 6 lanes (4);
- remove through traffic from local streets and increase north/south grid connectivity to the regional system by improvements to , 82nd Avenue (6), 182nd Avenue (7), and 242nd (9) and 257th (8) in the Troutdale area;
- provide a new principal arterial route from US 26 east of Gresham to I-84 via Burnside and 181st Avenue (10);
- increase access to the major retail and industrial centers in the corridor by improving Sandy Boulevard (11), the I-84/181st Avenue interchange (14), circulation in the Hollywood Business District, Inverness Drive (15) and the signal system in the Gateway area (16), as well as constructing the Water Avenue ramps and improved street connections from the Central Eastside to I-5 southbound (17);
- increase supportive arterial function by improving Marine Drive (18), Powell Boulevard (19), Foster Road (13) Burnside (26), Stark (5); Division Street (20); and Halsey;
- improve crosstown transit services by establishing a grid system generally oriented around the committed Banfield LRT and providing east-west service in North and Northeast Portland, and East Multnomah County. New service will be provided on Sandy Boulevard, Towle Road, Roberts, Palmquist, Stark Street and Troutdale Road;
- improve transit transfer opportunities by 1) providing transit centers at Lents (21), Gateway (22), Gresham Hospital (23), Hollywood (24), Coliseum area (25) 102nd Avenue LRT and Sandy/Columbia (27), 181st LRT, Union-Grand LRT and Coliseum LRT, and 2) implementing the transit transfer project;
- improve access to transit by providing park and ride facilities at Sandy/Columbia, Gateway, Lents, 122nd, 162nd, 181st, Gresham City Hall and the Banfield line terminus;
- reduce the number of single occupant automobile trips in the corridor through the Lloyd Center Carpool Program and special carpool lanes on the metered freeways;
- facilitate traffic flows and circulation by improving the connection between Kane Road and Highway 26 (28), the 182nd/190th arterial (29) and the intersection of Highway 26 and Palmquist Road (30); and
- constructing the programmed regional bicycle facilities in the sector (Figure 4-7).

# Capital Improvement Projects

- ..... New highway construction
- ===== Facility reconstruction or widening
- ..... Signalization, turning lane or other improvements
- Ramp metering
- Interchange improvements
- Regional transitway
- Regional trunk route
- ▲ Transit station
- P Park and Ride
- \* Committed investment



Note: I-205 construction includes reserved R-O-W for transitway



Regional  
Transportation  
Plan

**EASTERN SECTOR**

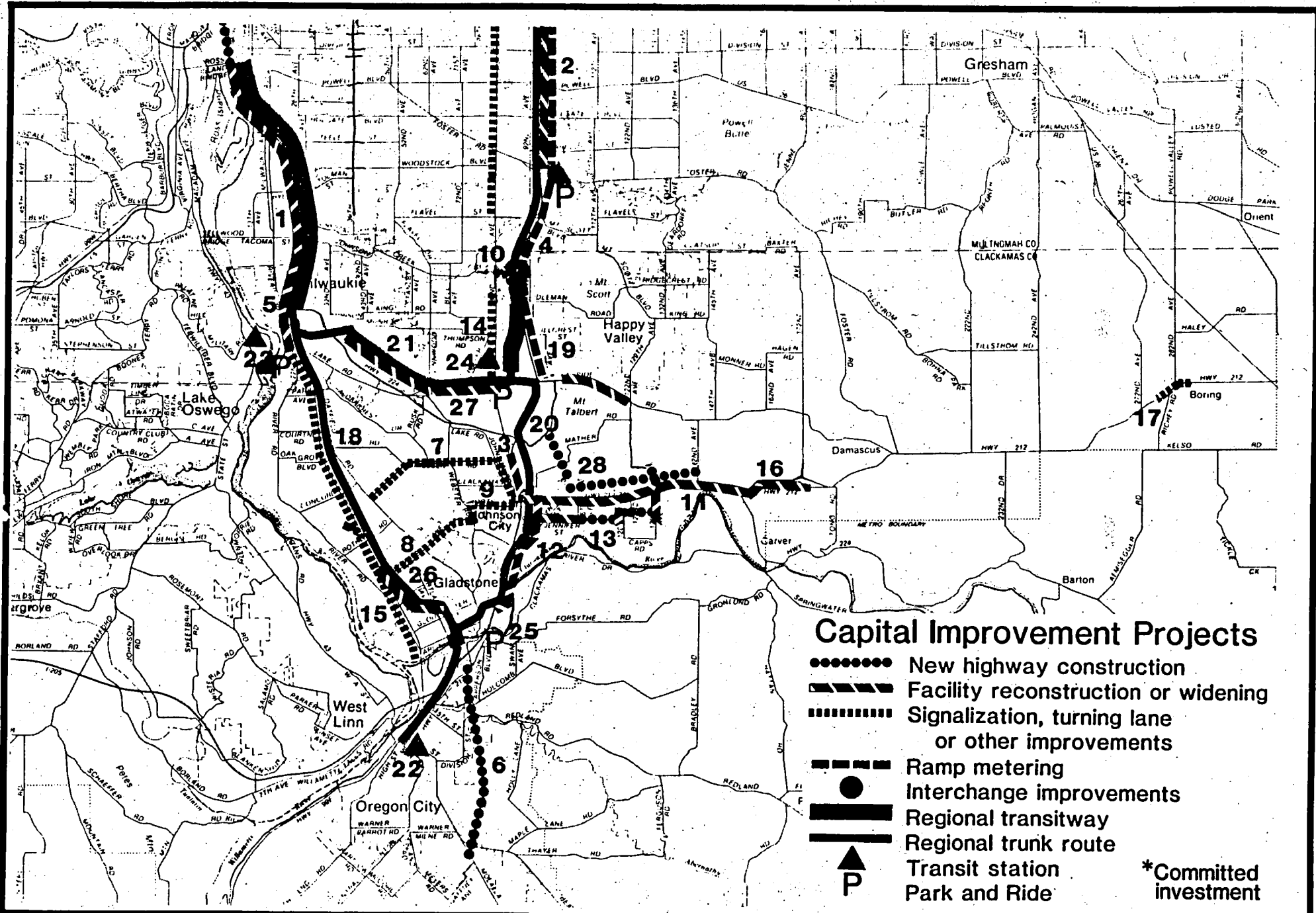
**FIG. 5-2**

#### D. SOUTHERN SECTOR

The improvements recommended in the Southern Sector (Figure 5-3) combine highway, transit and demand management investments to:

- reduce congestion in the two major radial corridors through widening of McLoughlin Boulevard from Milwaukie north (1), the widening of I-205 to 6 lanes (2), and an auxiliary lane on I-205 from 82nd Avenue to Highway 212/224 (3);
- improve the operating efficiency of I-205 through ramp metering north of Sunnyside Road (4);
- remove through traffic from local areas by improvements to McLoughlin Boulevard (5), actions in the Sellwood area to divert through traffic and construction of the Oregon City Bypass (6);
- increase east-west access through improvements to Thiessen (7), Jennings (8) and Roots Roads (9) between McLoughlin Boulevard and I-205;
- increase access to major developments along I-205 through a new interchange and connecting arterial(s) north of the Clackamas Town Center (10) and improvements to Highway 212 east of I-205 (11) and 82nd Drive (12);
- protect the flow of through traffic on the Milwaukie Expressway (Highway 224) by maintaining the option for grade separation and/or closure of signalized intersections;
- improve the through trip capacity of Highway 224 through a signal intertie and other traffic management techniques;
- improve circulation, increase industrial access, and reduce through trip conflicts with local movements by roadway improvements and access modifications in the Clackamas area north of Highway 212 (28), south of Highway 212 (13); and north and east of Highway 224;
- improve arterial flows through improvements to 82nd Avenue (14) and South McLoughlin Boulevard (15) and a climbing lane on Highway 212 east of Highway 224 (16) and improvements on Highway 212 through Boring (17);
- support transit dependent high density development nodes and improve transit service through implementation of a timed-transfer system by providing trunk routes from Oregon City to Milwaukie and Portland on McLoughlin Boulevard (18); Oregon City to Clackamas Town Center and East Multnomah County on 82nd Drive, a busway north of Clackamas Town Center to the new I-205 interchange (19) and I-205 (20); and Clackamas Town Center to Milwaukie and Portland on Railroad/Harmony (21). New service will be provided in the Milwaukie and Happy Valley areas on 112th, Mt. Scott Road, Idleman and 92nd;
- improve transit transfer opportunities by 1) providing transit centers at Oregon City (22), Milwaukie (23) and Clackamas Town Center (24) in Clackamas County, and 2) implementing the transit transfer project in the City of Portland;

- 5-7R -



Regional  
Transportation  
Plan

# SOUTHERN SECTOR

FIG. 5-3

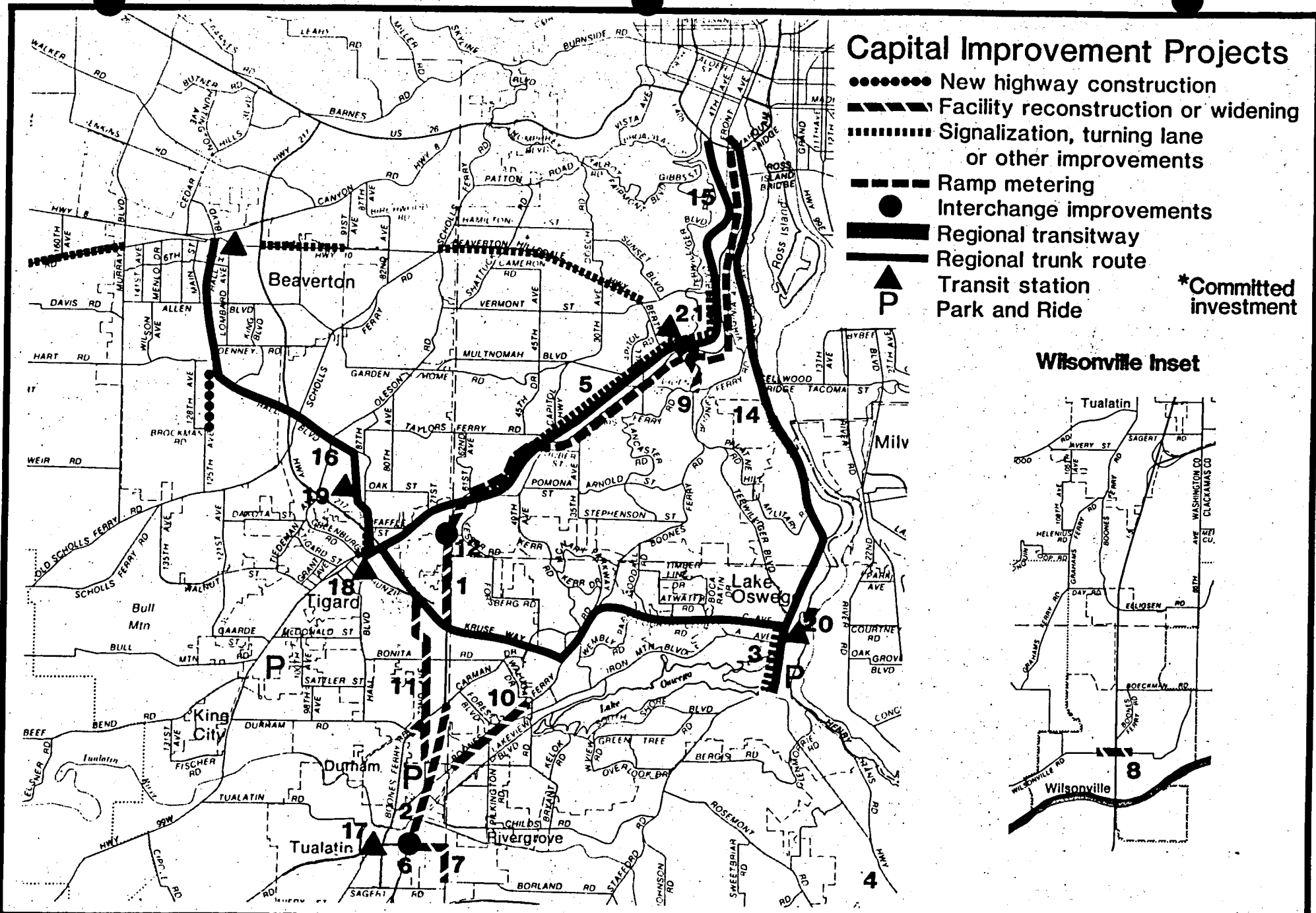
- improve transit service for the McLoughlin Boulevard trunk route through bus priority treatment on North McLoughlin Boulevard (including consideration of an HOV lane); facility improvements on South McLoughlin Boulevard and by investigating the upgrading of the PTC bridge and/or other Clackamas River crossings for bus use (25);
- improve transit access for the McLoughlin Boulevard trunk route to Oregon City through Gladstone by upgrading Abernethy Lane from McLoughlin to Portland Avenue (26);
- improve transit service for the Milwaukie-Clackamas Town Center trunk route through improvements to Railroad/Harmony (27);
- protect right-of-way for a transitway in the I-205 Corridor from the Clackamas Town Center to Gateway;
- elsewhere in the Southern Corridor, protect options for a transitway from Portland to Oregon City via the McLoughlin Corridor and Highway 224/I-205 Corridor.
- improve access to transit by providing park and ride facilities at Clackamas Town Center, Milwaukie, Oregon City the east end of the Highway 212 industrial area, near Clackamas Community College, and Foster Road at I-205;
- decrease the number of single occupant automobile trips in the corridor through priority treatment for high occupancy vehicles on McLoughlin Boulevard and the McLoughlin Boulevard Rideshare program; and
- constructing the programmed regional bicycle facilities in the sector (Figure 4-7).

#### E. SOUTHWESTERN SECTOR

The improvement strategy for the Southwestern Sector (Figure 5-4) combines highway and transit investments to:

- reduce congestion in the two radial corridors by ramp metering and widening to the I-5 South Freeway to six lanes (between Highway 217 and Barbur Boulevard) (1) adding a southbound auxiliary lane on I-5 South between Carmen Drive and I-205 (2), and by improving intersections and signals along State Street in Lake Oswego (3), Highway 43 from Lake Oswego to I-205 (4) and on Barbur Boulevard from Slavin Road to the N. Tigard Interchange (5);
- remove through traffic from local streets and improve freeway access by improvements to the Nyberg Road/I-5 interchange (6), SW 65th Avenue (7), Wilsonville Road (8) Terwilliger Boulevard (9) and the Haines Road/I-5 Interchange (12);
- improve major arterial access from I-5 to Lake Oswego through a widening of Boones Ferry Road (10);
- increase access to the industrial developments through improvements to 72nd Avenue (11);
- reconstruct existing transit service in the southwestern sector through implementation of a timed-transfer system by providing trunk routes on Macadam (14), Barbur (15) and in the Highway 217 (16) corridor with improved local

- 5-9R -



service in Tigard, Washington Square, Tualatin, Lake Oswego and Burlingame. New service will be provided on sections of Scholls Ferry Road, 121st Avenue, Beef Bend Road and Patton Road;

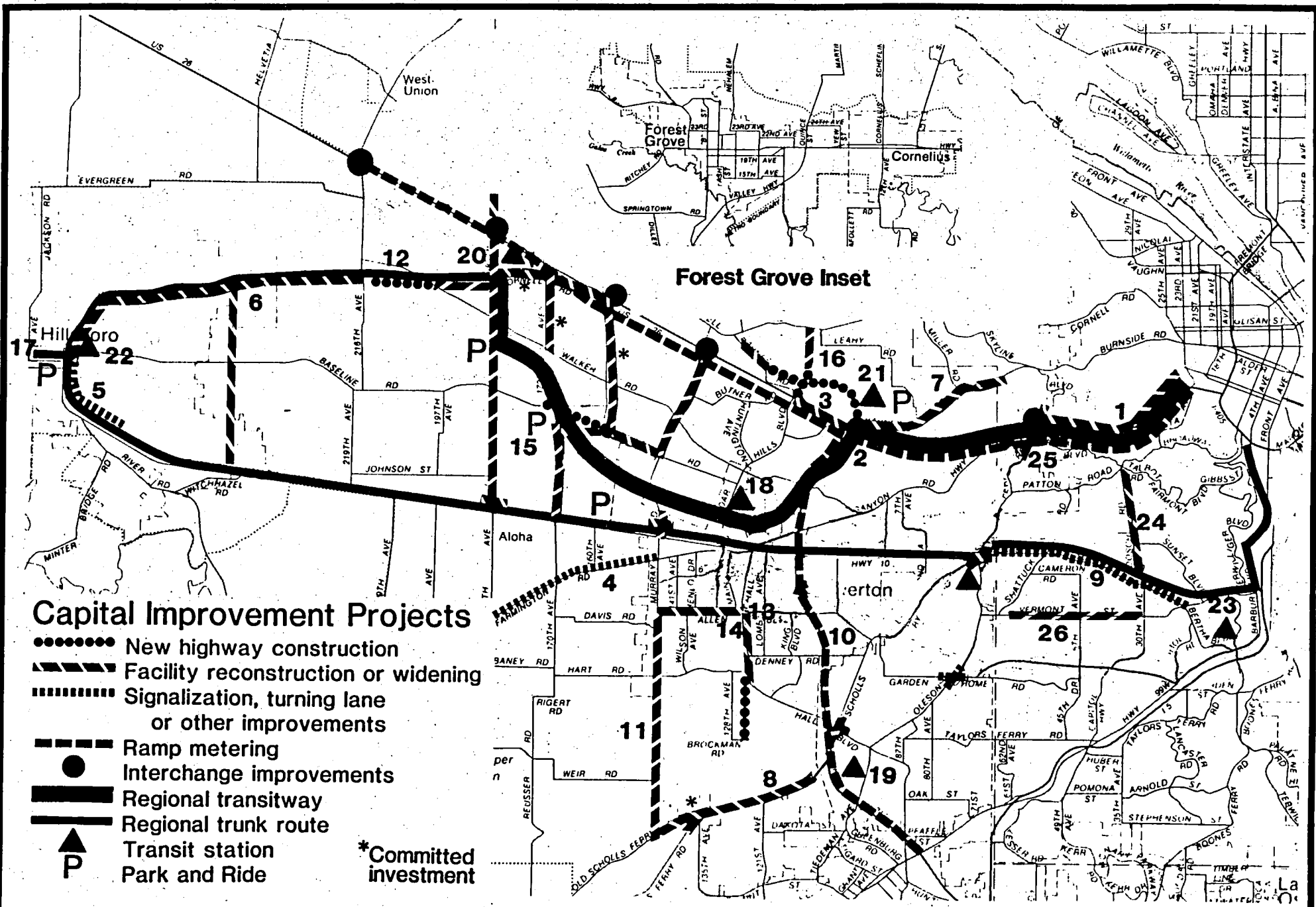
- protect options for bus priority treatment on Barbur Boulevard from Beaverton-Hillsdale to the Tigard Transfer Station;
- improve transit opportunities by providing transit centers at Tualatin (17), Tigard (18), Washington Square (19), Lake Oswego (20) and Burlingame (21). The existing Barbur Boulevard Bus Transfer Station will be maintained as an integral part of the system;
- improve access to the transit system by providing park and ride facilities in Lake Oswego, Tualatin and Tigard; and
- constructing the programmed regional bicycle facilities in the sector (Figure 4-7).

