



Agenda

COUNCIL MEETING

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: October 25, 1984

Day: Thursday

Time: 5:30 p.m.

Place: COUNCIL CHAMBER

Approx.
Time

Presented By

5:30

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

6:00

6. CONSENT AGENDA

- 6.1 Minutes of the meeting of September 25, 1984
- 6.2 Consideration of Resolution No. 84-508, for the purpose of amending the Transportation Improvement Plan to include a freeway illumination project in the City of Portland
- 6.3 Consideration of Resolution No. 84-509, for the purpose of amending the FY 1984 Unified Work Program to include two new planning studies and amending the Transportation Improvement Program accordingly

7. ORDINANCES

6:05

- 7.1 Consideration of Ordinance No. 84-180, for the purpose of establishing a local officials advisory committee for the Intergovernmental Resource Center (First Reading)

Siegel

(continued)

<u>Approx. Time</u>		<u>Presented By</u>
	8. RESOLUTIONS	
6:25	8.1 <u>Consideration of Resolution No. 84-505, for the purpose of appointing citizen members to the Transportation Policy Advisory Committee (TPAC)</u>	Henwood
6:35	8.2 <u>Consideration of Resolution No. 84-506, for the purpose of establishing policies and strategies for solid waste transfer stations</u>	Durig
6:55	8.3 <u>Consideration of Resolution No. 84-507, for the purpose of establishing long-term landfill strategies and related policies</u>	Durig
7:15	8.4 <u>Consideration of Resolution No. 84-510, for the purpose of authorizing an exemption to the Public Contracting Procedure, set out in Metro Code Section 2.04.001 et. seq., for sale of methane gas</u>	Winn
7:35	8.5 <u>Consideration of Resolution No. 84-490, for the purpose of amending the Pay Plan to establish a salary range for Zoo and Solid Waste Director Positions</u>	Gustafson/ Sims
7:55	9. COMMITTEE REPORTS	
8:00	EXECUTIVE SESSION (Held under the authority of ORS 192.660(1)(h))	Baxendale
8:30	ADJOURN	



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: October 25, 1984

To: Rick Gustafson, Executive Officer

From: Eleanore S. Baxendale, General Counsel
Dan Durig, Solid Waste Director
Norm Wietting, Operations Manager
Dennis O'Neil, Analyst
Phil Fell, Analyst

Regarding: Summary of Landfill Siting Process Amendments

These amendments to ORS 459.047 are minimum amendments designed to make this process more effective.

The problems identified are listed in order of importance.

1. Time must be reduced by providing a time frame for DEQ's decision and by clarifying who has jurisdiction to hear the appeal, the nature of the appeal and the time frame for the appeal.
2. Metro was excluded from invoking the super-siting process.
3. DEQ should be able to site a landfill anywhere within the Solid Waste Management Plan area for Washington, Multnomah and Clackamas counties.
4. The decision made by DEQ must not be inherently defective because the siting criteria themselves are defective.

Here are proposed solutions:

1. Time Frames

After a completed request has been filed with DEQ, DEQ should make its decision within 120 days or within 240 days if no specific site is proposed by the requester. This conforms with DEQ's own estimates.

Appeal of the DEQ decision and permit should be to one forum, designated by statute, using a defined standard for

review within a designated time frame. Any debate over the forum or the standard for review increases costs, time and uncertainty of the final decision. The statute should require that the appeal of the decision and permit issuing process be consolidated to solely an appeal of the DEQ decision, that the appeal be to the Court of Appeals, with an appeal to the Supreme Court, that the Court be given authority to hear all issues, that all issues be heard on the record except issues of constitutionality and damages, which would be heard de novo by a court appointed master, and that the time frame be that used by LUBA with an additional 120 days for review by the Supreme Court, and 120 days for any remand.

This process, except for the deadlines, is the one originally considered by the Legislature to resolve land use cases. It was replaced with LUBA when the Court of Appeals stated it could not handle the volume of cases forthcoming; however, there would be very few cases under the DEQ statute. Initial appeal to the Supreme Court seems inappropriate because that Court is a policy setting court and most sting issues will be factual.

2. Invoking the Process

The most logical entity to request super-siting is the local government responsible for adopting the Solid Waste Management Plan. In most areas that is the county; in the tri-county area it is Metro. Therefore, Metro should be added to the statute.

3. Consideration of Location

The ability to site a landfill within the solid waste management area is best provided by amending the statute to allow DEQ to consider and designate sites within the solid waste management area rather than within the jurisdiction of the requester.

4. Land Use Criteria

The site selection process must include consideration of land use criteria. Because the DEQ process is an emergency process, the statewide land use goals, themselves, should be the criteria.

This ensures that the land use criteria applied to the siting process are legally sound and workable so that a permit will not be overturned on this ground. A good

Memorandum
October 25, 1984
Page 3

record and a well reasoned opinion are useless if the criteria are defective or poorly worded. The existence of a defect in local plan and implementing criteria cannot always be determined in advance and may be difficult to correct without a court remand. Even then, DEQ would be powerless to effect the change without city or county cooperation. This creates delay.

In addition, varying local criteria can create difficulties for DEQ if it were to exercise its site selection authority throughout a solid waste management planning area.

To promote certainty and uniformity in this emergency situation, the statute could be amended to require compliance with the statewide land use goals only.

ESB/gl
2258C/D3-5

CONSIDERATION OF RESOLUTION NO. 84-506 FOR THE
PURPOSE OF ESTABLISHING POLICIES AND STRATEGIES
FOR SOLID WASTE TRANSFER STATIONS

Date: October 12, 1984

Presented by: Dan Durig

FACTUAL BACKGROUND AND ANALYSIS

The purpose of this report is to present Resolution No. 84-506 to Council for consideration. Resolution No. 84-506 proposes long-term transfer station strategies and related policies which will become integral parts of the updated Solid Waste Management Plan.

The "Transfer Station Chapter" developed as part of the Solid Waste Management Plan was completed in March 1984. This document reiterates the concepts and policies of the evolving network of transfer facilities as a component of Metro's overall strategy to provide disposal service.

The report emphasizes the benefits of a transfer station system to:

1. Improve hauling efficiencies to disposal sites.
2. Maintain and/or improve the level of service by providing convenient locations for the public and commercial haulers to dispose of waste.
3. Manage the efficient flow of refuse to disposal facilities.
4. Comply with requirements of new landfills which limit the access by direct hauling.

These needs have been recognized as important elements of the solid waste system since adoption of the Solid Waste Management Plan in 1974-75. This plan envisioned a system of two transfer/processing plants to shred waste, extract materials and transfer the remaining portion to a landfill or an energy recovery plant. A third transfer station was to be built in Washington County.

In 1980-81 transfer system was re-evaluated to assure that the system was compatible with the preferred technology of mass burning. This analysis showed three transfer stations were the optimum number when the entire solid waste system, including

collection was considered.

Although this plan was not formally adopted by Council action it continued to guide the future events of the transfer station system.

Current Status

The implementation of this plan began with the construction of Clackamas Transfer & Recycling Center (CTRC). Although it was developed in conjunction with the proposed energy recovery facility, this facility now serves primarily as a transfer station. Recycling is provided as a service to the public with limited capabilities to separate materials. Even though these capabilities are limited, CTRC is providing valuable experience in the marketing of materials and operations for future facilities. Recycling activities can be added by internal changes and/or by expansion to adjacent property.