#### F. WESTERN SECTOR

The adopted plan for the Western Sector (Figure 5-5) combines significant levels of highway and transit investment to:

- reduce congestion in a) the major radial corridor by a westbound climbing lane (from the Vista Ridge tunnel to Sylvan) and ramp metering on the Sunset Highway (1); reconstruction of the Highway 217/Sunset Highway interchange (2), widening of the Sunset Highway to six lanes from Highway 217 to Cedar Hills Boulevard (3), improving the interchanges of the Sunset Hwy. and Skyline/Scholls Ferry, Murray Rd., 158th, 185th and Cornelius Pass Rd., intersection improvements to Farmington Road (4) and Tualatin Valley Highway (5), widening of Cornell Road (6) Barnes Road (7), Scholls Ferry Road (8) and the Beaverton-Hillsdale Highway TSM (9); and b) the circumferential corridor by ramp metering Highway 217 (10) and widening Murray from Allen to Scholls Ferry (11) and widening Hall from Allen to Greenway (13);
- develop a major arterial connection from the Sunset Highway to Hillsboro by widening Cornell Road west of 216th and widening Cornell Road from the Sunset Highway to 216th (12);
- remove through traffic from local streets and the Beaverton core by improving the Murray Boulevard, Allen Boulevard (14) and Scholls Ferry Road;
- increase access to the existing and planned residential, commercial and industrial developments in the sector by providing an infrastructure of arterial improvements in central Washington County (15) and north of the Highway 217/Sunset interchange (16);
- reduce congestion in downtown Hillsboro by widening Baseline Road west of Dennis (17);
- improve circulation and safety in West Portland by improving Dosch Rd. (24), Skyline Boulevard (25) and Vermont Road (26);





- the Westside Corridor Transitway Alternatives Analysis resulted in a decision that the Sunset LRT alignment is the preferred alternative to provide connecting downtown transit trunk service connecting downtown Portland and Beaverton (to 185th);
- Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of major transit stations at Beaverton (18), Washington Square (19), Tanasbourne (20), Sunset/217 (21), Hillsboro (22), and Burlingame (23);
- the Westside system will also include a multiple transfer point transit network in S.W. Portland with increased connections to Beaverton described in section E;
- the planned transit service will be phased with development in the sector and will be implemented in such a manner as to be compatible with the potential implementation of the Sunset LRT.
- improve access to the transit system by providing park and ride facilities in Hillsboro, west of Beaverton, at Sunset/Highway 217, Murray Blvd., 170th and 185th; and
- construct the programmed regional bicycle facilities in the sector (Figure 4-7).

#### G. NORTHWEST SECTOR

The investment strategy for the Northwest Sector (Figure 5-6) is composed of highway and transit improvements to:

- reduce congestion in the radial corridor by providing direct connections from US 30/Yeon Avenue to the Fremont Bridge (1);
- remove through traffic from the northwest residential areas by diverting these trips along Yeon Avenue/St. Helens Road and by improvements to the N.W. 23rd and Burnside intersection and other NW neighborhood streets (2);
- improve circulation and increase access to employment centers in the area by completing the Fremont Bridge connection to US 30 and improvements to Front Avenue (3);
- modify the existing transit system to provide minor route extensions to serve new areas and to improve accessibility. New service is provided along Front Avenue and other parts of the Northwest Industrial area, as well as along Cornell and Thompson Roads;
- improve transit transfer opportunities through the transit transfer project and a transit station on NW 23rd (4);
- improve access to transit by providing a park and ride facility in Linnton;
- reduce auto traffic through development of a rideshare program to northwest industrial areas; and
- construct the programmed regional bicycle facilities in the sector (Figure 4-7).

## Capital Improvement Projects

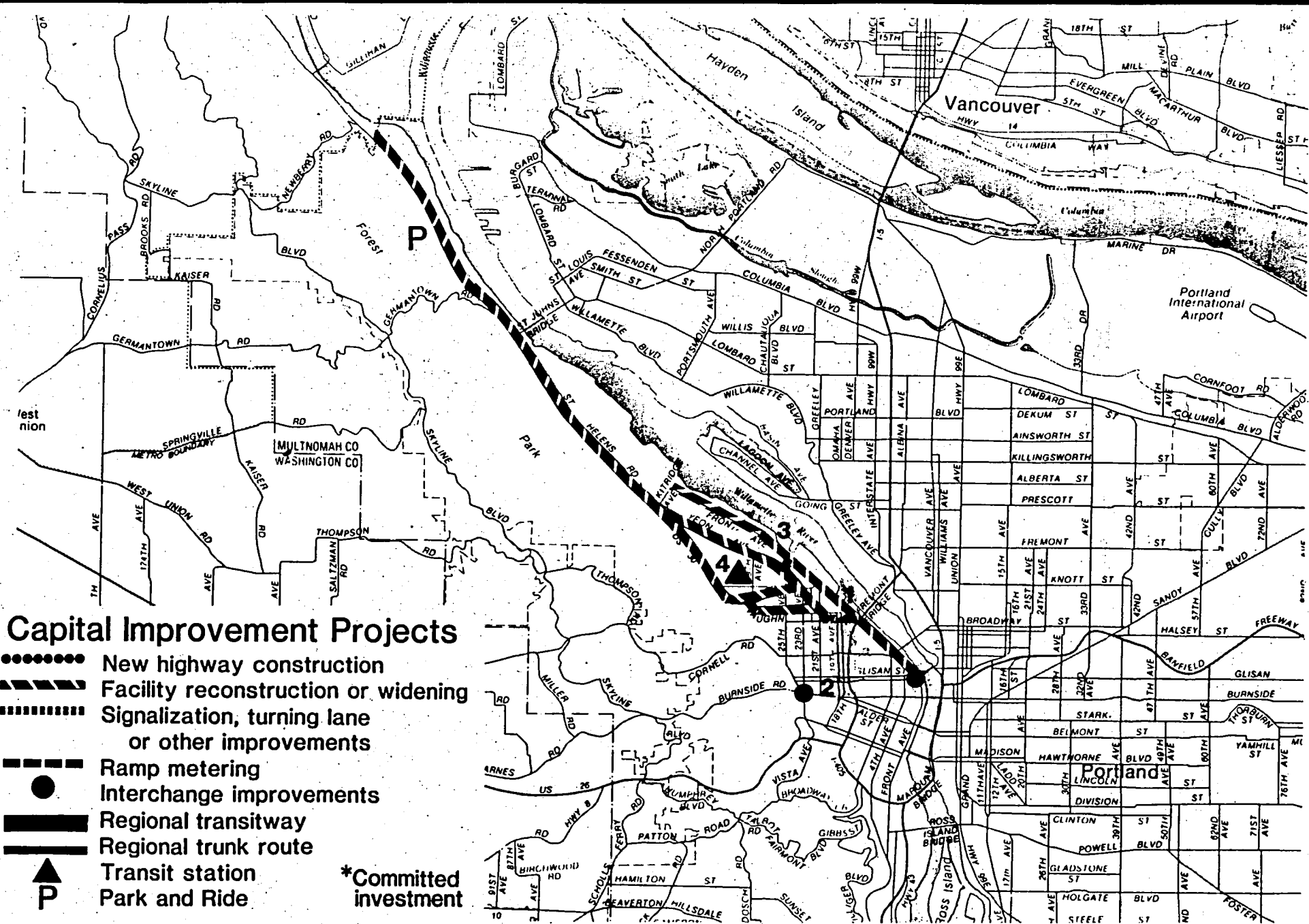
- New highway construction
- ▨▨▨▨▨▨ Facility reconstruction or widening
- ▤▤▤▤▤▤ Signalization, turning lane or other improvements
- ▬▬▬▬ Ramp metering
- Interchange improvements
- ▬▬▬▬ Regional transitway
- ▬▬▬▬ Regional trunk route
- ▲ Transit station
- P Park and Ride
- \*Committed investment



Regional  
Transportation  
Plan

## NORTHWESTERN SECTOR

FIG. 5-6

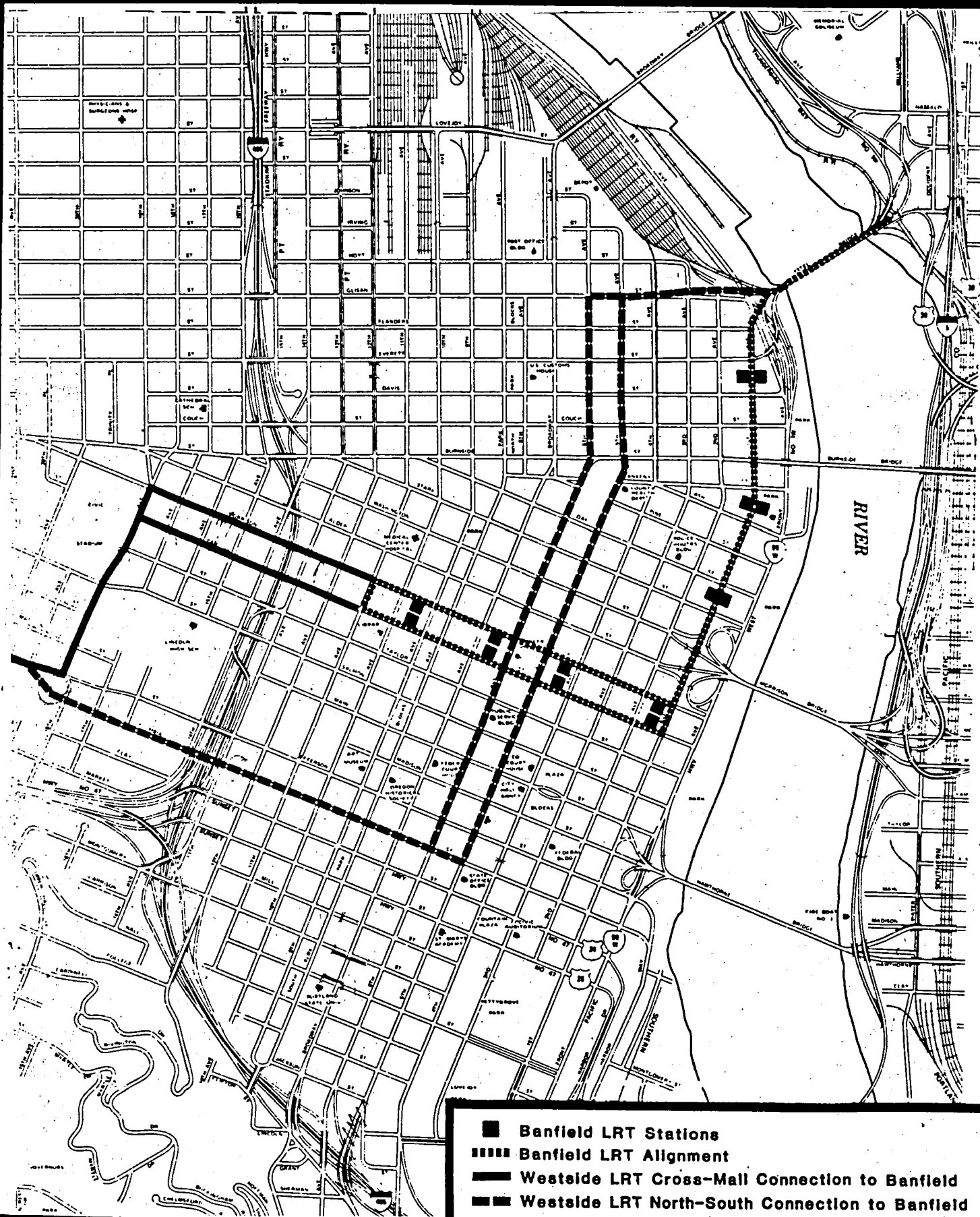


## H. DOWNTOWN PORTLAND SECTOR

The adopted plan improvements for the downtown Portland sector (Figure 5-7) include:

- maintain access to downtown Portland by providing increased radial transit service to absorb additional travel associated with future development;
- maintain freeway efficiency to discourage through traffic on downtown streets;
- minimize conflicts between pedestrians, automobiles and transit vehicles by providing for preferential transit and pedestrian treatment;
- modify 5th and 6th Avenues for light rail to accommodate the Banfield (and other) LRT line capacity requirements beyond that provided by the cross-mall alignment;
- extend the 5th and 6th Avenues Transit Mall both north and south for increased bus and/or LRT transit operations;
- investigate the feasibility of alternative LRT streets as part of future LRT corridors projects;
- reroute some bus routes off the transit mall as the mall reaches its transit capacity and designate additional transit streets in compliance with the downtown plan and street functional classification;
- reduce the number of single occupant automobile trips into the CBD through the carpool meter permits, the RX Parking Program and the Downtown Portland Parking and Circulation Policy;
- Update signalization management to improve traffic flow;
- increase access and transit service into the South Waterfront Development area through improvements to Front Avenue and Moody Avenue;
- transit service in downtown should maximize electric vehicles to minimize environmental impact; and
- various TSM improvements in downtown Portland to increase transit operating capacity, maintain existing traffic volumes, provide increased transit connectivity and reduce conflicts between transit vehicles, automobiles and pedestrians.

JG/srb  
4238B/269



Regional  
Transportation  
Plan

## DOWNTOWN PORTLAND SECTOR

FIG. 5-7

## COST AND FINANCIAL ANALYSIS

### SECTION III: REGIONAL BICYCLE ROUTES

#### A. Overview

Implementation of proposed bicycle routes in this region is contingent primarily on the amount of funding available and the manner in which priority projects are determined. Although funding sources have remained the same over the past ten years, revenue from the State Highway Fund has stabilized or partially declined as a result of lower gasoline consumption rates. This has occurred even as construction costs continue to escalate. This chapter describes the existing sources of funds available for bicycle projects, recommends a methodology for allocating these funds in an efficient and equitable manner, and discusses the importance of securing additional funds to hasten facilities development.

#### B. Background

During the early 1970s, there was a bicycle boom across the country and in Oregon. Rising gasoline prices forced many people to seek alternatives to the automobile for their transportation needs, and many turned to the bicycle. As more and more bicyclists took to the streets, they found that many of those streets were not adequate to ride on.

Concerned citizens felt this issue to be important enough to warrant legislative action. As a result, the Oregon Legislature enacted what became known as the "Bicycle Bill." This 1971 legislation mandated the expenditure of not less than one percent of the State Highway Fund (gasoline tax revenues) received each year by the State or by any city or county for the establishment of bicycle trails and footpaths.

This statute further requires that the amount "shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund" (unless that amount is less than \$250.00 in any year for a city, or \$1,500.00 for a county). In lieu of spending these funds each year, a city or county may credit the funds to a bikeway financial reserve where they can be held for not more than 10 years.

The success of that legislation, together with the comprehensive bicycling development effort that emerged from it, resulted in the completion of over 70 miles of bicycle routes throughout the region, representing an investment of over \$6.5 million over the past 10 years.

### C. Funding Sources

In addition to local jurisdictions' general funds, there are presently two major sources of funds available for bicycle projects in this region: Federal Highway Trust Funds and Oregon Gasoline Tax Revenues. These are described below.

1. Federal Highway Trust Funds -- Although no federal statute requires bikeways to be built on federal highways, federal policy (23 CFR 652.5) states that "full consideration is to be given to safely accommodate bicycle/pedestrian traffic on all Federal Aid highway projects." Further, 23 USC 109(n) prohibits "severance or destruction of an existing major route for non-motorized vehicles unless such project provides for a reasonable alternative route or if such a route already exists."

From the Federal Highway Trust Fund, two alternatives for funding bicycling facilities are provided:

- a. Constructing bicycle and pedestrian facilities as part of any Federal Aid highway project and within publically-owned right-of-way. Federal participation for bicycle projects is at the same rate (usually 88 percent) as the highway facility to which it is attached. However, Federal Aid Urban projects are eligible for 100 percent federal funding.
- b. Constructing bicycle and pedestrian facilities independently of a highway project, but serving corridors that are part of the federal highway system.

2. Oregon Gasoline Tax Revenues -- The entire State Highway Gas Tax Fund is divided among the State (68 percent), the counties (20 percent) and the cities (12 percent). The formula used by the State for allocating gasoline tax revenues to individual cities and counties is based on total vehicle registration for counties and total population for cities. The Bicycle Bill mandates that a portion of these funds be used for bicycle facilities development as described below:

- a. Cities' and Counties Portion

Cities and counties are required to spend not less than one percent of their State Highway Fund monies for the establishment of footpaths and bikeways.

In addition, the Oregon Transportation Commission has determined that this money may be spent for other uses such as:

- Administrative and personnel costs of bicycle programs.

- Preliminary engineering costs of bikeways.
- Construction and right-of-way costs for bikeway/footpath facilities within highway right-of-way.
- Auxiliary facilities such as signs, curb cuts, ramps, and parking.
- Maintenance of existing bikeways/footpaths.
- Development and printing of bicycle route maps and brochures.

b. State's Portion

The State is required to spend not less than one percent of total gasoline tax revenues on bicycle and pedestrian projects under the following system of priorities:

Priority One

- Construction of bikeway projects wherever a highway, road or street is constructed, reconstructed or relocated. This is primarily used as match for projects funded with Federal Aid monies and for State projects.

Priority Two

- Maintenance of existing bikeways for which the State is responsible.

Priority Three

- Construction of bikeway projects independent of a highway project, but within State highway right-of-way.

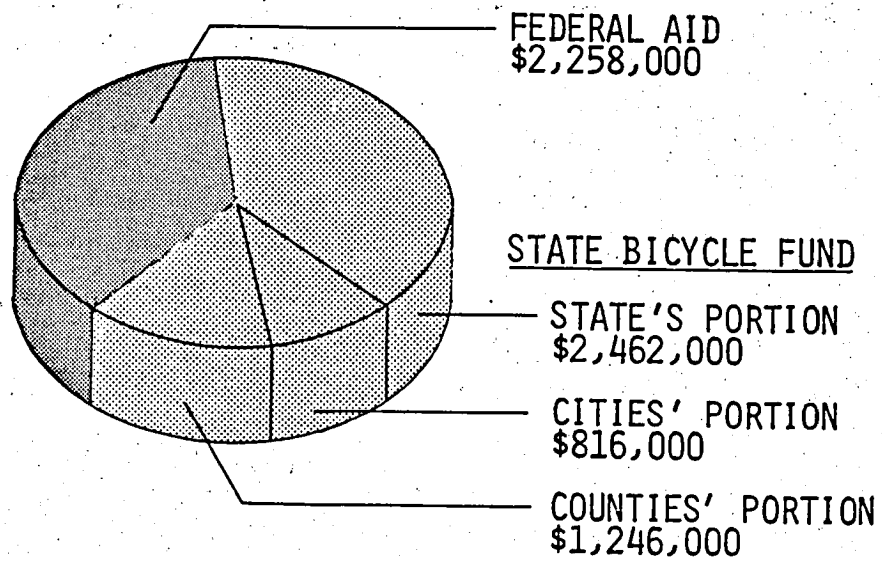
Priority Four

- Construction of local governments' bikeway projects on or off the State highway system (requires local match).

D. Allocation of Funding Sources

The total amount of funds spent from major funding sources over the last decade in the Portland metropolitan area is shown in Figure 7-15. Federal Highway Trust Fund monies were the second largest source of revenues for bicycle projects during this time period. The majority of these funds were spent on bicycle projects constructed as part of a highway project. However, the total amount also includes some bicycle projects constructed independently of a highway project.





**Total**  
**\$6,782,000**



Regional  
Transportation  
Plan

**TEN YEAR BICYCLE EXPENDITURE  
RECORD: FY 1972-1982**  
Portland metropolitan area

**FIG.  
7-15**

Figure 7-15 also illustrates that the State's portion of the Bicycle Fund was the largest source of funds for constructing bicycle projects in this region during the last 10 years. While expenditures for the State's portion cannot be delineated by priority category, the majority of the fund was used to construct Priority 1 and Priority 3 projects.

The cities' and counties' portions of the State Bicycle Fund may be spent by jurisdictions on any bicycle projects which they deem appropriate. These projects may be in conjunction with or independent of highway projects. Figure 7-16 illustrates the amounts received by cities and counties in the Portland metropolitan area in FY 1982.

Multnomah, Washington and Clackamas Counties received a combined total of \$117,000 in 1982. Over one-half of the total amount was received by Multnomah County; 25 percent received by Clackamas County and 23 percent by Washington County.

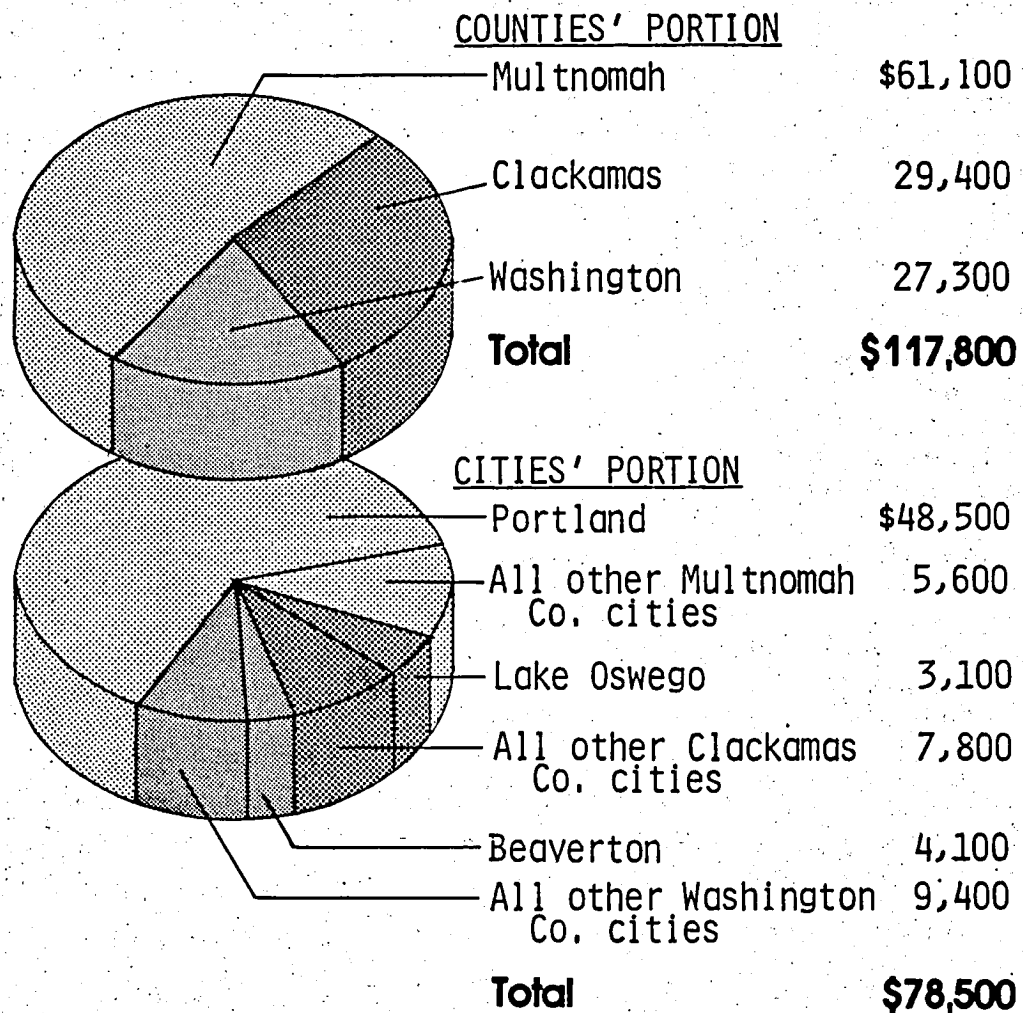
Based on their population, 19 cities in the tri-county area within the Urban Growth Boundary (UGB) received a combined total of \$78,000 for bicycle projects. Amounts ranged from a low of \$308.00 allocated to Wood Village to a high of \$48,549 allocated to Portland. (Medium-sized cities such as Beaverton and Lake Oswego received between \$3,000 and \$4,000 each.)

Five cities in the metropolitan area (Rivergrove, Maywood Park, Johnson City, Happy Valley, and Durham) received no funds from the State in 1982 because their gasoline tax receipts totaled less than \$250.00. The totals illustrate that on an annual basis, most cities do not receive sufficient funds to implement even a fairly modest bicycle project.

Figure 7-17 shows how the State's portion of the Bicycle Fund was allocated to the Portland metropolitan area, by priority category, in FY 1983. The largest portion of the State's funds were spent on projects built in association with a highway project. (This money is used primarily to match Federal Aid participation in bicycle projects at a 12 percent rate.)

Funds for maintaining existing bicycle routes on State highways comprised only 15 percent of the total State budget for bicycle routes; however, funds for maintenance will increase as more bikeways are built.

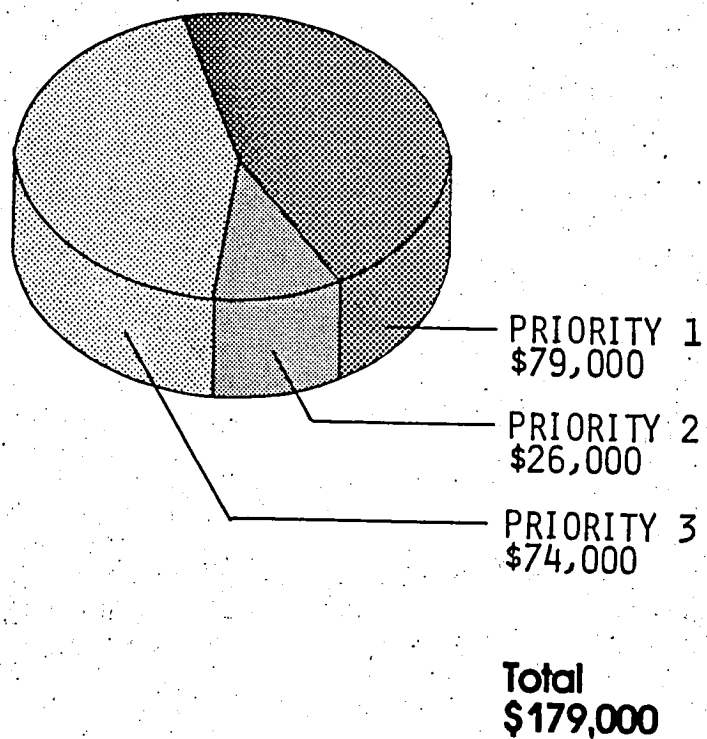
Funds spent on bicycle projects constructed independently of a State highway (Priority 3) nearly equaled the amount spent under Priority 1 projects. However, there were no funds available in FY 1983 for Priority 4 projects (assistance to local governments). This was because distribution of money under Priority 4 varies from year to year based on the amount remaining after allocation of funds to the first three priorities. This policy is currently under review by ODOT and the State Bicycle Advisory Committee.



Regional  
Transportation  
Plan

**BICYCLE FUND REVENUES: FY 1982**  
Cities' & counties' portions

**FIG.**  
**7-16**



Note: No funds remained for distribution to local governments under Priority 4 in FY 1983.



Regional  
Transportation  
Plan

**BICYCLE FUND REVENUES: FY 1983**  
By priority category, State's portion

**FIG.**  
**7-17**

#### E. Cost of Building the Regional System

A variety of factors enter into the construction of a bikeway system, and for that reason, cost estimates at a regional level cannot be developed easily or with great confidence. The configuration for a particular bicycle project depends upon the type of bikeway (whether it is a separated path, a bikeway which is adjacent to the travel lane, or a bikeway that shares the road with motor vehicles), the amount of right-of-way required, the type of construction materials used and the degree of safety for which the bikeway is designed. In addition, jurisdictions estimate costs differently for shoulder widening, striping, signing, and other improvements.

Because of this difference between jurisdictions, a general cost estimate of constructing the regional system has been derived. These general averages are: \$100,000 per mile for shoulder widening, \$300 per mile for striping, \$1,000 per mile for signing in urban areas and \$300 per mile for signing in rural areas. A special situation occurs in the City of Portland, where shoulder widening for the purpose of accommodating bicycles is, for the most part, not feasible on narrow city streets. Therefore, a figure of \$10,000 per mile was used for bicycle-related improvements such as traffic diverters, striping, signing, and turn bays within the City of Portland.

Each link of the regional bicycle route system yet to be constructed was briefly examined for needed improvements. The cost per mile estimates previously discussed were then applied. The total cost estimates for the regional bicycle route system within each county and the City of Portland are:

Clackamas County	\$ 2,000,000
Washington County	4,700,000
Multnomah County	2,800,000
City of Portland	4,600,000
Total	<u>\$14,100,000</u>

It must be emphasized that these figures are very general and are only intended to put into context the amount of money required to build approximately 270 miles of proposed bicycle facilities needed to complete the network. A more definitive cost estimate for completion of these routes would necessitate a formal preliminary engineering process for each route.

#### Comparison of Capital Costs and Revenues

Of the 270 miles of proposed bicycle routes:

1. 60 miles are under construction or are programmed for construction primarily in conjunction with a highway project, at an approximate cost of \$3 million; and

2. 26 miles are likely to be built in conjunction with a highway project within the next 10 years at an approximate cost of \$1.4 million.

The remainder of the system has no funding currently identified. However, funds from the State bicycle fund will be sought for many of the routes, and jurisdictions will use general fund and their allocated State bicycle funds to construct other routes.

To understand the magnitude of the expense of constructing a bikeway system, it is necessary to compare costs to the resources available. As described previously, there are very limited sources of funds available to this region for constructing bicycle projects.

As shown in Figure 7-15, money spent on bicycle facilities in this region over the last decade has amounted to \$2.2 million from Federal Highway revenues; \$2.4 million from the State Bicycle Fund; \$1.2 million from gasoline tax revenues received by all three counties; and \$0.8 million from gasoline tax revenues received by 19 cities in the metropolitan area. Nearly \$7 million has been spent on bikeways in the region over the last 10 years. With 70 miles of completed bikeways, an average cost is estimated at \$100,000 per mile.

In most cases, cities and counties have had to accumulate their annual one percent money over several years in order to construct even a one-mile segment of bikeway. This procedure will most likely continue because construction costs continue to increase while revenues are decreasing.

The estimated costs of \$14 million to complete the regional system is nearly double the amount spent over the past 10 years. Because revenues from the State gas tax have been relatively constant over the last 10 years while construction costs have continued to escalate, it is imperative that the region and the State look toward procurement of additional resources to fund future bicycle projects. At a minimum, this plan strongly supports retention of the one percent bicycle fund law.

In addition, the Regional Funding Committee should begin to explore options for securing new funding sources for bicycle facilities development. This effort will require cooperation from the region as a whole to ensure completion of the regional bicycle route system.

## F. Conclusions

Funding of bicycle facilities and programs are essential to the implementation of this plan. Without a commitment to seek new funding sources and efficiently use existing sources, many of the proposals called for in the plan may never be realized. The plan recommends:

- a. Metro and local jurisdictions to cooperatively seek additional funding sources for constructing bicycle facilities and developing new bicycle programs.
- b. Supporting continuation of the State one percent gas tax fund for construction of local and regional bicycle routes in the Portland metropolitan area.
- c. Limiting expenditure of the State's one percent bicycle fund monies for bicycle projects constructed independently of a highway project (Priority 3) primarily to bicycle routes designated on the regional bicycle network.
- d. Supporting a change in current Oregon Transportation Commission policy to make Priority 3 money available not only to independent bikeways within State-owned rights-of-way, but also on routes parallel to and serving the same corridors as State Highways.
- e. Allowing the use of State one percent funds for financial assistance to local government bikeway projects (Priority 4) on either local or regional bicycle routes (at the discretion of local jurisdictions.)
- f. Supporting a change in ODOT policy 1) to establish an annual target amount of local discretionary grant (Priority 4) money and 2) to establish an equitable distribution policy for this money that is not biased against areas of highest bicycling use.
- g. Establishing a regional funding committee to annually prioritize bicycle projects in this region to submit to the State for funding. This applies to projects eligible for Priority 3 and 4 funds only.

4123B/271

## CHAPTER 8

### IMPLEMENTATION

#### A. OVERVIEW

Implementation of the adopted plan involves a cooperative effort of all jurisdictions responsible for the various components. First and foremost, it involves a concerted effort to secure sufficient funding over the next 20 years to build new or improved transportation facilities and maintain and operate an expanded transit and highway system; it involves the construction and operation of the improvements recommended to serve expected growth; and finally, it involves the establishment of a process for monitoring development and growth in travel demand to update or refine the plan and to resolve a number of outstanding transportation issues.

#### B. FUNDING

As described in Chapter 7, the funding for implementation of the transportation plan is approaching a crisis situation. Federal funding availability is projected to fall short of capital needs for highway improvements and may be subject to further federal budget cuts. Current state and local sources are inadequate to maintain the existing highway system due to past and expected losses of buying power from inflation and are clearly inadequate for major capital improvements. Local funding is inadequate to operate the significant expansion in transit service called for in the Plan and federal funding for transit capital improvements is uncertain. The amount of funding required to complete the identified Regional Bicycle Route System is nearly double the amount spent on bicycle facilities in the past 10 years. To correct these funding problems, the following activities are necessary:

1. Federal Funding - Metro, ODOT, Tri-Met and the local jurisdictions must present a united front with its congressional delegation and the federal government to ensure past federal funding commitments are fulfilled in a timely manner. In particular, federal legislation is necessary to rectify "Interstate," "Interstate Transfer" and "UMTA-Capital Assistance" funding shortfalls. In addition, loss of federal transit operating assistance would worsen the expected transit funding shortfall.
2. Local Priority Setting - Regardless of how successful this region is in acquiring federal funds, it is clear that priorities must be set to phase plan implementation over a longer than optimal timeframe. JPACT has already undertaken a process to set priorities for the Interstate Transfer program and similar efforts are likely to be necessary for the Interstate and transit expansion



programs. In addition, since Interstate funding is allocated to the entire state, the Oregon Transportation Commission must set priorities between competing projects in the Portland area and elsewhere in the state.