The second transfer station is being developed to serve the western portion of the Metro region. Currently the Washington Transfer & Recycling Center (WTRC) is in the site selection process. This facility is expected to be operational in 1986 and will be available upon the closure of the Hillsboro Landfill.

The third transfer station is planned to serve Portland and Multnomah County. The need for this facility was recognized by the City of Portland when they agreed to have Metro operate the landfill. As a result they stipulated in the Metro-Portland lease agreement that a replacement facility for St. Johns be constructed. Currently, St. Johns is expected to last until 1989, therefore, it would be prudent to begin to identify possible sites in the next two years.

Satellite Facilities

In addition to the planned system of three transfer stations, there may be a need to locate a transfer station to serve the public in the extreme eastern and western areas. Because of the long haul distance experienced by the collection firm in Forest Grove a five-year franchise was granted to operate a private transfer station. Although this facility could serve as a satellite station, this would require a change in the franchise ordinance to allow other haulers and the public to use this station.

One other type of operation which comes under the regulation of Metro's franchise authority are those facilities that receive mixed refuse and separate materials for recycling. These facilities are processing/transfer stations and as the system evolves, competition for material may become an issue. Therefore, rate policies for private transfer stations need to be developed and integrated into Metro's regulatory ordinances.

Management Considerations

Metro has adopted a policy to own both CTRC and WTRC and to contract their operation to private firms. The design and integration of recycling facilities to increase processing and separation of materials has not been thoroughly addressed. Fluctuations in the markets and evolving source separation programs will continue to cloud this decision. However, because of the economic and institutional issues that still surround this option, Metro's flexibility to integrate processing at the transfer station should be maintained.

Summary of Policy Considerations

Based on information presented in this chapter, certain factors are important for determining transfer station policy for the Metro region:

1. Level of service is recognized as a measure of the need for solid waste transfer facilities. Service which has been provided by urban landfills in the past should be provided by transfer facilities in conjunction with the replacement landfills which will be located farther from the centers of waste generation.
2. Transfer stations should be built and operated to serve both the collection industry and the public.
3. To ensure control to effectively manage the regional disposal system, Metro should continue to own transfer stations.
4. Policies for franchising future satellite transfer stations should be reviewed.
5. Flexibility in station design should be provided to accommodate developments in processing technology or changes in priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-506.

DD/srb
2123C/392-4
10/15/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 84-506
SOLID WASTE TRANSFER STATION)	
STRATEGIES AND RELATED POLICIES	)	Introduced by the
AS A COMPONENT OF THE SOLID WASTE	)	Executive Officer
MANAGEMENT PLAN UPDATE 1984)	

WHEREAS, The ORS chapters 268 and 459 provide for the development of a solid waste management plan; and

WHEREAS, The Metropolitan Service District (Metro) is the primary provider of the solid waste disposal system in the Portland metropolitan area; and

WHEREAS, The Metro Solid Waste Management Plan was adopted in 1974-75 and as a result of changing practices and policies in the solid waste management field, is due for a comprehensive evaluation and update; now, therefore,

BE IT RESOLVED,

That the following transfer station policies and strategies are adopted for the purpose of clearly indicating the direction the Metro Council intends to proceed as they relate to solid waste management in the Portland metropolitan area:

1. Metro will own and operate three transfer stations in the Portland metropolitan area. Field operation contracts will be awarded to private companies based upon a competitive bid process. These stations are as follows:

- a. The Clackamas Transfer & Recycling Center (CTRC) located in Oregon City and operational since April 1983.

- b. The Washington Transfer & Recycling Center (WTRC) to be located in eastern Washington County and expected to become operational in 1986.
- c. A third station in the City of Portland to become operational upon closure of the St. Johns Landfill. Site evaluation for this facility will commence no later than January 1987.

2. Metro transfer stations will be designed to allow removal of appropriate recyclable materials, including source separated materials, and will incorporate strategies to provide the opportunity for future waste processing.

3. Metro transfer stations will be sited, designed and operated to serve both the commercial collection industry and the general public.

4. Additional transfer stations will be franchised on the basis of the number of adequate sites available, economic viability of specific sites, and impact on other elements of the solid waste disposal system.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

DD/srb
2149C/392-4
10/15/84

CONSIDERATION OF RESOLUTION NO. 84-507 FOR THE
PURPOSE OF ESTABLISHING LONG-TERM LANDFILL
STRATEGIES AND RELATED POLICIES

Date: October 12, 1984

Presented by: Dan Durig

FACTUAL BACKGROUND AND ANALYSIS

The purpose of this report is to present Resolution No. 84-507 to the Council for consideration. Resolution No. 84-507 proposes long-term landfill strategies and related policies which will become integral parts of the updated Solid Waste Management Plan.

In March 1984 the first chapter of the Solid Waste Management Plan - Update 1984 was completed by the Metro Solid Waste Department. The "Landfill Chapter" discussed the current status of the Metro solid waste system, the recent history of that system and reviewed the alternatives and related policies that need to be considered for the future. In August 1984 the Metro Council adopted Resolution No. 84-491 which established an interim landfill management strategy to assure that the region's only general purpose landfill will be adequate until a replacement site is ready for use. This report will summarize the remaining issues and policies that should be adopted to deal with the long-term landfill system.

The report deals with two types of landfills, general purpose which can accept all types of solid waste excluding hazardous materials and limited use landfills which are limited to inert materials, metal, building materials, paper, yard and demolition waste. The most notable difference is that limited use sites are not allowed to accept "food waste." The following outline summarizes the alternatives discussed in the report.

I. Alternatives for Establishing a Long-Term General Purpose Landfill

A. Implementation of the Wildwood site.

1. Continue efforts to obtain a land use permit from Multnomah County.
2. Request that the Department of Environmental Quality (DEQ) begin the state siting process authorized in ORS 459.047 or ORS 459.049.

- B. Seek land use permits for an alternate site.
 - 1. Select a site identified in the Landfill Site Search in 1980.
 - 2. Attempt a long-term expansion of St. Johns Landfill.
 - 3. Initiate an entirely new landfill siting processing.
- II. Alternatives for Establishing a Long-Range Plan for Limited Use Landfills
 - A. Continue current practice of franchising a limited number of private operations.
 - B. Initiate a Metro siting process.

In order to clearly and concisely review the various alternatives presented in the "Landfill Chapter" the attached chart (Table A) provides an analysis of the long-term disposal alternatives and with the report serves as the basis for the following summary. In reviewing the alternatives presented it should be noted that some of the alternatives are existing policy and would require no change.

Summary of Recommendations:

- I. The need for a general purpose landfill in the Metro solid waste system has been recognized since the early 1970s. In December 1979 the Metro Council adopted Resolution No. 79-118 which established a "Procedure for Siting a Sanitary Landfill." In June 1981 Metro Council authorized application to Multnomah County for the Wildwood site which completed step number seven in the siting process. A permit was issued by the County and subsequently overturned on appeal. Multnomah County is currently considering modifications to its ordinance to make it possible to site a landfill in light of the court decision.