3. State and Local Funding - All of the state, regional and local agencies must establish a coordinated effort to correct state and local funding shortfalls. Adequate funding sources must be secured for both capital expansion projects and ongoing maintenance and operation programs. This could be accomplished through development of a variety of special purpose funding sources in each jurisdiction or through one or more larger state or local funding programs. The alternative techniques should be explored and a complete funding strategy adopted (see Outstanding Issue #1, page 8-9).

#### C. TRANSPORTATION SYSTEM IMPLEMENTATION

The RTP identifies the parts of the transportation system most important for regional travel and includes investments to ensure that the regional system can effectively serve expected growth over the next 20 years. Projects that must be included in the RTP are those that: a) are on, or significantly affect, the regional highway, transit or bicycle systems; or b) are proposed to use federal funds. The Transportation Improvement Program (TIP) is the five-year incremental capital improvement program for the region to implement the projects contained in RTP, and includes all transportation projects proposed to use federal funds to implement. As such, the TIP contains projects that are depicted in Chapter 5 of the RTP as well as projects that are included in the RTP but are not of sufficient scope to warrant mapping in this document (signal projects, et al). It is the responsibility of the cities, counties, ODOT and Tri-Met to implement necessary improvements to the regional system as well as those needed for local travel. Because of the interrelationship between different improvements by different jurisdictions, it is important that these improvements be implemented in a manner consistent with the adopted RTP.

1. Highway System Design - It is essential for Metro and the local jurisdictions to designate the full arterial and collector system necessary to serve development of local comprehensive plans anticipated to the year 2000. The RTP includes criteria for a highway classification system (pp. 1-7 through 1-9) and adopts a map (Figure 4-1, p. 4-6) delineating the principal and major arterial components of such a system. In accordance with this, local jurisdictions are required to adopt a map delineating the various highways in their jurisdiction and in so doing, are recommended to adopt Metro's classification categories and definitions. If, however, local jurisdictions elect to retain their own classification categories, they must provide for Metro's

adopted principal routes and major arterials as shown in Figure 4-1, page 4-6. In addition, local jurisdictions are required to designate an adequate Minor Arterial and Collector system to meet two objectives of regional interest:

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

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

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

- projects addressing an existing or near-term (three years) capacity deficiency (v/c program will be scheduled before those addressing longer-term problems;
- projects necessary to sustain existing or create new permanent jobs will be programmed before others;
- projects necessary to support transit service as defined in the Transit Development Program will be scheduled before others;
- projects with a higher local match contribution than required (including ROW dedication or local investment in supporting or parallel facilities needed to ensure optimum operation of the proposed project) will be programmed before others;
- all other factors being equal, projects on Principal or Major Arterials will be scheduled before others;
- projects addressing deferred maintenance or structural inadequacy or to protect an existing investment will be programmed before others; and

- other pertinent factors, including, but not limited to safety, air quality and energy conservation will also be considered.

In addition to the principal and major arterial improvements identified this plan, local jurisdictions must ensure that their designated "Minor Arterial" system provides the desired level of traffic service. Toward this purpose, local jurisdictions must identify in their comprehensive plan (or the appropriate implementation program) sufficient investments in transportation capacity to ensure its arterial system can adequately serve at least the travel demand associated with Metro's year 2000 population and employment forecast (Table 2-1, p. 2-11) and subsequent updates. Project objectives for these investments should include at least the arterial level of service defined as minimum desired in the RTP (p. 1-6). Further improvements in transportation capacity consistent with the policies of the RTP that serve more than Metro's year 2000 population and employment forecast and/or to provide a higher level of traffic service can be provided at the option of the local jurisdiction. This identification of transportation capacity must be consistent with the level of transit ridership and ridesharing delineated in the RTP for the particular area, but may include actions to further expand the use of these modes, thereby reducing the need for additional highway capacity. These improvements should be designed to serve the designated function for the street and should first consider low cost actions (such as additional transit expansion, ridesharing, flextime, signal modifications, channelization, etc.) before consideration of a major widening investment.

3. Transit System Designation - The delineation of the transit system must be coordinated between Metro, Tri-Met and the local jurisdictions. Metro's adopted regional transit trunk route system provides direction to Tri-Met on where to target high speed, high capacity service for long distance travel and provides direction to local jurisdictions on where to target high density land uses. In addition to these routes, Tri-Met is expected to adopt a system of sub-regional trunk routes and local routes. Local jurisdictions are required to include Metro's regional trunk routes, transit centers and park and ride lots (Figure 4-2, p. 4-12) in their comprehensive plan and identify other streets suitable for subregional trunk routes and local transit service as a guide to Tri-Met. In addition to these bus route designations, Metro, Tri-Met and the local jurisdictions must agree on specific alignments for the potential transitways (identified on p. 4-14) to be protected from encroachment from development. Local jurisdictions are required to identify these alignments in their local comprehensive plans for future consideration.

4. Transit Service Implementation - The Portland metropolitan area is dependent upon a significant expansion in transit use to accommodate expected growth in travel demand. Expansion in service, however, is very costly and beyond the current financial ability of Tri-Met. As such, Tri-Met must incrementally implement new transit service as growth in ridership demands and financial resources allow. Additional increments of transit service must be phased in consistent with the following criteria:

- new routes must be cost-effective in terms of ridership return on the operating subsidy;
- service expansion must be consistent with growth in travel demand in the regional corridors where highway, transit and rideshare improvement programs are interdependent;
- service improvements should be implemented consistent with new development, particularly in cases where high density developments are dependent on transit capacity;
- service improvements should be consistent with the local jurisdiction's designation of transit streets.

5. Transitway Implementation - Transitways have been identified as the long-range method to provide regional trunk route service in the radial travel corridors (Figure 4-4, p. 4-14). Local jurisdictions are required to identify these alignments in their comprehensive plans for future consideration. However, due to the high construction cost, incremental implementation is necessary, as growth in transit ridership warrants implementation and as funding is available. The first priority for transitway construction is the Banfield LRT, scheduled to be completed in 1984. The second designated priority is the Westside Corridor where the Sunset LRT alignment has been selected as the preferred alternative to connect downtown Portland and Beaverton (to 185th). The decision to proceed to construction of the Sunset LRT, however, will not be made until after the preparation of a FEIS on the project and an evaluation of one year's operation of the Banfield LRT. Implementation of a transitway in the remaining radial corridors (and potential extensions and branches) will be pursued in a phased manner, as follows:

- Phase I studies will be initiated to identify the next priority corridor that warrants consideration of a transitway investment and identify a set of alternatives to be examined in more detail. The Phase I study will consider the short- and long-term ridership potential, capital and operating costs, existing or planned transit supportive land uses and right-of-way availability.

- Phase II will be initiated to examine alternatives in detail and select the one that is most cost-effective. The Phase II study will conclude with an Environmental Impact Statement presenting costs, benefits and impacts of the alternatives and identifying the preferred alternative for implementation.

Due to limited staff resources, it is impractical to pursue the preparation of "Draft" Environmental Impact Statements on several transitway corridors simultaneously.

6. Transitway Right-of-Way Reservation - Until such time as a definite decision to construct a transitway is made as a result of the EIS decision process described above, local jurisdictions are encouraged to work with developers to protect logical right-of-way opportunities from encroachment. Parcels that cannot be protected in this manner should be identified to Tri-Met for acquisition on a case by case basis.
7. Handicapped Transit Service - Tri-Met is responsible for providing handicapped transit accessibility including coordination of special transit services provided by social service agencies. In addition, Tri-Met conducts the detailed special handicapped transit planning necessary to identify required service improvements and adopt a plan for meeting federal requirements for handicapped accessibility. (See "Transition Plan of the Tri-County Metropolitan Transportation District of Oregon in compliance with USDOT Transportation Regulations Implementing Section 504 of the Rehabilitation Act of 1973.") Metro must endorse Tri-Met's plan for handicapped accessibility and include expected uses of federal funding in the TIP. In addition to Tri-Met's handicapped service, private, non-profit agencies provide handicapped, services and may apply for federal funding for equipment (through the UMTA Section 16(b)(2) program). Use of this equipment must be consistent with Tri-Met's plan, be included in Metro's TIP and be endorsed by the ODOT-Transit Division to be funded. (Note: The currently adopted plan for handicapped accessibility may be revised due to changes in federal regulations.)
8. Rideshare Promotion - The overall responsibility for promoting ridesharing as an alternative mode of transportation rests with Tri-Met. As described in Chapter 5, this includes regional services for matching prospective carpoolers, assistance to employers and several targeted programs to deal with ridesharing in particular corridors or sub-areas. However, the full scope of implementing potential rideshare strategies is too diverse to characterize as being the responsibility of a single agency. In addition to Tri-Met, local

jurisdictions have responsibility to incorporate into their comprehensive plan rideshare techniques identified in Chapters 1 and 4 of the RTP that are suitable for their area. Similarly, employers are vital to the implementation of rideshare programs. Metro's Rideshare Advisory Subcommittee provides a forum for public and private sector individuals to provide direction for implementing potential programs throughout the region.

9. Regional Bicycle Plan - The implementation of the provisions of the bicycle element of the RTP is a shared responsibility of the State, local jurisdictions and Tri-Met. The actual construction of the bicycle facilities identified in Chapter 4 of the RTP (Figure 4-7, p. 4-22~~g~~<sub>r</sub>) is the responsibility of the State and local jurisdictions. Local jurisdictions are required to identify this network in their local comprehensive plans, and any jurisdiction planning street improvements covered under ORS 366.514 that are proposed to not include bicycle facilities on roadways designated as regional bicycle routes must consult with Metro and other affected jurisdictions. Tri-Met is responsible for the installation of bike racks at the designated major transit stations and major park and ride lots specified in Chapter 4 of the RTP. Tri-Met and local jurisdictions are encouraged to install bicycle parking facilities at minor transit stations. In addition, local jurisdictions are encouraged to incorporate into their local comprehensive plans the supportive techniques identified in Chapters 1 and 4 of the RTP. Metro's regional bicycle funding committee will provide a forum to provide direction for designating projects for State Priority 3 and 4 bicycle funds used in the region.

#### D. LOCAL COMPREHENSIVE PLAN COMPLIANCE

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

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

- Highway System Design criteria described on p. 8-2;
- Highway Capacity and Project criteria described on pp. 8-3 and 8-4

- Transit System Designation criteria described on p. 8-4; and
- Transitway Implementation criteria described on pp. 8-4 and 8-5.
- Regional Bicycle Route designation on p. 8-6.

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

- Policies support the 35 percent rideshare target for work trips;
- Demand Management Program Design criteria described on pp. 1-13 through 1-16;
- The rideshare, parking, land use controls and related activities described on pp. 4-19 through 4-22; and
- The protection of transitway right-of-way opportunities as described on p. 8-5; subsection 6.

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

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

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

1. a recommendation or requirement to change the local comprehensive plan's land use or transportation elements; and/or

2. an amendment to the Regional Transportation Plan; and/or
3. a recognition that the inconsistency exists, but that extenuating circumstances indicate that a plan change is not justified.

E. PLAN UPDATE, REFINEMENT AND AMENDMENT

The RTP establishes a unified policy direction for the transportation system and recommends a balanced program of highway, transit and demand management programs to implement that policy direction. The actions recommended, however, do not solve all the transportation problems and are not intended to be the definitive capital improvement program on the Minor Arterial/Collector system for the next 20 years. Rather, the RTP is intended to emphasize the projects necessary on the regional and local systems required to make the regional system work. Major developments located on the minor arterial and collector system may require additional analysis and further improvements to provide an acceptable level of service. Furthermore, since many of the recommendations are designed to serve "expected" travel demands rather than "existing" travel demands, an on-going monitoring and update process is necessary. As such, Metro will formally update the plan on an annual basis. This annual consideration by the Metro Council will take place during the month of June. This will allow a timely interface with the annual update to the TIP in September of each year. Since the TIP, which schedules the expenditure of federal funding in the next five-year period and must be consistent with the adopted RTP, it is essential that the RTP be reaffirmed or amended prior to updating the TIP.

The type of changes that are expected to be incorporated into the RTP annually include the following:

- As the findings of major studies are produced, they will be recommended by a resolution of JPACT and the Metro Council. Annually, they will be incorporated into the Plan.
- During the course of the year, Metro and local staffs will conduct studies resulting in the identification of new highway, transit, bikeway and pedestrian improvements necessary to meet the objectives of the Plan. The additions to the RTP will be accompanied by an evaluation of the following issues:
  - objective(s) to be met by the improvement;
  - degree to which the proposal meets the objectives;
  - impact of the proposal on the balance of the transportation system; and
  - impact of the proposal on other plan objectives.



The amount of information required to answer these questions should be commensurate with the scope of the project. These additions will be amended into the RTP as part of the annual update.

- After a project has been incorporated in the RTP, it is the responsibility of the local sponsoring jurisdiction to determine the details of the project (design, operations, etc.) and reach a decision on whether or not to build the improvement based upon detailed environmental impact analysis.

If this process results in a decision not to build the project, the RTP must be amended to delete the recommended improvement and an alternative must be identified to correct the problem. These changes will be incorporated in the RTP as part of the annual update. In particular, development throughout the region will be monitored to determine whether growth (and the associated travel demand) occurs as forecasted. Metro will review its population and employment forecasts annually and consider incorporating amendments for the following conditions:

- national or regional growth rates differ substantially from those previously assumed;
  - significant changes in growth rate or pattern develop within jurisdictions;
  - a jurisdiction changes its land use plan (and, therefore, its "holding capacity" for new development) thereby increasing or decreasing the maximum allowable level of development in their jurisdiction.
- New information gathered during the course of the year on such issues as energy price and supply, population and employment growth, inflation and new state and federal laws may result in different conditions to be addressed by the Plan. These modifications will be incorporated as part of the annual update.

Major outstanding issues to be resolved at a later date and included as amendments to the Plan are as follows:

1. Funding - Alternative financing techniques and a complete funding strategy to implement the highway, transit and demand management improvements recommended in the Plan should be developed.
2. Population and Employment Growth - There is a need to re-examine the levels of growth expected in the region to determine: a) if that level of growth is still reasonable in light of the current recession; and b) if the transit ridership levels projected for the RTP, and therefore, the size, type and service associated with the RTP transit

system, are still reasonable. It is important that this issue be resolved prior to the next Westside Corridor (Sunset LRT) decision.

3. Westside Corridor Project - The preferred Westside Corridor alternative has been selected as the Sunset LRT with the Multnomah LRT and Sunset Busway options deleted. The next steps include completion of the engineering, final EIS and financial plan prior to a decision to proceed with construction.
4. Minor Arterials and Collectors - Based upon adopted local comprehensive plans and plans in the process of being updated, Metro will finalize a Minor Arterial and Collector system as a supporting document to the RTP. In conjunction with Washington County's comprehensive plan completion, a full minor arterial and collector improvement program will be established.
5. Bi-State LRT Evaluation - In conjunction with the Bi-State Policy Advisory Committee, Metro will determine the long range feasibility of LRT in the Northern Corridor, determine the interrelationship between service expansion in the I-5 and I-205 Corridors and recommend an interim bus trunk route improvement strategy.
6. Potential Effect of Telecommunications - Recognizing that new technology can significantly impact travel behavior, an examination of the potential effect of telecommuting on the expected level of future traffic demand will be undertaken.
7. Energy Contingency Plan - In conjunction with the Oregon Department of Energy, Metro will develop a contingency plan for dealing with short term gasoline shortages. Initially, this will involve adoption of a framework plan which will establish the need for refinement of key elements.
8. Goods Movement - Recognizing that freight movement is equally as important as people movement in an effective transportation system, Metro will examine access constraints to industrial development and existing truck travel constraints as a tool for setting priorities for needed highway improvements.
9. Handicapped Accessibility - In accordance with recent revisions to federal requirements for handicapped accessibility, Tri-Met will recommend an update to their plan for inclusion in the RTP.
10. Regional and Sub-Regional Trunk Route Refinement - The short and long range regional trunk route system will be evaluated to ensure the recommended travel speed criteria

are met. As needed, strategies to improve travel speed along specific trunk routes will be recommended. In addition, the criteria calling for trunk routes to operate at a speed no slower than one and one-half times off-peak highway speed will be evaluated to ensure it can realistically be achieved.

The long-range sub-regional trunk route system will be developed and incorporated into the RTP.

11. Five-Year Transit Development Program - Consistent with the RTP, Tri-Met will develop detailed transit service improvements and update their five-year plan annually. This will be submitted to Metro for endorsement and the key features will be incorporated into the RTP.
12. Southwest Corridor Analysis - Travel demands and alternative transit, highway and rideshare improvement strategies for the southwest corridor shall be examined to resolve a number of outstanding issues, including:
  - the need for a regional trunk route connecting to the Tualatin Transit Station and the interrelationship with transit service to Tigard, Lake Oswego and along Kruse Way;
  - traffic congestion on 99W through Tigard and the need for alternative major arterial routes;
  - the function of the Kerr Parkway Improvement as a major connection;
  - the need for additional highway capacity to serve major new development in Tualatin and Wilsonville; and
  - the need to identify potential LRT alignments to ensure right-of-way is protected for future construction.
13. Demand Management Planning - The Rideshare Advisory Subcommittee will examine the candidate demand management strategies identified in the Policy Framework and develop recommendations on which are the most promising to pursue. In addition, they will provide guidance for the detailed development and implementation of the I-5 North and McLoughlin Boulevard Rideshare Programs and the Portland Flex-time program.
14. Access Control Plans - ODOT and Metro will examine existing access control plans on the principal arterial system and develop specific techniques to minimize direct property access. Major and minor arterials will be examined by Metro or the local jurisdiction as resources are available. Additional policy development for access control is required.
15. Light Rail Analyses - It is necessary to specifically identify alignments for the alternative LRT routes

specified in the adopted Long-Range Transitway System component of the RTP to provide local jurisdictions sufficient information to protect the right-of-way from encroachment. In addition, the process and priorities for the transition from bus trunk routes to transitways should be developed through an examination of factors relating to ridership, economy, densities and compatibility of adjacent land uses, and the staging of initial increments as opposed to future branches and extensions.

16. Build-Out Analysis - The local comprehensive plans are designed to accommodate more growth than will be realized by the year 2000 (the scope of the RTP). As such, it is necessary for long-range planning purposes to identify the travel demand associated with the full build-out of the local plans and examine the effects of this level of development on the transportation system beyond the year 2000.
17. Development Impacts - As development plans for specific sites are developed, conflicts between transportation and neighborhood objectives will arise. Localized impacts of development on the transportation system should be assessed and measures undertaken to resolve these conflicts.
18. 219th/216th Avenues - The function of this facility (minor or major arterial needs to be analyzed more fully in terms of its role in carrying regional travel from the area south and east of Hillsboro to the Sunset Highway.
19. Cornell and W. Burnside - Issues surrounding the functional classification and sizing of these facilities require resolution.
20. Terwilliger Boulevard and Terwilliger/Barbur Project - The functional classification of Terwilliger Boulevard and the impacts of the Terwilliger/Barbur project need to be resolved.
21. I-205/Powell Boulevard East of I-205 Circulation - Issues surrounding the functional classification and I-205 freeway access to Powell need to be addressed.

Several remaining projects have been identified in the planning process but require further review and consensus-building prior to inclusion in the RTP. It is anticipated that additional analysis of these projects will commence at a point after the adoption of the RTP or be included in the efforts to resolve the outstanding issues mentioned above.

East Burnside St. @ 60th Ave.  
Hwy. 43 (so. of Sellwood Bridge)  
Stafford Rd. Interchange @ I-5

Stafford Rd @ 65th Wilsonville  
 Elligson "S" Curve Realignment  
 Wilsonville Rd. @ I-5 (final)  
 Kerr Road Improvements  
 Hwy. 99W Bypass (Durham or Tualatin-Sherwood Rds.)  
 Beaverton-Tualatin Highway (Bridgeport-Martinazzi)  
 Holgate TSM (Hwy. 99E-82nd)  
 Lombard TSM (I-5-St. John's)  
 Union Ave. Parking Lots  
 Wheeler/Flint Intersection Improvements  
 Woodstock @ Foster  
 Terminal 4 Road (St. John's-N. Lombard)  
 S.W. 35th Ave. @ Vermont  
 RX Zone Residential Enhancement  
 South Portland Circulation Project  
 Barbur/Terwilliger Intersection Design & Bertha Upgrading  
 Inner Southwest Projects  
 Mt. Scott/Powell Butte Projects  
 Carman Dr. Improvements (Kruse Way-I-5)  
 Parkway Ave. II (Wilsonville)  
 Beckman Rd. I-5 Interchange (Wilsonville)  
 T.V. Hwy. - 99 W Connection  
 Glencoe-West Union Rd. Improvements  
 N. Ivanhoe St./Philadelphia  
 Portland Blvd. @ Greeley Ave.  
 Burnside/Sandy/12th Ave. Couplet  
 Johnson Creek Blvd. @ Harney  
 Hwy. 224 Grade Separation (Milw.-I-205)  
 Brookwood Avenue (Cornell-Evergreen)  
 Baseline Improvements (10th-Jenkins)  
 Access to Forest Park Estates  
 219th/216th Widening (Cornell-T.V. Highway)  
 New I-205 Interchange: Location and Arterial Access  
 Improvements and Function  
 Arterial Connection from Oregon City Bypass to McLoughlin  
 Boulevard.

4582B/279

## APPENDIX A

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

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

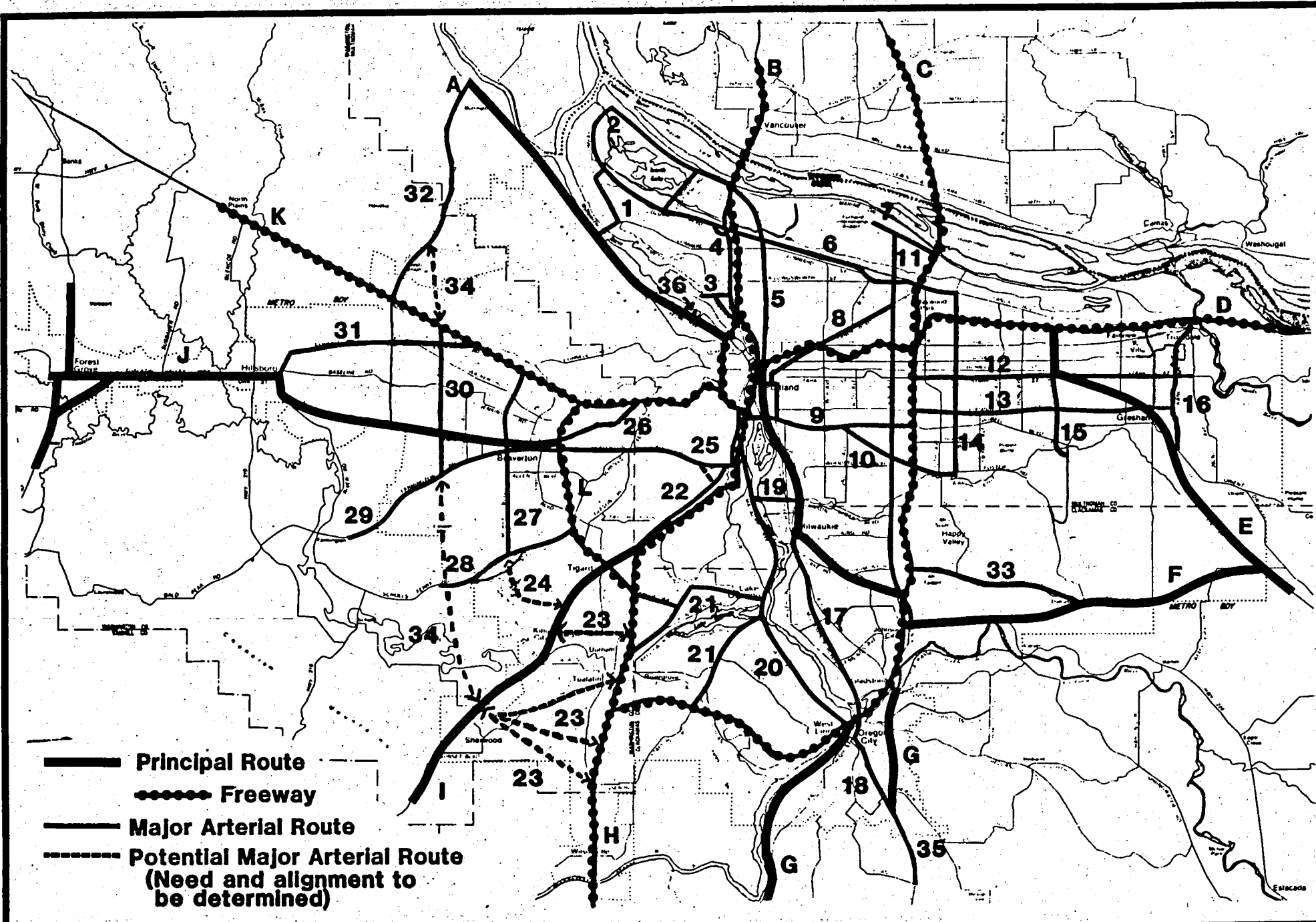
#### A. REQUIRED ACTIVITIES

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

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

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

Metro's Classified Highway System map will consist of the Principal and Major Arterials defined in the adopted RTP and the Minor Arterials, Collectors and streets designated



Regional  
Transportation  
Plan

# PRINCIPAL ROUTES & MAJOR ARTERIALS

FIG. A-1

designated for transit service derived from adopted local comprehensive plans.

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

Local jurisdictions must identify in their comprehensive plan (or the appropriate implementation program) sufficient investments in transportation capacity to ensure its arterial system can adequately serve at least the travel demand associated with Metro's year 2000 population and employment forecast (Table A-1) and subsequent updates. Metro will review its forecasts annually and consider amendments to these forecasts to account for significant changes in growth rates, development patterns, and/or local comprehensive land use plans.

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

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

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



Table A-1

1980-2000 20-DISTRICT  
POPULATION AND EMPLOYMENT GROWTH

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

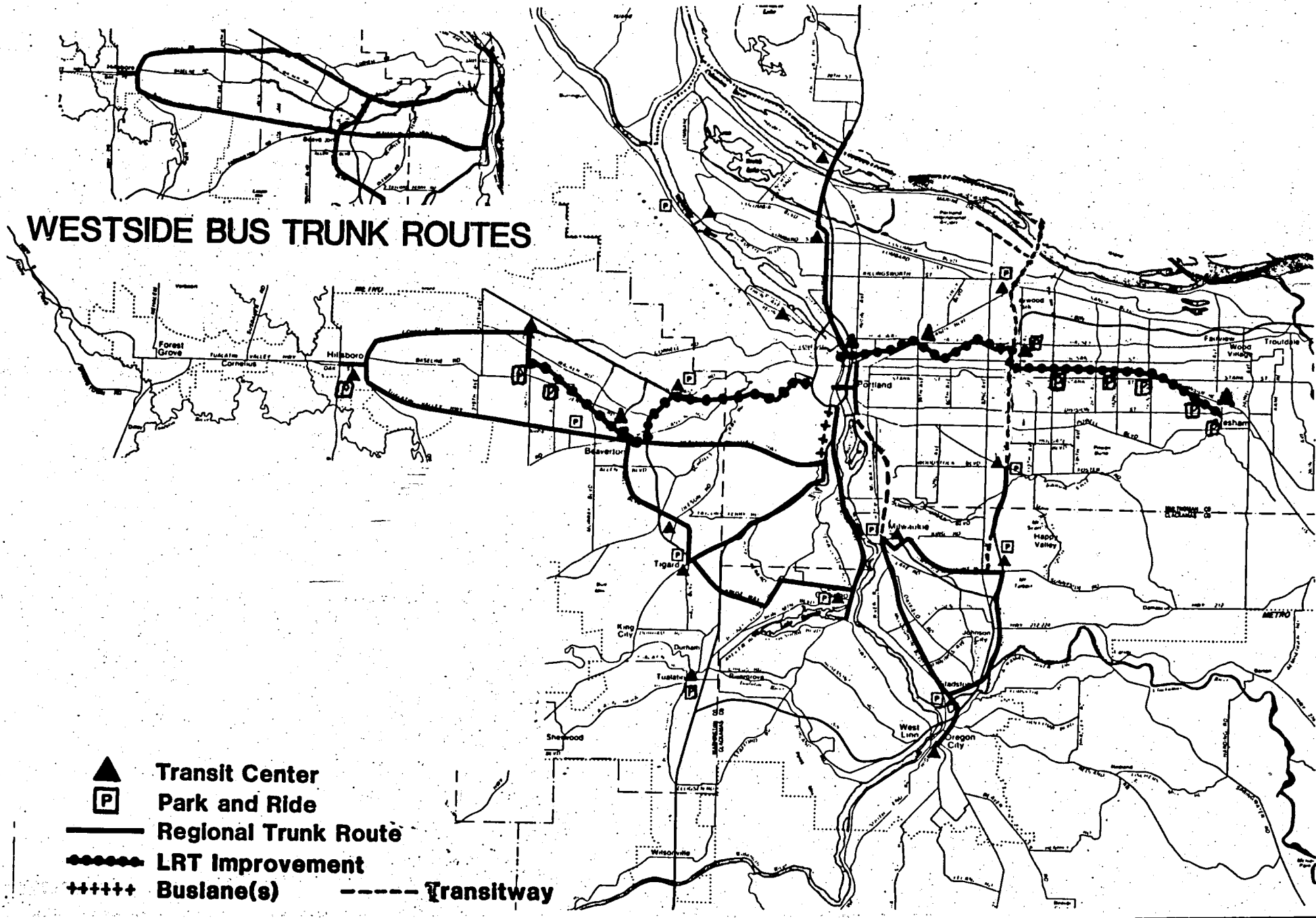
3. Transit System Designation - The delineation of the transit system must be coordinated between Metro, Tri-Met and the local jurisdictions. Metro's adopted regional transit trunk route system provides direction to Tri-Met on where to target high speed, high capacity service for long distance travel and provides direction to local jurisdictions on where to target high density land uses. Local jurisdictions are required to include Metro's regional trunk routes, transit centers and park and ride lots (Figure A-2) in their comprehensive plan and identify other streets suitable for subregional trunk routes and local transit service as a guide to Tri-Met.
4. Transitway Implementation - Transitways have been identified as the long-range method to provide regional trunk route service in the radial travel corridors (Figure A-3). Local jurisdictions are required to identify these alignments in their local comprehensive plans for future consideration.
5. Regional Bicycle Route System Designation - A regional bicycle route system has been identified to ensure the opportunity for safe, convenient travel by bicycle between jurisdictions and to major attractions throughout the region (Figure A-4). Local jurisdictions are required to identify these routes in their local comprehensive plans. If a jurisdiction seeks to eliminate, amend or add a designated regional bicycle route or route segment, it must consult with other jurisdictions, amend its comprehensive plan accordingly, and seek an amendment to the RTP.

B. Encouraged Activities

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

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

Currently, approximately 23 percent of those traveling to work by auto rideshare in groups of two or more on any given day. A few large firms in the region with aggressive rideshare programs have upwards of 30 percent of their employees ridesharing. Looking at the rideshare goals of some large firms in the region and at experiences



Regional  
Transportation  
Plan

# **REGIONAL TRANSIT TRUNK ROUTES**

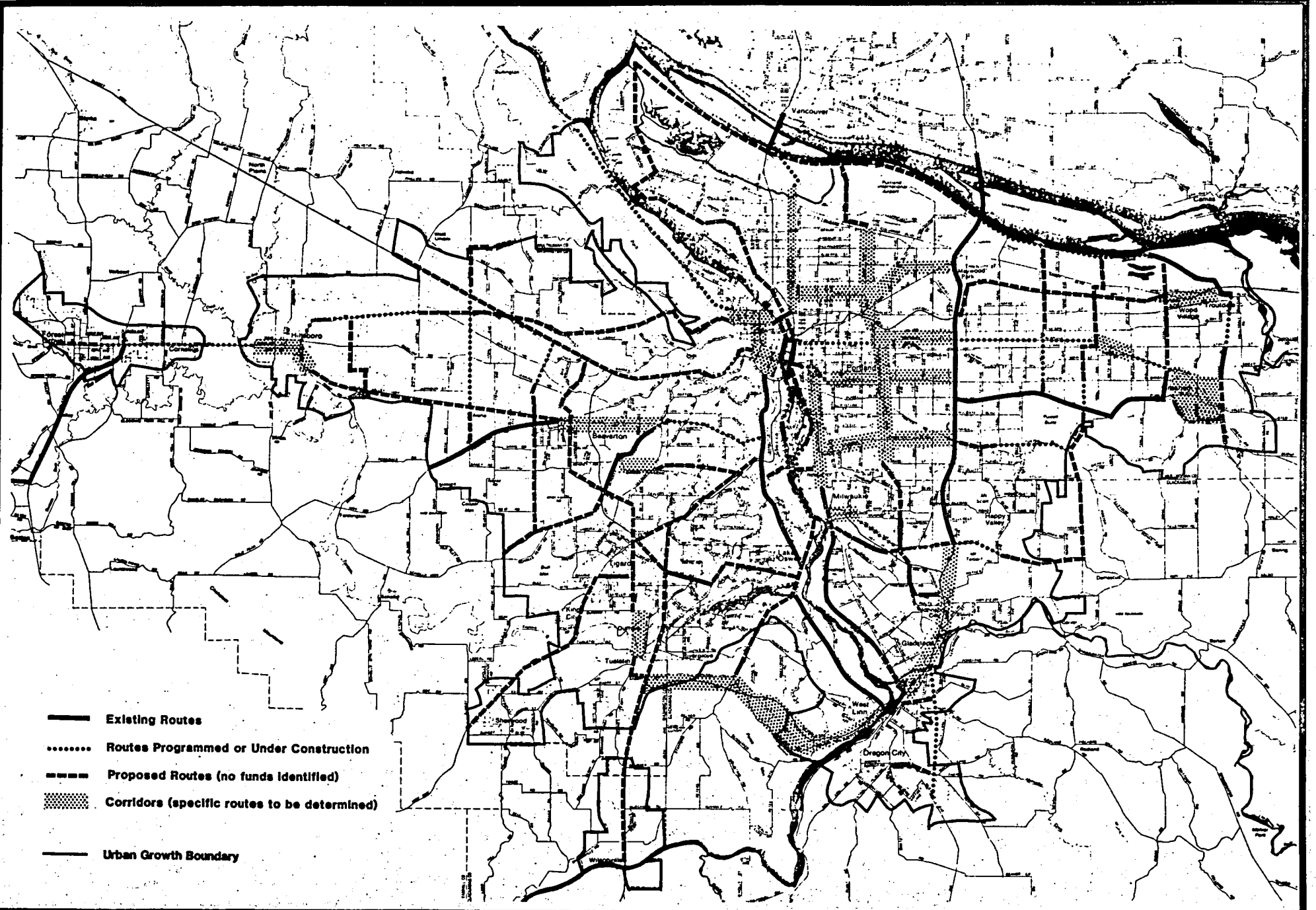
**FIG. A-2**



# LONG RANGE REGIONAL TRANSITWAY SYSTEM

**FIG. A-3.**

- A-8R -



Regional  
Transportation  
Plan

## REGIONAL BICYCLE ROUTE SYSTEM

FIG. A-4

in other cities, a regional objective of 35 percent of all individuals traveling to work by auto in the rideshare mode appears reasonable and achievable by the year 2000. If this goal is met, there would be a nine percent reduction in auto work trips in the year 2000 from what would be expected using the 1980 rideshare rate and an accompanying reduction in vehicle travel of 538,000 miles per day. This shift to ridesharing represents 16 percent fewer persons driving to work alone and 50 percent more persons traveling to work in carpools or vanpools.