In 1979 Metro recognized that the siting process would be long and reviewing the alternatives to continuing with Wildwood there are none that would either assure that any other site could be permitted or that would result in an earlier completion schedule. On the contrary, any alternative would probably go through the same steps that Wildwood has and would delay the implementation schedule. Wildwood should continue to be the designated regional landfill and efforts should be continued to gain approval from the required agencies.

Efforts should also be made to clarify the "super siting" authority given to DEQ in ORS 459.047 or ORS 459.049 to assure that if it is needed in the future that DEQ could approve a site and issue a valid permit.

- II. Currently the Metro region is served by two limited-use landfills, Killingsworth Fast Disposal (KFD) and Hillsboro Landfill, and a demolition landfill, Lakeside Reclamation (Grabhorn). Another site, Waybo/Roselawn, has received land use approval and is in an area that DEQ has classified as having possibly acceptable environmental conditions. In 1981 prior to the adoption of its franchise system Metro indicated to the owners of Waybo/Roselawn that their facility would not be needed until the KFD site was completed. The Waybo/Roselawn should be considered as a replacement for the KFD site upon closure which is expected by 1989.

Metro should continue to franchise private operators for limited use sites and review each application to assure that an adequate number of sites are available at any point in time, that adequate quantities are available to assure economic viability and that the sites would be consistent with other elements of the solid waste disposal system.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-507.

NW/gl
2118C/392-3
10/12/84

LONG-TERM DISPOSAL ALTERNATIVES

TABLE A

Alternatives	Description	Pros	Cons
I. A. Implementation of Wildwood			
1. Multnomah County	Continue legal effort and resubmit application when siting criteria is adopted.	<ol style="list-style-type: none"> 1. Best site identified in selection process. 2. Represents shortest time frame. 3. Feasibility work has been completed. 4. DEQ preliminary approval obtained. 5. Adopted as regional landfill. 	<ol style="list-style-type: none"> 1. May require capital investment prior to obtaining land use. 2. New criteria is untested.
2. State Siting	Request DEQ to site Wildwood.	<ol style="list-style-type: none"> 1. State authority may supersede local land use process. 2. If I. A1 and A2 done simultaneously it may speed up process. 3. May force legislative changes to clarify the law. 	<ol style="list-style-type: none"> 1. Potentially lengthy process. 2. Process is untested. 3. May be subject to same local land use problems as I. A1. 4. Request for state siting must be made by local jurisdictions and Metro.
B. Seek Alternative Site			
1. Select a different site from within the four areas identified in the original process.	Use the 1980 site search process information to select an alternative site.	<ol style="list-style-type: none"> 1. Original information can be used to determine alternate location. 2. Other counties land use criteria may be easier to meet. 3. Though ranked lower than Wildwood other sites were identified that were suitable. 	<ol style="list-style-type: none"> 1. Increased cost to determine technical feasibility. 2. Time required for studies and permit process. 3. Potentially the same point will be reached three years hence.
2. Expand St. Johns	Apply for long-term expansion of St. Johns Landfill.	<ol style="list-style-type: none"> 1. Could be potentially implemented in stages. 2. Delays the need for east transfer station. 3. Long-term liability would be limited to one location. 4. Maintains use of existing ancillary facilities. 	<ol style="list-style-type: none"> 1. Requires change in state law. 2. Past promises to North Portland residents. 3. Destroys wetlands. 4. No cover material available. 5. Technical feasibility uncertain.
3. Initiate a new siting process.	Start a new siting process with new criteria and process.	<ol style="list-style-type: none"> 1. Potentially wider search area. 2. Process could involve other local officials. 	<ol style="list-style-type: none"> 1. Potentially lengthy process 2. Process is untested. 3. Increased cost to review new sites. 4. Could reach the same point years later.
II. Long-Term Alternatives for Limited Use Landfills			
	Should limited use sites be used in the future?	<ol style="list-style-type: none"> 1. Provide additional capacity. 2. Potentially reclaims mined out land. 3. Convenient locations may reduce the need to transfer waste. 4. Potentially easier to site. 5. May be more advantageous with some processing alternatives. 	<ol style="list-style-type: none"> 1. Environmental concerns may be equal to general purpose sites. 2. May decrease the efficiency of one large regional site.
A. Continue to franchise private operations.	Continue current practice of franchising private operations while limiting their number and regulating their rates.	<ol style="list-style-type: none"> 1. Private development and operation. 2. Limit public liability. 3. Restricts number to make operating sites financially more feasible. 	<ol style="list-style-type: none"> 1. No guarantees that sites will be available or private sector will pursue.
B. Metro Development	Metro would begin a siting process to develop new limited use sites as needed.	<ol style="list-style-type: none"> 1. Provide resources to seek new facilities. 2. Individual segment of the system does not have to stand alone financially. 	<ol style="list-style-type: none"> 1. Eliminate private development.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING LONG-TERM LANDFILL STRATEGIES AND RELATED POLICIES AS A COMPONENT OF THE SOLID WASTE MANAGEMENT PLAN UPDATE 1984	)	RESOLUTION NO. 84-507
)	
	)	Introduced by the
	)	Executive Officer
)	

WHEREAS, The ORS chapters 268 and 459 provide for the development of a solid waste management plan; and

WHEREAS, The Metropolitan Service District (Metro) is the primary provider of the solid waste disposal system in the Portland metropolitan area; and

WHEREAS, The Metro Solid Waste Management Plan was adopted in 1974-75 and as a result of changing practices and policies in the solid waste management field, is due for a comprehensive evaluation and update; now, therefore,

BE IT RESOLVED,

That the following long-term landfill strategies and related policies are adopted for the purpose of clearly indicating the direction the Metro Council intends to proceed as they relate to solid waste management in the Portland metropolitan area:

1. The site known as "Wildwood" has been identified and designated by the Metro Council as the long-term regional landfill for the Portland metropolitan area. Metro will continue to pursue siting approval and the required permits which will enable this site to function as an operating landfill.

2. Metro recognizes that numerous limited-use landfills have reached capacity and will continue to be less available as current sites are closed. Metro has identified and

supports the development of the site known as "Waybo/Roselawn" as a replacement, limited use landfill for the Killingsworth Fast Disposal site upon its closure which is expected in 1989.

3. Metro will continue to rely on the private sector to provide limited use landfills in the region as per conditions stated in Chapter 5.01 of the Metro Code. Each application will be judged on the following criteria:

- a. A potential site will be evaluated according to its proximity to existing and future landfill sites;
- b. Adequate quantities of acceptable waste material should be available to ensure the economic viability of a given site; and
- c. A proposed site should be consistent with other elements of the solid waste disposal system, including general purpose landfills, transfer stations, recycling efforts, or resource recovery facilities.

4. Metro will consider a contractual commitment of solid waste to non-Metro disposal sites or facilities based upon:

- a. The site(s) or facility(ies) being properly permitted and approved by required governmental bodies;
- b. The disposal cost available from a site or facility including the financial impact on Metro operations and subsequent effect on customer costs; and

- c. The length of contract term and its concomitant impact on the Metro solid waste disposal system.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

DD/srb
2149C/392-4
10/15/84

CONSIDERATION OF RESOLUTION NO. 84-510 TO WAIVE
COMPETITIVE BID REQUIREMENTS FOR SALE OF METHANE
GAS RECOVERED FROM ST. JOHNS LANDFILL

Date: October 5, 1984

Presented by: Buff Winn

FACTUAL BACKGROUND AND ANALYSIS

The Metro Solid Waste staff has been conducting a financial/risk analysis of various options for developing the methane gas resource at the St. Johns Landfill.