\* NOTE:

THIS text will be connected to the  
following page prior to JPACT

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

- Concentrate rideshare efforts on work trips to large employers or employment centers and in congested traffic corridors.
- Encourage ridesharing through incentives (such as preferential parking locations and price and preferential traffic lanes) and through marketing programs to advertise the benefits of ridesharing and to increase the convenience of ridesharing.

2. Parking Management - The mode of travel used to make a trip is directly influenced by the convenience and cost of parking. As parking in densely developed areas becomes less convenient and more costly, alternative modes of travel become more attractive. In addition, as alternative modes of travel are increasingly used for work trips, scarce parking spaces are released for shopping trips. Parking management is particularly important in areas that are currently developed at high densities and in areas planned for new high density development. Parking management programs can be targeted at increasing both ridesharing and transit use depending upon the circumstances.

- Local jurisdictions are encouraged to limit the number of parking spaces in high density areas with direct service to regional transit trunk routes. The limit should be based upon the type and density of development and can be accomplished through a parking management program covering a general area or specific parking requirements for individual developments.
- Local jurisdictions are encouraged to manage the price and location of parking to favor the rideshare and transit traveler and shopping trips rather than work trips by single-occupant autos.
- Park-and-pool lot development is encouraged to aid in formation of carpools.

3. Land Use - Local jurisdictions are encouraged to initiate the following land use actions to support demand management programs:

- New development should achieve a balance of employment, shopping and housing to reduce the need for long trips and to make bicycle and pedestrian travel more attractive.
- Employment opportunities should be developed throughout the metropolitan area in both urban and suburban locations. This development should be concentrated and located to maximize the feasibility of being served by transit or located along regional

transit trunk routes. Employment, commercial and residential densities should be maximized around planned transit stations and regional transit trunk route stops and compatible high density land uses considered along sub-regional and local transit routes.

- Pedestrian movements should be encouraged within major activity centers by clustering hotel, entertainment, residential, retail and office services to utilize common parking areas.
- Land development patterns, site standards and densities which make transit, bicycle and pedestrian travel more attractive should be promoted.
- Local jurisdictions should seek to improve the streetside environment affecting the transit user, bicyclist and pedestrian.

4. Flexitime/Staggered Work Hours/Four-Day Work Week - Local jurisdictions are encouraged to support the following activities:

- Flexible work schedules are encouraged at all places of employment where such programs would not interfere with the productivity or effectiveness of the employee.
- Flexible work schedules are particularly encouraged at large employment centers, in central business districts and in areas experiencing traffic and circulation problems.

5. Transitway Right-of-Way Reservation - Until such time as a definite decision to construct a transitway is made as a result of the EIS decision process described in Section 6, pp. 8-5 of the adopted RTP, local jurisdictions are encouraged to work with developers to protect logical right-of-way opportunities from encroachment. Parcels that cannot be protected in this manner should be identified to Tri-Met for acquisition on a case by case basis.

6. Bicycle Plan Element Implementation - Local jurisdictions are encouraged to support the following activities:

- Provision of long-term bicycle parking facilities at employment centers, transit stations, park and ride lots, schools and multi-family dwellings.
- Provision of short-term bicycle parking facilities at shopping centers, libraries, recreation areas and post offices, among others.
- Voluntary bicycle marking programs to deter theft and facilitate the return of stolen bicycles to their owners.
- Consistent police enforcement of all rules of the road pertaining to bicyclists.



- Provision of programs and materials to promote bicycle safety and awareness.

### C. Compliance Criteria

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

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

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

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

5927B/279  
8/24/83

STAFF REPORT

Agenda Item No. 8.1

Meeting Date September 29, 1983

CONSIDERATION OF THE CORNER TERRACE URBAN  
GROWTH BOUNDARY (UGB) AMENDMENT CONTESTED  
CASE NO. 81-9

---

Date: September 14, 1983

Presented by: Mark Brown

FACTUAL BACKGROUND AND ANALYSIS

Corner Terrace Partnership has submitted an application to remove 20.26 acres on N. W. Springville Road, and add 30.26 vacant acres at N.W. 185th Avenue and West Union Road to the UGB in Washington County. On December 21, 1983, the Metro Council adopted Ordinance No. 82-148 approving this trade. Metro's decision was subsequently appealed to LUBA. Metro subsequently requested that the case be returned to Metro to correct procedural problems with the Findings of Fact and Conclusions of Law.

The new findings have been prepared. Staff finds 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

On September 12, 1983, the Regional Development Committee received testimony in consideration of Resolution No. 83-428, and was split on a vote recommending approval of this Resolution. Subsequently, the Committee unanimously voted to forward the Resolution to Council without a recommendation.

MB/gl  
9183B/353  
9/15/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDER AND RESOLUTION OF INTENT	)	ORDER
TO APPROVE A PETITION BY CORNER	)	
TERRACE PARTNERSHIP FOR A	)	AND
LOCATIONAL ADJUSTMENT TO THE	)	
URBAN GROWTH BOUNDARY (UGB) UPON	)	RESOLUTION NO. 83-428
COMPLIANCE WITH CONDITIONS	)	

WHEREAS, The Corner Terrace Partnership has submitted a petition (Contested Case No. 81-9) for a locational adjustment to the Urban Growth Boundary (UGB) to add the area identified as the Corner Terrace property and to remove the area known as Malinowski property; and

WHEREAS, The request was originally heard before the Metro Hearings Officer on October 8, 1981; and

WHEREAS, The requested trade was heard before the Regional Development Committee on November 8, 1982; and

WHEREAS, The Council heard argument on the petition on December 21, 1982 and voted to approve the petition; and

WHEREAS, The Ordinance which approved the petition was appealed to the Land Use Board of Appeals (LUBA), and the Ordinance was remanded to Metro for lack of appropriate findings; and

WHEREAS, The Regional Development Committee has submitted Findings, Conclusions and a Proposed Order; and

WHEREAS, The Council has reviewed and accepts the Findings of Fact, Conclusions and Proposed Order as submitted by the Regional Development Committee; and

WHEREAS, Section 14(d) of Ordinance No. 81-105 provides that "when the Council acts to approve...a petition affecting land

outside the District...such action shall be by resolution expressing intent to amend the UGB if and when the affected property is annexed to the District...."; and

WHEREAS, The area to be added is currently outside the Metro District boundary; now therefore,

BE IT RESOLVED,

1. That the Council hereby reapproves the petition and declares its intent to amend the UGB as indicated in Exhibits A and B. Such amendment shall be by ordinance as follows:

a. For the area to be removed, the Council declares its intent to adopt an ordinance of removal.

b. For the area proposed to be added, the Council declares its intent to add to the UGB those areas that annex to the Metro District.

2. That any UGB amendments adopted pursuant to Section 1 of this Resolution shall be by ordinance and that such ordinances shall be the Final Order in Contested Case No. 81-9 for the purposes of judicial review for the area added to the UGB by such ordinance.

3. That the Council adopts the Findings and Conclusions shown in Exhibit C in support of the resolution of intent on Contested Case No. 81-9.

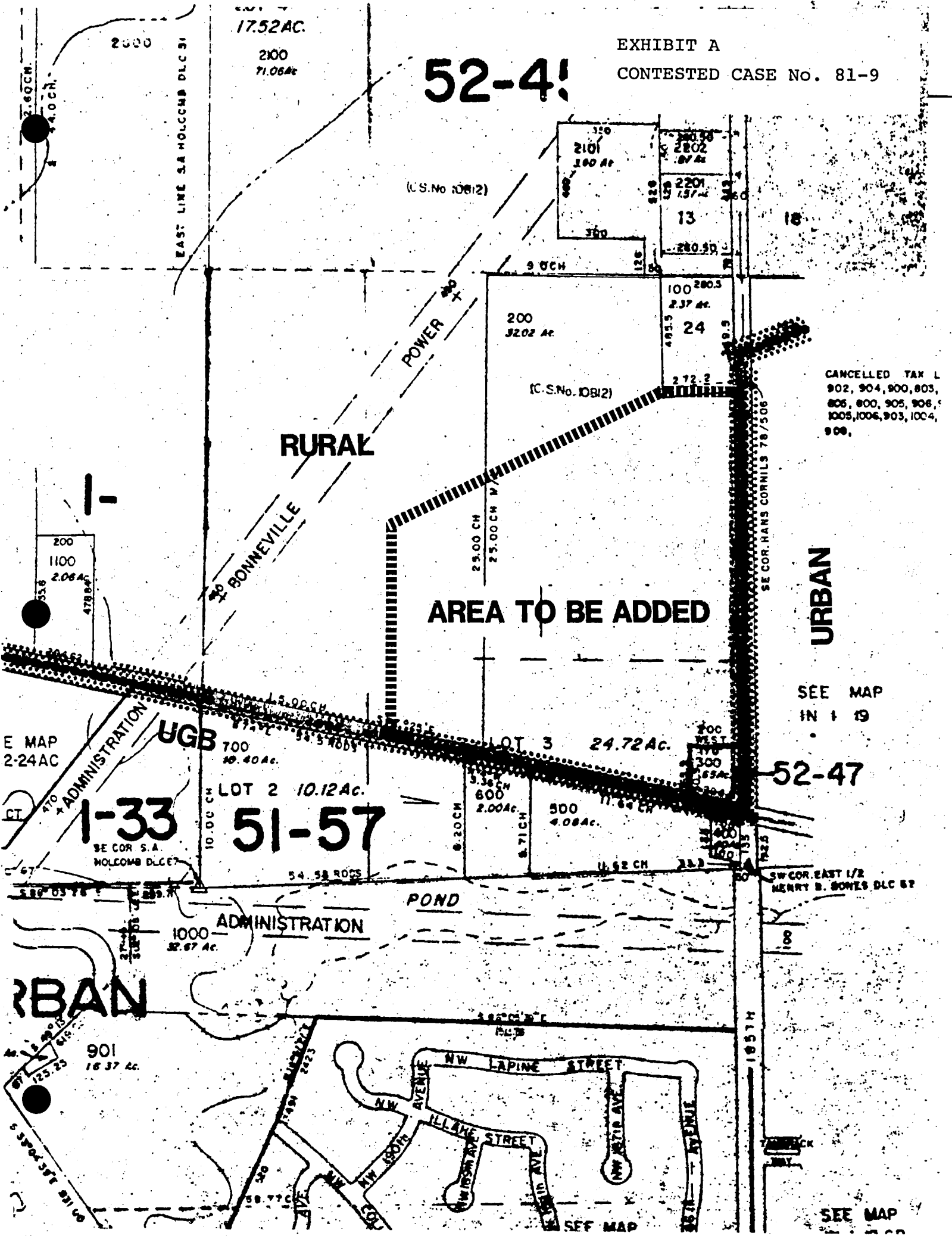
ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1983.

\_\_\_\_\_  
Presiding Officer

EXHIBIT A

CONTESTED CASE No. 81-9

52-4!



CANCELLED TAX L  
902, 904, 900, 803,  
806, 800, 905, 906,  
1005, 1006, 903, 1004,  
908,

SEE MAP  
IN 1 19

52-47

SEE MAP

SCALE 1"=400'

M U L T N O M A H C O U N T Y  
RURAL

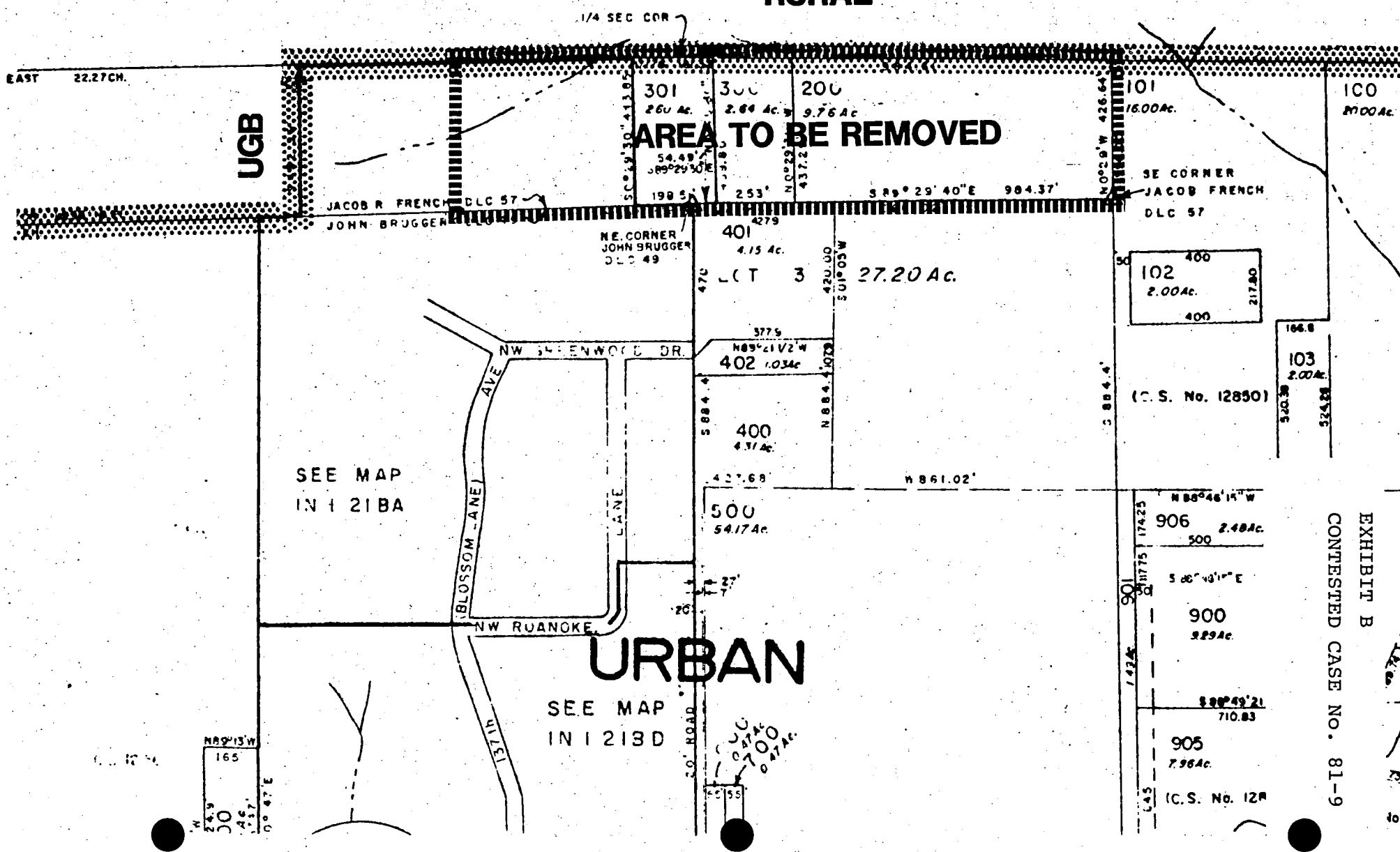


EXHIBIT B  
CONTESTED CASE No. 81-9

**Corner Terrace Partnership  
Petition for Locational Adjustment  
to the Metro Urban Growth Boundary  
Contested Case No. 81-9**

**Proposed Findings**

**Submitted by DeMar L. Batchelor  
and Benkendorf & Associates for  
Corner Terrace Partnership**

**I. Relevant Facts Concerning the Petition to Include a Portion of the Corner Terrace Property Within the Metro U.G.B.**

**A. Petitioner:**

Corner Terrace, a partnership consisting of  
James E. Berrey and Stephen M. Berrey  
17765 S.W. Boones Ferry Road  
Lake Oswego, Oregon 97034

**B. Request:**

Inclusion of 30.26 acres within the amended  
Regional Urban Growth Boundary and the  
removal of 20.26 acres of like property in  
another location, resulting in a 10 net acre  
addition to the Regional U.G.B.

**C. Existing Zoning:**

A combination of Agriculture and Forestry -  
20 acre lot size (AF-20) and Exclusive Farm  
Use (EFU). (Washington County zoning at  
the time of the original petition was Forest  
and Resource Conservation - 38 acre lot  
size (FRC-38).)

**D. Comprehensive Plan Designation: Natural Resource on the adopted Rural Plan  
for Washington County. Plan designation on**

the Washington County Framework Plan at the time of the original petition was Natural Resource.

**E. Property Owners:**

Corner Terrace, a general partnership consisting of James E. and Stephen M. Berrey. Also included are Frank M. and Clara A. Jeffries, owners of the .65 acre parcel on the northwest corner of N.W. 185th Avenue and West Union Road.

**F. Legal Description of Site:**

Portions of Tax Lot 2100, T1N, R2W, Sec. 13 and Tax Lot 200, T1N, R2W, Sec. 24 totalling 30.26 acres. (Original petition requested inclusion of 38 acres.). The Jeffries' property, which was included in the addition by Council action, is described as Tax Lot 300, Section 24, T1M, R2W.