The results of this analysis were presented to an Executive Session of the Council of the Metropolitan Service District (Metro) on August 9. At that time there was a consensus that Metro staff should pursue agreements for sale of the gas in one of two possible forms -- as a medium-Btu fuel to be sold to private firms in the Rivergate area or as pipeline quality gas to be sold to Northwest Natural Gas Company.

Since August 9, Metro consultants and staff have developed an RFP style proposal for use in soliciting potential gas customers. It is the intent of the Metro staff to ascertain by written offer the level of interest and conditions under which private firms would be willing to purchase the medium-Btu gas. A similar process is anticipated to determine the viability of sale of the upgraded gas to Northwest Natural Gas Company (NWNG). NWNG is the only likely customer of the more costly pipeline quality gas and, therefore, will be addressed on an individual basis.

Once these two options have been fully developed, tentative contracts and a risk assessment will be presented to the Council for their selection (see attached work flow plan). At the time of Council review, if neither option is deemed acceptable, a private developer approach can be chosen to develop the project at no financial risk to Metro.

It has been determined that the methane gas at St. Johns is legally considered to be "personal property." As such, its sale is subject to both State and Metro requirements which state a competitive bidding process must be utilized to determine the purchaser.

Due to the many parameters involved in the sale of methane (quantity sold, price, distance to customer, contract duration, etc.) its sale does not fit well with a strict competitive bid

process. Staff is requesting that a resolution be passed waiving the requirement for sale of the methane by competitive bid. It is suggested that a more practical approach for sale of the gas can be achieved by simultaneous negotiations with all interested private firms as well as Northwest Natural Gas Company.

It should be emphasized that all reasonable efforts will be made to allow interested parties to participate in the process and no firm commitments will be made prior to Council approval. Further, the proposed resolution waives competitive bidding of sale of the gas only; construction of a methane collection/process facility would be carried out under standard public bid practices.

EXECUTIVE OFFICER'S RECOMMENDATION

BW/gl
2130C/392-3
10/12/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING AN)	RESOLUTION NO. 84-510
EXEMPTION TO THE PUBLIC COINTRACT-)	
ING PROCEDURE SET OUT IN METRO)	Introduced by the
CODE SECTION 2.04.001 ET SEQ FOR)	Executive Officer
THE SALE OF METHANE GAS)	

WHEREAS, The Metropolitan Service District (Metro) has determined that the St. Johns Landfill is capable of producing methane gas which Metro wishes to sell to the public; and

WHEREAS, Metro Code Section 2.04.011 of the Metro Contract Procedures identifies contracts for the sale of personal property as public contracts and requires such contracts be entered into based on competitive bids; and

WHEREAS, As part of the competitive bid process Metro wishes to compare bids for medium Btu gas with bids for upgraded gas; and

WHEREAS, Northwest Natural Gas Company is the sole potential purchaser of upgraded landfill gas; and

WHEREAS, Selection of a contractor should be dependent not only on the price offered for the gas, but also as the cost and degree of difficulty in constructing the facilities necessary to upgrade the gas and to deliver the gas and on the Council's evaluation of the feasibility and desirability of providing gas under the various options; and

WHEREAS, The terms of the potential contracts will be influenced by the quality of gas sold and the location of the contractor; and

WHEREAS, Metro Code Section 2.04.011(c) allows an exemption to the process upon findings (1) that it is unlikely that such exemption will encourage favoritism or substantially diminish competition, and (2) that awarding the contract pursuant to the exemption will result in substantial cost savings to Metro considering appropriate factors; and

WHEREAS, The solicitation and selection process described in the staff report is unlikely to encourage favoritism or substantially diminish competition because the most likely bidders for medium Btu gas are those users in proximity to the field who do not require the extensive conduits required by those outside the area, because Northwest Natural Gas is the sole purchaser of upgraded gas, and because negotiating contracts will encourage bidders who might be reluctant to bid on contracts with fixed terms which do not meet their highly individual needs; and

WHEREAS, The solicitation and selection process set out in the staff report will result in substantial cost savings (1) by eliminating review of bidders not in proximity to the field whose proposals would require estimating the costs of installing conduits crossing more properties (which is expensive), and (2) by ensuring that the terms are appropriate to the individual circumstances; now, therefore,

BE IT RESOLVED,

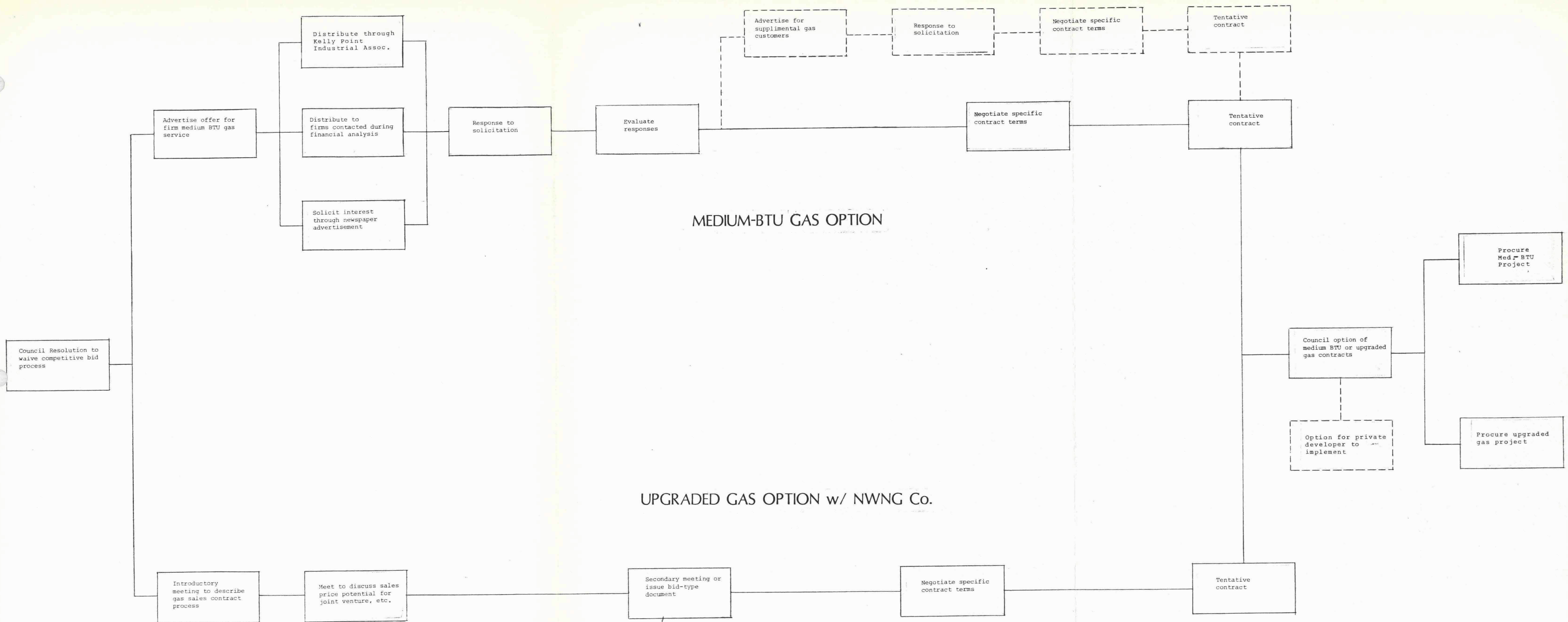
That the contract for the sale of methane gas is exempted from the competitive bid process because the Council of the

Metropolitan Service District finds that the requirements of Metro
Code Section 2.04.011(c) have been met.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

ESB/gl
2125C/392-3
10/12/84



WORK-FLOW DIAGRAM / METHANE GAS SALES PROCESS

1984-85

PROGRAM PROGRESS REPORTS

First Quarter
July-September 1984

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



Executive Officer Report on First Quarter Program Progress

The quarterly program progress reports presented to you during this next year will be based on the Priorities and Objectives adopted by the Council in June. The status of the programs adopted in the 1984-85 Budget which carry out those priorities and objectives are set forth in the attached report.

In my Executive Officer Report, I will continue to highlight for you our major priorities, data on our operations and revenue and expenditure results. First, I would like to review with you the major priorities.

Establish Future Funding

We accomplished a number of objectives in this first quarter on our most critical priority—future funding. This work will pave the way for our Legislative program.

- Elements of the General Fund and Support Fund were defined.
- Our General Fund requirement was established.
- Options for a General Fund revenue source were established.
- Agreement was reached to seek extension of the local government dues.
- Options for a Zoo permanent tax base were reviewed resulting in a decision to seek removal of the tax base requirement for all future Metro functions as set forth in the statute.

Another funding objective, not related to our Legislative proposal was completed on schedule. Our Solid Waste fee policies were adopted and in the future will be reviewed on an annual basis.

The difficult task of obtaining legislative approval of our funding package will now begin. In the second quarter, we

are developing our legislative strategy and will begin a series of meetings with metropolitan legislators and local government officials on our proposals. As a result of these meetings, our legislative proposals will be refined.

Secure a Long-Term Disposal Site

Our efforts to secure Wildwood as a long-term disposal site have been delayed. Final action has not been taken by the Multnomah County Board of Commissioners on the proposed amendment to the landfill Approval Criteria and the Oregon Supreme Court's decision on whether to hear the appeal of the LUBA decision is still pending. We will proceed to seek re-issuance of the land use permit if a favorable decision is reached at the County level; we will have our permit if the Supreme Court reverses the Appeals Court.

A draft Landfill Chapter of the Solid Waste Management plan has been completed and an interim management strategy for St. Johns has been adopted. Hopefully, these efforts will assist in maximum use of our current landfill as we face delays in securing a future disposal site.

Strengthen Local Government Relations

A proposal has been developed for a long-term relationship with local governments. An ordinance to effect the organization will be before the Council during the current quarter and further meetings will be held with locally elected officials on the specifics of the proposed ordinance.

Identify Regional Service Needs

One regional service need is being studied which will result in a recommendation as to Metro's future role and that is the issue of our criminal justice programs. A Task Force with representatives from the three counties, the Sheriff's Office and Metro will complete their work by the end of the year and a legislative proposal for a source of funding could be part of their recommendation.

Metro is providing support for other efforts on the issues of parks and libraries but specific recommendations have not yet resulted.

I think we are making significant progress in carrying out our priorities and objectives. They give a direction and focus for the entire organization which will continue throughout this fiscal year.

In the following pages, you will find data on our Zoo attendance, regional waste flow, status of our Affirmative Action and DBE/WBE and revenue and expenditure summaries by fund.

SR/srb
2237C/388-12/14
10/25/84

PRIORITY A
(continued)

Objectives

First Quarter Program Progress - July-September 1984

	Proposed 1984-85 Goal**	Status As of 09/30/84
2. Disadvantaged Business Program		
2. DBE	6.1%	0
WBE	3.2%	1%

First Quarter Contracts: 106
Total Amount: \$298,680

Historically, the greater percentage of DBE contracts are in the construction field. There were no major construction contracts this first quarter. It is anticipated that this goal will be met with future contracts and a greater outreach program.

Meet program commitments adopted by the Council (budgeted programs which do not carry out other priorities and objectives).

Zoo:

- | | |
|--|--|
| <ul style="list-style-type: none">1. Alaskan Tundra Project Completion2. Bear Grotto Remodel3. Africa Bush Exhibit Phase I | <ul style="list-style-type: none">1. Project scheduled for completion end of November; official opening in March.2. The design for this facility will be completed in November and bids will go out in December for construction.3. An RFP has gone out for the design of this exhibit. Final awarding of a contract will await the outcome of Ballot Measure 2. |
|--|--|

Solid Waste:

Washington Transfer & Recycling Center

- | | |
|---|---|
| <ul style="list-style-type: none">1. Site Facility2. Design and Construction Contracts | <ul style="list-style-type: none">1. Advisory Group established and criteria approved. Site should be selected before year-end. |
|---|---|

FY 1984-85

QUARTERLY PROGRAM PROGRESS REPORTS

PRIORITY A -- ADMINISTER EFFECTIVELY THE EXISTING SERVICE OF METRO

Objectives

First Quarter Program Progress - July-September 1984

Maintain adopted policies and procedures and conduct periodic reviews.

Review of Personnel Rules

Commenced with review of grievance procedures. Draft of revised procedure completed. Internal review underway.

Administer effective financial management.

1. FY 1983-84 Audit

1. Audit work has been completed on schedule (September 15). Report will be presented to Executive Officer and Council early November.

2. FY 1984-85 Budget

2. Additional work will be required in preparing the budget due to funding uncertainties. Development of various scenarios will begin in October.

Meet Affirmative Action and Disadvantaged Business Program Goals.

1. Affirmative Action

	<u>1984-85 Goal</u>	<u>Status As of 09/30/84</u>
1. Females	56.9%	47.9%
Minorities	6.3%	5.3%
First Quarter Positions filled:		35
Females	21	
Minorities	1	

PRIORITY A
(continued)

Objectives

First Quarter Program Progress - July-September 1984

Development Services - continued

- | | |
|---|--|
| 2. Review of Comprehensive Plans and Amendments | 2. Metro, at the request of DLCD and the city of Happy Valley, served as a lead mediator role in addressing the City's housing density issue. The staff was successful in gaining agreement. |
| 3. Land Use Forum | |
| 4. Urban Service Program | 4. The Urban Service Forum successfully prepared and gained DLCD agreement on a new state rule implementing the statutory requirement for Public Facility Plans. The initial draft rule caused statewide concern that the provision of services would be hampered by the state's rule. |

Maintain effective service operations.

- | | |
|--|--|
| 1. Zoo attendance data. | 1. First Quarter Projected: 298,004
First Quarter Actual: 341,061 |
| 2. Metro Waste Flow - St. Johns and CTRC | 2. First Quarter Projected: 142,250
First Quarter Actual: 142,233 |

NEW INITIATIVES:

(Included under Priority A will be status reports on unanticipated programs and projects.)

New Office Space

While Metro's lease does not expire for two years, the market situation makes it very timely to investigate new office space. Metro has contracted with a broker who is reviewing available space in accordance with an agreed upon criteria. A staff committee has been established to review the criteria and look at potential sites.