**G. Site Location:**

At the northwest portion of the intersection of N.W. 185th Avenue and N.W. West Union Road, bounded on the north and northwest by a natural ridgeline and on the west by a line bearing north-south. The site contained in the petition is bounded on the east by N.W. 185th Avenue and on the south by N.W. West Union Road, but does not include the .65 acre property located directly on the northwesterly corner of the intersection. The site is approximately one (1) mile north of the Sunset Highway (US 26) and one half (½) mile east of Portland Community College -Rock Creek Campus which is



located north  
of N.W. Springville Road.

**H. Soils Classification:**

Aloha and Helvetia Silt Loams and Verboort Silty Clay Loam of Capability Classes II and III according to the Soil Conservation Service (SCS).

**I. Existing Land Use:**

Agriculture, with one resource related dwelling on the 30.26 acre site. The southeast corner of the site area at the northwest corner of the intersection of N.W. 185th Avenue and West Union Road, is an established neighborhood commercial area which provides a valuable service to the immediate vicinity.

**J. Surrounding Land Uses:**

North - north of the natural ridgeline the use is agriculture, plus Rock Creek and associated floodplain.

West - Rock Creek and associated floodplain and the Bonneville Power Administration (B.P.A.) easement of 125 foot width.

South - Rural residential development, a 100 foot Bonneville Power Administration (B.P.A.) easement and a major platted suburban residential development (Rock Creek) south of the easement.

East - Agriculture with scattered resource oriented and rural residential dwellings.

**K. Surrounding Zoning:**

Exclusive Farm Use (EFU) to the north and west, Neighborhood Commercial (B-1) and

Medium High Density Residential (R16-24) to the east and Low Density Residential (RU-4) to the south.

**II. Relevant Facts Concerning the Proposal to Remove the Malinowski Property from the Metro U.G.B.**

- A. Property Owner: Andrew P. and Fern E. Malinowski  
13130 N.W. Springville Road  
Portland, Oregon 97229
- B. Request: Removal of 20.26 acres from the Regional Urban Growth Boundary and the inclusion of 30.26 acres of like property in another location within the U.G.B.
- C. Existing Zoning: Low Density Residential (R-5)
- D. Comprehensive Plan Designation: Urban Residential
- E. Legal Description of the Property: Tax Lots 100 and 102 of T1N, R1W, Section 21 BA, and Tax Lots 200, 300 and 301 of T1N, R1W, Section 21 totalling 20.26 acres.
- F. Site Location: South of N.W. Springville Road, approximately one half (½) mile west of N.W. Kaiser Road and one half (½) mile north of N.W. Laidlaw Road, adjacent to the partially developed Dogwood Park subdivision which is a large lot rural subdivision.

**G. Soils Classification:**

Helvetia and Saum Silt Loams of Capability Classes II and III according to the Soil Conservation Service (SCS).

**H. Existing Land Use:**

Agriculture and pasture. No dwellings exist on the 20.26 acre site.

**I. Surrounding Land Uses:**

North: Agriculture and woodland area.

West: Agriculture and open space.

South: Agriculture and unserviced rural residential development.

East: Agriculture and open space.

**J. Surrounding Zoning:**

Exclusive Farm Use (EFU) to the north in Multnomah County and Low Density Residential (R-5) to the east, south and west in Washington County.

**III. Relevant Criteria, Relevant Facts, Application of Facts to Criteria, and Conclusions** -Section 8 of the METRO Ordinance No. 81-105 contains four (4) subsections (a, b, c and d), each with several individual but interrelated criteria to be addressed and considered for any Locational Adjustment to the Regional Urban Growth Boundary. Following the five criteria in subsection (a), the four conditions contained in subsection (b) must be met as directed in subsection (c). Subsection (c) applies to petitions for removal of land from the U.G.B. in one location and extending the U.G.B. in another location to take in lands not previously included within the U.G.B. Subsection (d), which is directly related to subsection (a), must also be addressed as part of the process of adding land to the U.G.B. No other criteria, conditions, guidelines or standards pertain to the Locational Adjustment process for the U.G.B. The Regional Urban Growth Boundary was acknowledged by LCDC on January 16, 1980. The Statewide Planning Goals do not apply because the Regional UGB has been acknowledged.

**Metro Ordinance No. 81-105**

**1. Subsection (a)**

As required by subsections (b) through (d) of this section, locational adjustments shall be consistent with the following factors:

**a. Criteria 1 - Orderly and Economic Provision of Public Facilities and Services.**

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

**Facts:**

- o Approximately one-half million gallons of water is available each day from the Wolf Creek Highway Water District at the corner of 185th Avenue and West Union Road. Water lines are in West Union Road and 185th Avenue. The line in West Union Road is 18 inch; the line in 185th Avenue north of West Union Road is 16 inch while the line in 185th Avenue south of West Union is 12 inch. All water lines are sized and designed to serve the area including the subject property. Wolf Creek Highway Water District purposely installed oversized lines in anticipation of servicing the subject site and other vacant undeveloped properties in the Bethany area.
- o Sanitary Sewer is 800' south of the site. The 24" Bethany Trunk is in place and available to this site. The Unified Sewerage Agency (U.S.A.) of Washington County has indicated that service can be provided to the site from existing in-place lines.
- o Storm drainage is available by a natural system of drainage - Rock Creek.
- o Transportation access is excellent with 1,800 feet of frontage on West Union Road and 1,250 feet of frontage on 185th. The intersection of 185th Avenue and West Union Road is 1 mile from the Sunset Highway Interchange.
- o West Union has been identified as an arterial, and 185th as an arterial from Sunset Highway (U.S. 26) to the intersection with West Union Road.
- o Fire Protection is provided by Washington County Fire District #1. A fire station is in place at 2955 N.W. 185th, less than one

mile south of the site.

- o Beaverton School District provides educational services. Rock Creek Elementary, Five Oaks Junior High School and Aloha High School serve the site.
- o Tri-Met serves the area with a route on 185th Avenue to Springville Road, terminating at the Portland Community College - Rock Creek Campus.
- o A public entity, Portland Community College, expended in excess of \$100,000 (1973 dollars) to finance construction of said water line under an agreement with the Water District by which PCC would be reimbursed by owners of property in the established service area when such properties connected to the water line. If the subject property does not develop, the full public monies previously expended for the water line will not be recovered.
- o When contacted for review and comment on the petition, no service provider objected to the proposed locational Adjustment, and both the fire district and water district supported the petition.
- o No factual evidence contrary to any of the above stated facts was presented by any individual agency or organization.

#### **Application of Facts to Criteria:**

Orderly and economic provision of public facilities and services must occur in order to approve the Locational Adjustment to the UGB. The in-place facilities and services can be more efficiently utilized if

such facilities and services serve property on both sides of the facility or service. This is especially appropriate to the three main public facilities and services - sanitary sewer, water and transportation. All service providers reviewed the petition, with none responding negatively and two responding in support of the petition. No evidence was presented which indicated that service provision to the site would be neither orderly nor efficient.

#### **Conclusions:**

The site can be served by the Unified Sewerage Agency (U.S.A.) and sewer lines have been designed to serve the area. There is a water line running along 185th Avenue which serves Portland Community College. At the corner of West Union and 185th Avenue, there is approximately ½ million gallons of water a day which could be available to the site. When the water line was built to serve Portland Community College, it was designed to serve the properties adjacent to the line, such as the subject site. Portland Community College has an agreement with the Water District whereby it will be reimbursed for a part of the cost of the line by those people who later connect to the line, such as the applicant. The site is also served by Tri-Met. West Union Road borders one side of the site and another side is bordered by 185th Avenue.

The Locational Adjustment will assure that a past expenditure of public funds for water and sewer service lines and transportation improvements will be maximized. The land area to the south is committed and developed to single family and multiple family purposes and preparation of this site for urban purposes is an orderly pattern of urbanization. Inclusion of the property within the UGB would insure that use of both available arterials would be maximized by adjacent land uses. In-place roads are presently a major portion of the orderly and economic provision of public facilities and services

and it is more orderly, economic, practical and reasonable to maximize the use of existing arterials than to construct new roads within the U.G.B. where other necessary facilities and services may be only partially available. To maximize the use and availability of **existing in-place** facilities and services is the best method of increasing the net efficiency of the facilities and services, as opposed to the continued construction of new facilities and broader provision of services to currently undeveloped areas where facilities and services do not exist.

Based on the available testimony and evidence supporting the petition, and the lack of conflicting testimony against the petition with regard to the orderly and economic provision of public facilities and services, the Metro Council believed that the petition was supported by the evidence and testimony.

b. **Criteria 2 -Maximum Efficiency of Land Uses.**

Consideration shall include existing development densities on the area included within the amendment, and whether the amendment would facilitate needed development on adjacent existing urban land.

**Facts:**

- o The land proposed for addition to the U.G.B. includes less than half of the tax lot in which it is located and less than 27% of the total land ownership of the petitioners in the Bethany-Rock Creek area. That portion of the subject property remaining outside the UGB, approximately 83%, acres will continue in agricultural use or in a natural setting.



- o It has been determined by Metro and LCDC that it is more efficient for the U.G.B. to utilize natural features, especially where the boundary encompasses drainage basins, as occurs on this site because services, especially sanitary sewer and water, can be sited to take advantage of natural topography to facilitate flow, thus reducing the need for costly pumping equipment and additional engineering. The ridge line, a portion of the proposed new U.G.B., is such boundary. The testimony of the witnesses clearly indicates that the ridge line provides a clear and effective boundary, and includes within it land which can efficiently use existing urban services, including sewer and water. The ridge provides a visual boundary for the area, and the topography slopes south which will facilitate flow for water and sanitary sewer service.
- o There is one single family residence and farm outbuildings on the site which do not inhibit potential future efficient urbanization.
- o Inclusion of the proposed site within the U.G.B. will provide the opportunity for development of all four quadrants of the existing intersection of N.W. 185th Avenue and N.W. West Union Road, both of which are designated arterials.
- o Within all of Washington County urban area, a review of the existing UGB indicates there are only that three or four major intersections of two arterials within the UGB.
- o The proposed site area is physically related and characteristically similar to adjacent land already within the boundary. The ridge line is also the definable boundary of an existing drainage basin in the general vicinity.
- o Testimony was presented indicating that the area residents believed a reduction in the size of the existing farm unit would

result in a termination of the entire farm operation and pressure on other surrounding farm units to convert to urban uses.

#### **Application of Facts to Criteria:**

The utilization of all four quadrants of an established intersection will provide the opportunity for more efficient planning and land use. The low existing development density of the site will promote the opportunity to plan and develop the area as a unit, simplifying service delivery. The majority of the existing property will remain designated Natural Resource and in agricultural use, promoting efficiency of land use in the areas not within the U.G.B. area. To include the site by extending the UGB along the ridge line will serve to include all of an existing drainage basin, of which the majority, excepting the Corner Terrace area, is currently within the U.G.B.

#### **Conclusions:**

To leave one quadrant vacant and unused at such an intersection is inefficient, results in poor urban form and creates conflicts between incompatible land use types. A review of the adopted Regional UGB within the Washington County urban area indicates that there are only three or four major intersections of two arterials within the U.G.B. Where two arterials intersect, all four quadrants should be developable in similar use types to insure maximum efficiency and the prevention of conflicts. This land would use existing urban services, and contribute to the support and maintenance of those services, and to this extent, it would facilitate the development of adjacent lands within the U.G.B. that are also dependent upon these services. Therefore, inclusion of the 30.26 acre site within the U.G.B. would provide the best opportunity to maximize the efficiency of land uses within the area.

c. **Criteria 3 - Environmental, Energy, Economic and Social Consequences.**

Any impact on regional transit corridor development must be positive, and any limitations imposed by the presence of hazards on resource lands must be addressed.

**Facts:**

- o **Environmental** - The Rock Creek Flood Plain is west of the site, but does not include any portion of the 30.26 acre Corner Terrace area proposed for addition to the U.G.B. The site is not an identified open space or wildlife habitat according to the Washington County Comprehensive Framework Plan Resource Documents. Inclusion within the U.G.B. will create no environmental consequences.
- o **Energy** - The site is in close proximity to existing transportation facilities and all urban services and public utilities and is on an established Tri-Met route serving the vicinity including the Sunset Regional Transit Corridor. The site is a south-facing slope with excellent potential for maximizing solar energy opportunities.
- o **Economic** - Inclusion of the site within the U.G.B. will permit development of the total intersection area where 185th Avenue meets West Union Road. Use of this site will not require additional expenditures by public agencies or utilities because services are already available to the site. Other areas will have to be serviced at additional expense to the landowner, buyer and the public including the service agencies and utilities. As part of creating a profitable route for Tri-Met, backhaul of passengers from the Portland Community College-Rock Creek area to the

Sunset Corridor is mandatory and can be accomplished only with development of vacant lands.

- o Opponent testimony suggested that the site area is, and historically has been, a productive agricultural operation regardless of ownership. Current wheat cropping is of moderate yield and in keeping with the character of much of the West Bethany area where several cattle and grain farms exist and continue to operate. Opponents argued that inclusion of a portion of the larger farm unit within the UGB would reduce or destroy the incentive to continue maintaining the existing agricultural operation, as well as having a major impact on the agricultural capabilities of the remaining 83½ acres and the surrounding farms to the northeast, north and west.
- o Social - With services already in place around the site, the land will be cheaper to develop than land where no services are currently available. Therefore, housing developed on this site will be less costly than housing developed in other areas when no services are currently available. Less costly housing will provide greater opportunity for home ownership for young couples and those with children.

#### **Application of Facts to Criteria:**

There have been no negative impacts identified which will result from the proposed Locational Adjustment. Existing Tri-Met service to the area and the designation of N.W. 185th Avenue as an arterial will integrate the site area with the Sunset Regional Transit Corridor.

No limitations imposed by the presence of hazards on resource lands have been identified, negating the existence of ESEE consequences.

### **Conclusions:**

The impact of the development of the site on the Regional Transit Corridor would be positive because it will help strengthen, through the backhaul of passengers from north to south, the existing transit service which runs adjacent to the site. No negative impacts or adverse economic, energy, environmental or social consequences which will result from inclusion of the 30.26 acre site within the U.G.B. have been identified. Although the farm unit will be reduced from approximately 114 acres to 83½ acres, no evidence was provided which supports the claim that the remaining 83½ acres cannot and will not remain a viable farm unit. The remaining 83½ acre farm site is of a generally uniform character and is similar in size to several existing farms in the vicinity. Therefore, the "loss" of 30.26 acres will not adversely impact either the agricultural operation on the site or of surrounding farms to the northeast, north or west, and no negative economic consequence will result.

d. **Criteria 4 - Retention of Agricultural Lands.**

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

**Facts:**

- o The site contains soils classified by the Soil Conservation Service (SCS) as being Capability Classes II & III.
- o The site has not been irrevocably committed to farm use because it was part of the planned service area for the Wolf Creek Highway Water District, can be considered serviceable by sanitary sewers from U.S.A. without extension of the trunk line or planned mains and laterals, and is located on a Tri-Met transit route. Additionally, the immediate northwest quadrant of the intersection of West Union Road and 185th Avenue is currently commercially developed, zoned and utilized and abuts the Corner Terrace site on two sides.
- o All available public facilities and services are sized for urban uses and were installed prior to the establishment of the Regional U.G.B. Service to all surrounding properties was assumed as a given when existing facilities and services were installed. Financing of the improvements was based on the future urban level use of surrounding lands.
- o Farmland cannot be added to the U.G.B. through a minor or locational amendment -- with or without a trade -- unless the farmland is needed to solve a severe service or land use deficiency.
- o Testimony has indicated that lack of full utilization of in-place facilities and services will result in loss of service efficiency and loss of public investment in these facilities and services intended to service the broader area.
- o Failure to provide the opportunity and ability for efficient

development of all four quadrants of the intersection of two arterials will result in severe impacts on the scope and scale of use and development of the remaining quadrants, as testified to and evidenced by Mr. Al Benkendorf, land use consultant and expert.

- o Due to the location of the subject site and the related arterial intersection away from other arterial intersections and developable areas, the particular site and intersection quadrant are the only areas which can be practically used to ameliorate the identified negative impacts on the immediate area in West Bethany. No other area or intersection in West Bethany possesses the same characteristics.

#### **Application of Facts to Criteria:**

Although the site contains agricultural soils and is not irrevocably committed to non-farm use, the failure to fully utilize existing public services and facilities to the site and permit the recovery and full use of the expenditure of public funds for such services can be considered a severe negative impact on land use in the adjacent urban area. Public facility and service providers assumed an area larger than the site as an ultimate service area in the immediate vicinity. The addition of the site to the U.G.B. is the most logical and practical means of ameliorating the negative impact of the artificially restricted use of the public facilities and services which were planned and engineered for larger service areas.

#### **Conclusions:**

The severe negative impact occurs and continues because the cost of services in the adjacent urban area is necessarily greater when

property in the established service area of such facilities, such as the subject property, is not developed and providing its share of the cost of such services. The site is not irrevocably committed to farm use based on the serviceability of the site, initial service plans of various agencies prior to the establishment of the U.G.B., and the existing and planned use of adjacent properties. If the site is not included in the U.G.B. and utilized for urban development, no other location can be included which will mitigate the severe negative impacts in the immediate vicinity in West Bethany or the northwest urban area of Washington County.

**e. Criteria 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 (criteria) (1) and (4) of this subsection must clearly outweigh the adverse impact of any incompatibility.