PRIORITY A
(continued)

Objectives

First Quarter Program Progress - July-September 1984

Intergovernmental Resource Center:

Transportation

1. RTP Update
 2. Regional LRT Study
 3. Southwest Corridor Study
 4. Elderly & Handicapped Plan
 5. Bike Safety & Encouragement Program
 6. Transportation Improvement Program
1. Commencing new travel forecasts using regional population and employment forecasts. To be completed by end of second quarter.
 2. Milwaukie LRT analysis complete and ready for public review.
 3. Behind schedule pending new travel forecasts which are just commencing.
 4. Tri-Met standing committee on Special Needs Transportation now being formed; Metro appointments have been forwarded for consideration.
 5. Co-sponsored Bike-To-Work Day on July 11; prepared an application of priority regional bike projects for ODOT funding.
 6. The FY 1985 TIP was adopted identifying scheduled projects using Federal funds.

Data Services

Population and Employment Forecast

20-year regional forecasts were produced and accepted by the Regional Growth Forum and the local jurisdictions. Five-year forecasts are in the process of being prepared.

Development Services

1. UGB
1. Work has been done with four new petitioners and two pending cases in preparation for hearings. One case will be before Council in November and remainder should go to hearing before the end of the year.

Objectives

First Quarter Program Progress - July-September 1984

Create a public awareness of the need and challenges of securing a long-term disposal site through an open process or public discussion.

1. Meetings with service and community groups.
2. Newsletter

Examine statutory changes which would improve our solid waste system.

1. Monitor and provide assistance on the implementation of SB 405 (Recycling Opportunity Act).
2. Review potential legislative proposals.

1. Presentations have been made to several groups including the League of Women Voters, Rotary, Kiwanis.
2. Plans are underway for a Solid Waste newsletter.

1. Report presented to Council in September. DEQ is responsible for implementation of SB 405; Metro is represented on the DEQ Task Force and is providing assistance.

SR/srb
2237C/388-8/9
10/25/84

PRIORITY C — SECURE A LONG-TERM DISPOSAL SITE AS A KEY ELEMENT OF SOLID WASTE DISPOSAL SYSTEM

Objectives

Achieve maximum use of the St. Johns Landfill site through reduction, diversion and operational techniques.
(Part of Solid Waste Management Plan.)

Obtain re-issuance of Wildwood land use permit at county, state and judicial levels.

Complete alternatives study and adopt 1984 Solid Waste Management Plan Update.

Continue state of the art environmental management of the St. Johns Landfill.

1. Methane Gas Project

2. Closure Plans

3. End Use Planning

4. Hazardous Waste

First Quarter Program Progress - July-September 1984

Council adopted Resolution No. 84-491 setting forth an interim management strategy for St. Johns which includes exploring ways to divert materials and assessing future development of this landfill.

From July 1 through September 30 waste was diverted to Newberg.

Multnomah County Commissioners held hearing on the proposed Ordinance Amendment/Landfill Approval Criteria on September 25 and referred staff amendments back to Planning Commission for review. A date for final action by the Board has not been set.

Landfill and transfer station chapters reviewed by Council in July; resolutions adopting policies will be presented to Council in October.

Alternative technologies chapter draft will be completed in the second quarter.

1. Report presented to Council in August. Two alternative proposals for purchasing the gas are being considered; a decision will be made when the conditions of each proposal have been firmed up.

2-3. Substantive work will be done on these issues when agreement has been reached by DEQ and the City of Portland.

4. Metro has no direct responsibility, but will maintain liaison with DEQ and continue to be of assistance and provide information.

PRIORITY D — STRENGTHEN THE RELATIONSHIPS WITH LOCAL AND REGIONAL JURISDICTIONS FOR SOLVING MUTUAL PROBLEMS

Objectives

Reach an understanding with key interests on the organization for a long-term relationship with local governments.

Enact the agreed upon local government organization.

Propose and obtain passage of legislation necessary to support a local government organization and program.

Approve legislative program.

Refine in-house capability, both technical and support services, to better match needs of new intergovernmental relationships.

1. Data Services

Increase technical capability in data retrieval and transit forecasting.

2. Cost efficient technical products.

First Quarter Program Progress - July-September 1984

As a result of meetings with local government elected officials and staff, an understanding for a long-term relationship was reached. Options regarding the organization and funding were reviewed with the Council in June and there was general agreement to establishing a JPACT-type organization and to extend the dues. This recommendation will be reviewed with local officials prior to Council action on an ordinance enacting the organization.

An ordinance to establish a local government advisory committee for the IRC will be acted upon by the Council in November.

On September 25 (Resolution No. 84-500), the Council adopted legislative objectives for Metro's finances including extension of local government dues. Work has begun on a strategy for obtaining approval of the Legislature.

Improvements in programming have been developed which have increased these capabilities and our ability to provide better service.

SR/srb
2237C/388-10
10/25/84

SOLID WASTE OPERATING FUND

SUMMARY FINANCIAL REPORT

FIRST QUARTER ENDING SEPTEMBER 30, 1984

	<u>FY 1984-85 Budget</u>	<u>First Quarter Actual</u>	<u>First Quarter Percent</u>
Resources:			
Fund Balance - 06/30/84	\$ 683,000	\$1,420,876	-
Disposal Fees	5,466,780	1,507,097	28%
User Fees	1,347,200	305,418	23%
Regional Transfer Charge	1,792,000	409,190	23%
Convenience Charge	466,000	127,915	27%
Interest	16,000	10,230	64%
Other	<u>72,700</u>	<u>8,244</u>	11%
Total Resources	\$9,843,680	\$3,788,970	
Expenditures:			
Personal Services	\$ 794,867	\$ 160,578	20%
Materials & Services	6,017,483	998,542	17%
Capital Outlay	<u>39,400</u>	<u>2,701</u>	7%
Subtotal	\$6,851,750	\$1,161,821	
Transfers Out	<u>2,350,667</u>	<u>1,563,879</u>	
Total Expenditures	\$9,202,417	\$2,725,700	
Ending Fund Balance - 09/30/84	<u>\$641,263</u>	<u>\$1,063,270</u>	

2237C/388-16

ZOO OPERATING FUND

SUMMARY FINANCIAL REPORT

FIRST QUARTER ENDING SEPTEMBER 30, 1984

	<u>FY 1984-85 Budget</u>	<u>First Quarter Actual</u>	<u>First Quarter Percent</u>
Resources:			
Fund Balance - 06/30/84	\$ 936,735	\$1,327,102	-
Property Taxes ¹	4,910,000	39,942	1%
Admissions ²	1,103,202	467,171	42%
Concessions ²	1,031,050	538,958	52%
Railroad Rides ²	234,900	114,296	49%
Interest	90,024	19,231	21%
Other	<u>153,236</u>	<u>26,282</u>	<u>17%</u>
Total Resources	\$8,459,147	\$2,532,982	
Expenditures:			
Personal Services	\$2,874,155	\$ 801,414	28%
Materials and Services	\$1,601,634	412,934	26%
Capital Outlay	<u>305,648</u>	<u>70,548</u>	<u>23%</u>
Subtotal	\$4,781,437	\$1,284,896	
Transfers Out	2,416,047	485,086	
Contingency	<u>260,663</u>		
Total Expenditures	<u>\$7,458,147</u>	<u>\$1,769,982</u>	
Ending Fund Balance - 09/30/84	<u>\$1,001,000</u>	<u>\$763,000</u>	

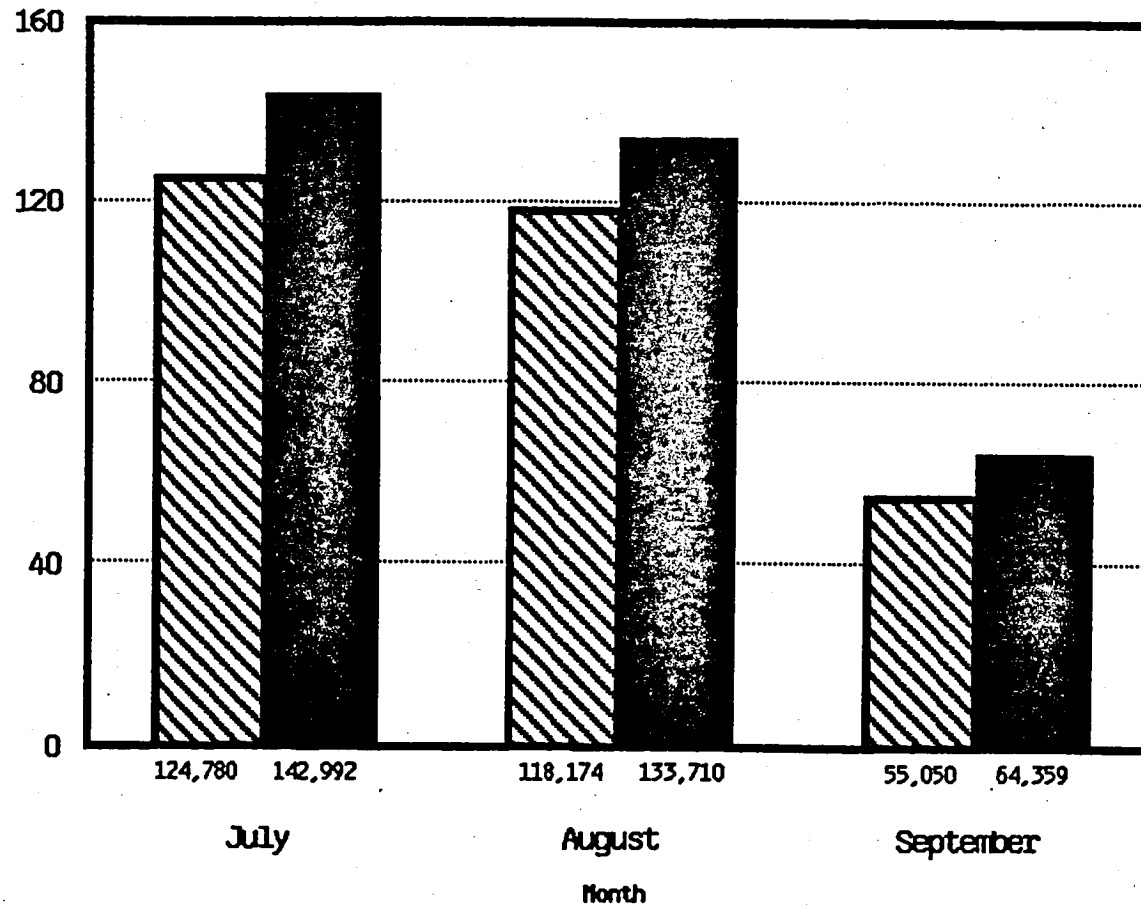
¹Property tax collections occur in November, February and April.

²Represent July, August and September activity, the largest activity quarter for the Zoo.

Zoo Attendance

1st Quarter, F.Y. 1984-85

Attendance in Thousands



Projected



298,004

Actual



341,061

1984-85 PRIORITIES AND OBJECTIVES

Priorities	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
<u>ESTABLISH FUTURE FUNDING</u>												
• Define elements of General & Support Services Fund; establish General Fund requirement	COMPLETED											
• Adopt policies for solid waste fees	COMPLETED Council adopted Res. 84-483											
• Establish General Fund Revenue Source; adopt Legislative Funding Package	COMPLETED Sources of revenue identified; Res. 84-500 adopted legislative objectives											
• Establish IRC proposal re dues and organization	COMPLETED Res. 84-500 sets forth the objective of extending dues authority in consultation w/local officials advisory comm.											
• Review options for Zoo Funding Base	COMPLETED Res. 84-500 removes tax base requirement. . .											
• Seek Legislative approval of Funding	→											
<u>SECURE A LONG-TERM DISPOSAL SITE</u>												
• Seek re-issuance of Wildwood Permit	→											
• Complete Landfill Chapter of Solid Waste Management Plan	COMPLETED Resolutions adopting policies are before the Council											
<u>STRENGTHEN LOCAL GOVERNMENT RELATIONSHIPS</u>												
• Adopt IRC Agreement	→											
• Seek Legislative approval to support local government organization & program	→											
<u>IDENTIFY REGIONAL SERVICE NEEDS</u>												
• Seek Legislative approval of funding	→											
• Criminal Justice programs	→											
• Other Activities	Recommendation by Metro Citizen's League											
PIP Project - Parks	→											
CWFF Regional Forum - parks, libraries and transportation and transportation	Conference in Nov.											