**Facts:**

- o The north and northwest border of the property will be a ridge line which will provide a buffer between urban and agricultural uses. This same ridge line has been used as the U.G.B. for parcels of property east of the site.
- o The same urban-agriculture relationship exists in many places throughout the metropolitan area without adverse effects on either the continuing agricultural use outside the U.G.B. or the urban use within the U.G.B.
- o The remaining 83½ acre portion of the total property which will remain outside the U.G.B. will continue as a viable farming unit



and possesses many of the same physical and geographic characteristics as the surrounding farm areas to the northeast, north and west. Opponent testimony supports this fact.

- o The remaining 83½ acre portion cannot be as easily and efficiently served by existing facilities and services because the property is outside the drainage basin. The area cannot be served by existing or planned sanitary sewerage services without major changes and/or additions to planned facilities.
- o The METRO staff contends that the proposed addition would break up an existing farm parcel; would isolate a portion of the remaining farm parcel from other parcels, and would fail to provide any buffer between the new urban area and adjoining farm lands.

#### **Application of Facts to Criteria:**

The ridge which will be utilized as the new U.G.B. is an effective service as well as land use boundary, providing a degree of protection for the adjacent and surrounding agricultural land. The Rock Creek Flood Plain, just west of the site, will serve the same purpose. The remaining 83½ acre portion of the total property is currently in agricultural use and can easily continue as a viable farming unit, protected by the ridge and newly established U.G.B. because of the uniform site characteristics and the geographic relationship with agricultural operations and areas to the northeast, north and west.

#### **Conclusions:**

The proposed urban uses are not incompatible with agricultural uses when buffering such as fencing, landscaping with trees and shrubery, and use of specified setbacks is provided and services are not further

extended beyond the U.G.B. The proposed medium density residential development on the site will orient to the south and east, away from the existing agricultural areas, providing compatibility between the two use types. The impacts of the proposed urban use will be focused away from the agricultural operations, promoting a greater degree of compatibility.

## **2. Subsection (b)**

Petitions to remove land from the UGB may be approved under the following conditions:

- a. **Criteria 1 - Consideration of the factors in subsection (a) of this section demonstrate that it is appropriate that the land be excluded from the UGB.**

### **Facts:**

- o No urban facilities or services are directly or immediately available to the Malinowski site which has no frontage on a public roadway.
- o Zoning of adjacent properties permits and promotes large lot development.
- o The Malinowski site is part of an ongoing farming unit, most of which is within Multnomah County and zoned Exclusive Farm Use (EFU).
- o Current plan designations of the entire farm unit are split between Urban for the 20.26 acre subject site within the UGB and Natural Resource for the area outside the UGB.
- o Physically, the site is closely related to adjacent properties not currently within the UGB.
- o Environmental, energy, economic and social consequences of urban use and development will be significantly greater for the Malinowski site than for the Corner Terrace site.
- o The site contains viable agricultural soils as classified by the SCS. Soils are Classes II and III.

- o Because the UGB was originally placed according to a political boundary (Washington-Multnomah County line), no natural boundaries have been identified in the vicinity as part of the U.G.B.

#### **Application of Facts to Criteria:**

The Malinowski site, through the criteria in subsection (a), fulfills the requirements for land which would usually be excluded from the UGB rather than included within the UGB.

#### **Conclusions:**

The Malinoswki site was included within the UGB only because the UGB was placed on a political boundary without regard for any of the factors contained in subsection (a). The site is not currently serviced and is not part of future service plans by several providers including U.S.A., Wolf Creek Highway Water District and Tri-Met. This will result in poorly utilized urban land and potential environmental, energy and economic consequences. The historic use of the site for farm purposes, with the soils being classified as agricultural soils, indicate that a non-urban use of the land is more practical. As such, the site is better suited to rural and/or natural resource use and should be removed from the UGB.

- b. **Criteria 2 - The land is not needed to avoid short-term land shortages for the District or for the county in which the affected area is located and any long-term land shortage that may result can reasonably be expected to be alleviated through addition of land in an appropriate location elsewhere in the region.**

#### **Facts:**

- o No short term land shortages for Metro or Washington County have been identified by an agency, organization or jurisdiction.

- o No long term land shortages are anticipated based on the "25% market factor" built into the UGB as referred to in the Urban Growth Boundary Findings produced by Metropolitan Service District, November, 1979. (pg. v-vii).
- o The locational adjustment process for the Metro UGB will permit addition of small parcels of land to the UGB, alleviating any problem of shortages based on removal from the UGB of small parcels.

**Application of Facts to Criteria:**

The land has not been identified as being either needed or critical to any potential short term land shortages within the UGB. The addition of the Corner Terrace site will alleviate any shortage of land to which the removal of the Malinowski site may contribute.

**Conclusion:**

The Malinowski site can be removed from the UGB without jeopardizing the integrity of the UGB, or causing or contributing any short term or long term land shortages.

- c. Criteria 3 - Removals should not be granted if existing or planned capacity of major facilities such as sewerage, water and arterial streets will thereby be significantly under-utilized.

**Facts:**

- o No urban facilities or services are directly or immediately available to the site. At the present time, service to the Malinowski site is not planned by U.S.A., Wolf Creek Highway Water District, Tri-Met or any other agency currently providing service in the general area.

- o Most urban facilities and services, including sanitary sewer, water and mass transit, are not planned to serve the site.

**Application of Facts to Criteria:**

Without most existing or planned urban facilities or services, no under-utilization can occur as a result of the removal of the site from the UGB.

**Conclusions:**

The removal of the Malinowski site from the UGB will not impact either existing facilities or services or planning for future use and capacities of urban facilities or services. The removal will comply with this criteria.

- d. Criteria 4 - No petition shall remove more than 50 acres of land.

**Facts:**

The proposed removal of the Malinowski site from the UGB involves 20.26 acres.

**Application of Facts to Criteria:**

The proposed removal is within the 50 acre limit.

**Conclusion:**

Removal of the Malinoswki site complies with this criteria.

**3. Subsection (c)**

A petition to remove land from the UGB in one location and add land to the UGB in

another location (a trade) may be approved if it meets the following criteria:

- a. **Criteria 1 - Petitions proposing to add any Class I to IV soils not irrevocably committed to nonfarm use shall not be approved unless:**
- (1) The addition is needed to remedy severe service provision or land use efficiency problems in the adjacent urban area; and**
  - (2) There are no practical alternatives to the proposed boundary change to solve such problems.**

**Facts:**

- o The Corner Terrace site proposed for addition to the UGB contains soils classified by the SCS as Capability Classes II and III.
- o The Malinowski site proposed for removal from the UGB contains soils classified by the SCS as Capability Classes II and III.
- o Both sites are currently in farm use and both are parts of larger farm units.
- o The Corner Terrace site has all critical, essential and desirable urban facilities and services either adjacent to the site or in serviceable proximity, including sanitary sewer, water, major traffic arterials, elementary school, fire protection and mass transit routes.
- o The Malinowski site has no facilities or services directly or immediately available to the site, or planned to serve the area. The elementary school is 6½ miles from the site, fire protection is provided by a volunteer fire department and there is no water district serving the site.
- o Comparison of Services and Facilities and Site Characteristics (Table 1) demonstrates that the Corner Terrace site provides more advantages or is a greater asset to the UGB than the Malinowski site (R102-104).

- o A review by the Washington County Planning Department of the proposed trade indicates that the Corner Terrace site is superior in all respects to the Malinowski site. Therefore, the Planning Department would not oppose such a trade taking place. See letter of 9-20-82 from Richard A. Daniels, Planning Director to DeMar Batchelor and Al Benkendorf.
- o Without the Corner Terrace site within the UGB, only three quadrants of an intersection of the two major arterials in the vicinity may be utilized.
- o In 1973 Portland Community College expended in excess of \$100,000 to finance construction of a water line to serve the Portland Community College-Rock Creek Campus and the surrounding vicinity. Under the agreement between Portland Community College and the Wolf Creek Highway Water District, Portland Community College would be reimbursed by property owners of land within the established service area when such properties connected to the water line. Without development of properties within the established service area, Portland Community College, a public taxpayer supported entity, will not be permitted to recover the public funds previously expended.
- o The Corner Terrace site is within a service area established in the early 1970's by the Wolf Creek Highway Water District to justify construction of, and expenditure of public funds for a 16 inch water line to serve the Rock Creek Campus of Portland Community College and the surrounding vicinity. The Malinowski site is not within the established service area of the Wolf Creek Highway Water District.
- o Facilities and services (sanitary sewer, water, roads, schools, fire and police protection, and mass transit) were planned and installed in the area prior to the establishment of the Metro UGB.
- o The Metro Hearings Officer found that the Corner Terrace site was in the service area and the existing services and facilities would be more fully



utilized if the property were developed (R71-72).

- o Opponents of the petition state that the site "is open undeveloped farmland, and the applicable law does not permit farmland to be added to the UGB except in extraordinary circumstances" (R143).
- o Opponents of the petition state "farmland cannot be added to the UGB through a minor amendment -- with or without a trade -- unless the farmland is needed to solve a severe service or land use inefficiency" (R144).
- o No practical alternatives to the proposed trade have been proposed, except by the Corner Terrace partnership, which reduced the petition from a 39 acre gross addition to a 10 acre net addition by trade.

#### **Application of Facts to Criteria:**

The Corner Terrace site was included in the plans by all agencies and utilities as a part of their service areas. Sizings and capacities reflected the anticipated service area, as did the financing of service provision and facility improvements. Absent reasonable use of the sizing and capacities, public and/or private investment is unused or under-utilized. Other lands, often superior in agricultural capabilities, were included within the UGB for service provision and land use efficiency reasons. Based on the SCS Soil Capability Classification, the properties proposed for trade, by addition and removal, are equal.

After review of all relevant facts as they relate to the criteria, the Metro Council believed that the two sites are equal in terms of agricultural capabilities but the Corner Terrace site is clearly superior in terms of orderly and economic provision of public facilities and services, efficiency of land uses, potential environment, energy, economic and social consequences, and compatibility of the proposed urban uses with nearby agricultural activities.

Other than the argument regarding agricultural capabilities and activities of each site, no substantive evidence was presented which proved that the Malinowski site was equal to or better than the Corner Terrace site for inclusion in the U.G.B. and future urban development.

**Conclusions:**

- o Without inclusion in the UGB of the Corner Terrace site, which was identified as being within the serviceable area when services and facilities were planned and installed, the investment in services and facilities cannot be fully amortized or repaid, creating a hardship for those properties remaining to absorb the costs.
  - o Development and utilization of only three of four quadrants of an intersection of two arterials will create a severe land use inefficiency by reducing the utility and attractiveness of the remaining quadrants which can be developed.
  - o Because both the Corner Terrace and Malinowski properties contain SCS Class II and III soils, both are equally capable in terms of agricultural potential. This creates a situation where no difference occurs if one or the other is within the UGB. The deciding factors then become serviceability and land use efficiency (subsections 8 (a) (1) and (2).
- b. Criteria 2 - The net amount of vacant land proposed to be added may not exceed 10 acres; nor may the net amount of vacant land removed exceed 50 acres.

**Facts:**

- o The Corner Terrace site proposed for addition to the UGB is 30.26 acres.
- o The Malinowski site proposed for removal from the UGB is 20.26 acres.

- o Both sites are comprised of vacant land.

#### **Application of Facts to Criteria:**

The net amount of vacant land proposed to be added to the Metro UGB is exactly 10 acres.

#### **Conclusions:**

Addition of the Corner Terrace site to and removal of the Malinowski site from the Metro UGB will comply with this criteria.

- c. **Criteria 3 - The land proposed to be added is more suitable for urbanization than the land to be removed, based on a consideration each of factors (1), (2), (3) and (5) of Section (8) (a).**

#### **Facts:**

- o Under Section 8(a)(1), of Ordinance 81-105, evidence was provided of serviceability to the Corner Terrace site and the lack of serviceability of the Malinowski property. See Table 1 (R102 & 103).
- o Evidence of the ridge line to be used as the demarcation boundary as being a suitable limit to urbanization was presented and testimony was heard supporting the use of the ridge line. Use of a political boundary which bisects the Malinowski site could not be adequately supported.
- o For 8(a)(3), environmental, energy, economic and social consequences were considered in light of evidence relating to inclusion of the Corner Terrace site in the UGB and the removal of the Malinowski site from the UGB.
- o Evidence was presented on the potentials of the proposed ridge line for

the Corner Terrace site and the existing political boundary for the Malinowski site for maintaining compatibility between proposed urban uses and nearby agricultural activities in compliance with 8(a)(5).

**Application of Facts to Criteria:**

In subsections 8(a)(1), (2), (3), and (5), and subsection 8(b), evidence was provided concerning the addition of the Corner Terrace site to the UGB and the removal of the Malinowski site from the UGB. Conclusions in both subsections result in a balancing in favor of the Corner Terrace site as more suitable for urbanization than the Malinowski site.

**Conclusions:**

In view of all evidence presented regarding the suitability for urbanization, the balance favors adding the Corner Terrace site to the UGB and removing the Malinowski site from the UGB. The Metro Council reviewed the testimony and evidence and believed that the Corner Terrace site was districtly more suited to be included within the UGB than the Malinowski property.

**4. Subsection (d)**

Petitions to add land to the UGB may be approved under the following conditions:

- a. **Criteria 1 -** An addition of land to make the UGB coterminous with the nearest property lines may be approved without consideration of the other conditions in this subsection if the adjustment will add a total of two acres or less, the adjustment would not be clearly inconsistent with any of the factors in subsection (a) and the adjustment includes all contiguous lots divided by the existing UGB.

**Facts:**

- o The petition proposes to add 10 net acres of vacant land to the UGB.
- o The petition is consistent with all of the factors in subsection 8(a), based on the evidence provided.
- o The petition for Locational Adjustment of the UGB will not include all contiguous lots, and will divide an existing lot.

**Application of Facts to Criteria:**

The addition of 10 net vacant acres will exceed the criteria for approval without consideration of other conditions in subsection (d) if the adjustment will add two acres or less.

**Conclusion:**

The criteria cannot be applied to this petition.

- b. Criteria 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).

**Facts:**

- o Evidence in terms of in-place facilities and overall capacities from service providers such as U.S.A., Wolf Creek Highway Water District, Tri-Met and Fire District No. 1. presented regarding both the Corner Terrace and Malinowski sites under subsection 8(a) indicate that the Corner Terrace site is superior in terms of service capabilities. In addition,

greater land use efficiency will occur from the development of all four quadrants of a major intersection, both sites contain similar soil class types, both sites are in agricultural production as parts of larger farm units, and natural boundaries provide superior and more identifiable demarcation limits than political boundaries.

- o Opponent testimony stated that the existing U.G.B. is superior to the proposed U.G.B., based on a comparison of agricultural operations and capabilities of the two sites. Opponent testimony did not address Criteria 1, 2, and 3 of subsection (a).
- o Not all similarly situated contiguous land is included in this petition as a result of the 10 net vacant acre limitation on additions as set forth in subsection 8(d)(3).
- o The Metro Council, by its own motion and with the consent of the property owners, added the .65 acre Jeffries property at the northwest corner of West Union Road and 185th Avenue to avoid the creation of an isolated island with the U.G.B.

#### **Application of Facts to Criteria:**

The petition to include the Corner Terrace site within the UGB may comply with part, but not all of this criteria. The proposed trade demonstrates that the proposed U.G.B., which includes the Corner Terrace site, is superior to the existing U.G.B., which includes the Malinowski site, as compared under factors in subsection (a). Due to the 10 acre limitation for addition of net vacant acres as contained in subsection (c), Criteria 2, not all of the appropriate site area can be included.

#### **Conclusions:**

On balance and in consideration of all factors including service provision and

capabilities, relationship to existing or planned urban uses, agricultural soil ratings and capabilities, and appropriateness of the U.G.B. as established on political or physical/geographic boundaries, the Metro Council believed that the Corner Terrace site and the proposed new UGB is superior to the existing UGB and the retention of the Malinowski site within the urban area. However, due to the 10 net vacant acre limitation on additions to the UGB, not all similarly situated contiguous land has been included. To include such land would result in addition of approximately 18 net vacant acres. The Metro Council added more than was requested by the applicant by including the developed Jeffries property at the northwest corner of the intersection of West Union Road and 185th Avenue. Therefore, the final addition was 10.65 total acres.

- c. **Criteria 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.

**Facts:**

- o The petition does not propose to add more than 50 acres of land to the UGB (30.26 acres for the Corner Terrace site) and proposes an addition of exactly 10 net vacant acres to the urban area with the removal of the Malinowski property.
- o Table 1 of the record indicates that the addition of the Corner Terrace site is superior to the continued inclusion of the Malinowski property within the UGB.

**Application of Facts to Criteria:**

With regard to the net vacant acre addition to the UGB, the proposed addition should not exceed the stated maximum of 10 acres.

**Conclusions:**

The proposed addition is in compliance with this criteria with regard to the 10 net vacant acre standard. Based on the available evidence, the suitability of the proposed UGB with the addition of the Corner Terrace site is far superior to the existing UGB and the retention of the Malinowski property within the urban area.

- d. **Criteria 4 -** If an addition is requested in order to remedy an alleged mistake made at the time the UGB for the area affected was adopted, the addition may be approved if all of the following conditions are met.
- A. There is clear evidence in the record of specific legislative intent to place the UGB in the particular location requested.
  - B. The petition for an addition to remedy an alleged mistake is filed by June 1, 1982 or within two years from the time the UGB for the area affected was adopted, whichever is later.
  - C. The addition is superior to the existing UGB, based on consideration of the factors in subsection (a) of this section and does not add more than 50 acres of land.

**Facts:**

As part of the petition, no verifiable mistake is claimed to have been made in the original siting of the UGB.

**Application of Facts to Criteria:**

Because no mistake in the UGB is claimed, the facts do not apply to the criteria.



**Conclusion:**

This criteria does not apply to the petition for inclusion of the Corner Terrace site and the removal of the Malinowski property from the UGB.