1ST QUARTER - FY 1984-85

AFFIRMATIVE ACTION

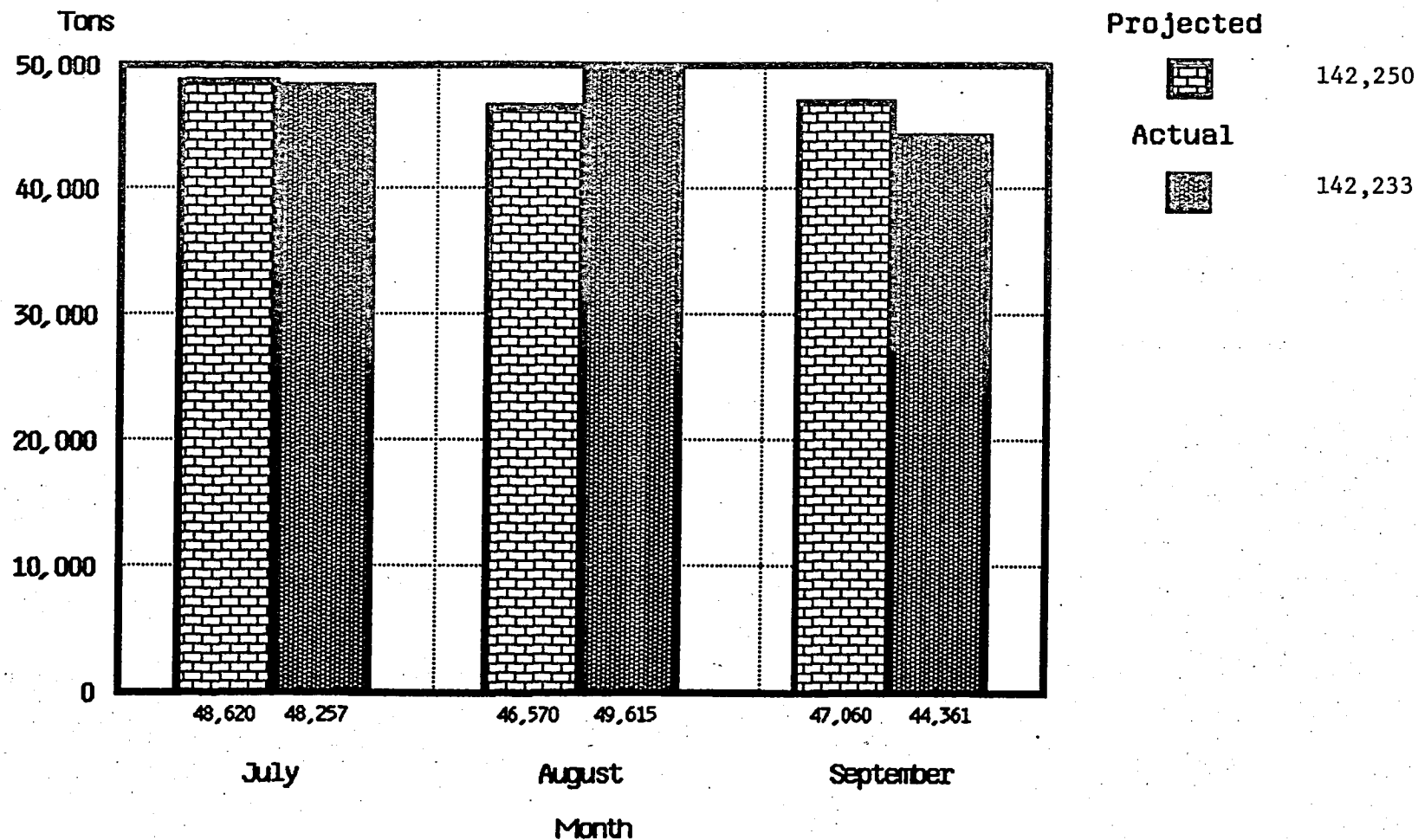
	<u>1984-85</u>	<u>9/30/84</u>		<u>1ST QUARTER</u>
	<u>GOAL</u>	<u>STATUS</u>		
AFFIRMATIVE ACTION			STAFF POSITIONS FILLED:	35
FEMALES	56.9%	47.9%	FEMALES	21
MINORITIES	6.3%	5.3%	MINORITIES	1

DBE/WBE

DISADVANTAGED BUSINESS			NO. OF CONTRACTS	106
ENTERPRISE	6.1%	0	TOTAL AMOUNT	\$298,680
WOMEN'S BUSINESS	3.2%	1%		

Metro Solid Waste Volumes

1st Quarter, F.Y. 1984-85



PRIORITY A
(continued)

Objectives

First Quarter Program Progress - July-September 1984

NEW INITIATIVES: - continued

New Office Space - continued

Also, in accordance with our lease, our annual costs have risen 30 percent or \$67,000. The basis for the increase is the CPI increase over the past five years. This amount was not budgeted for 1984-85.

New Telephone System

Preparation for installation of the new telephone system was completed. Staff training and installation proceed in October.

State Gas Tax Legislation

The House Task Force on State and Local Road Funding met twice to consider legislation to increase the gas tax and associated truck weight-mile tax. Input was provided by representatives of the Portland area supporting a 1¢ increase to modernization projects of state significance and a 2¢ increase to cities and counties.

SR/srb
2237C/388-1/5
10/25/84

PRIORITY B
(continued)

Objectives

First Quarter Program Progress - July-September 1984

Establish long-term financial support with local governments for stable financing of Intergovernmental Resource Center.

1. Endorse proposal.
2. Adopt IRC Agreement re-organization and dues.

Offer specific legislative proposals for improving Metro financing.

1. Resolution No. 84-500 adopted by the Council (see above).

2. See Priority D.

See No. 2 under third objective.

SR/srb
2237C/388-6/7
10/25/84

PRIORITY B — ESTABLISH AND MAINTAIN ADEQUATE AND FIRM FINANCIAL SUPPORT FOR ALL SERVICES

Objectives

First Quarter Program Progress - July-September 1984

Define elements of General Fund and Support Services Fund.

Defined in memo to the Council dated May 30, 1984. General Government/Mandated Services are those activities and costs required of Metro by Statute; support services are activities which can be charged to the receiving department on the basis of use or benefit.

Adopt formal policies for solid waste fees.

Council adopted Resolution No. 84-483, August 24, 1984, setting forth policies on the four disposal rate elements (base disposal rate, regional transfer charge, convenience charge, user fee); policies to be reviewed annually.

Secure authorization for permanent General Fund.

1. Establish General Fund requirement.
2. Establish General Fund Revenue Source and adopt Legislative funding package.

1. Established General Government Fund requirement of approximately \$1 million.
2. Recommended two potential sources of revenue--cigarette tax and fees on Metro Services. Resolution No. 84-500, adopted by the Council September 25 set forth four legislative objectives regarding Metro's finances: a) remove tax base or income tax approval requirement replacing it with direct voter approval for additional functions, b) obtain state-shared revenue for general purposes, c) extend local government dues assessment authority, and d) authorize fee on Metro services for general purposes.

Secure permanent finances for Zoo operation and maintenance.

Approve options for Zoo funding base.

Reviewed two options for establishing a property tax base for the Zoo. Removal of tax base requirement (see 2 above) will lay the ground work for permanent Zoo financing.

Objectives

First Quarter Program Progress - July-September 1984

Assist and support the creation of ad hoc study groups as needed to address regional service needs.

1. Criminal Justice

2. Columbia Willamette Future Forum

1. Task Force has been formed and with the assistance of a consultant, Don Barney & Assoc., will make a recommendation as to Metro's future role in criminal justice programs and will develop a regional correctional facilities plan to alleviate jail crowding. The work of the Task Force is to be completed by the end of this year.

2. Metro provided financial assistance to CWFF for their efforts in reviewing the delivery of library, park and transportation services in the region which will result in a conference November 16-17 and recommendations for the 1985 Legislature.

Seek a source of revenue for funding various regional service needs, studies and implementation plans.

Approve legislative proposal regarding Criminal Justice Program.

Action on a legislative proposal will await the recommendation of the Task Force.

Review and prioritize service needs periodically by the Council.

PIP Project - Parks

Information has been obtained on budgets, funding sources, attendance, problems, needs, etc., of parks in Clackamas, Multnomah and Washington Counties and the City of Portland. The Metropolitan Citizens League has requested Metro to create a task force for an indepth study. Further action will await the results of the CWFF Conference and recommendations.

SR/srb
2237C/388-11
10/25/84

PRIORITY F -- INCREASE PUBLIC AWARENESS AND INVOLVEMENT IN REGIONAL ISSUES

Objectives

Continue to provide information to the public on Metro's activities, programs and services, utilizing internal and external publications and audio-visual media.

Maintain a dialogue with citizens on regional issues by participating in meetings scheduled by existing community organizations.

Invite civic, professional and business groups to Metro facilities for periodic briefings and tours.

Provide periodic informational forums on regional issues, including the annual Metro conference.

Schedule periodic Metro Council meetings around the region.

Actively seek speaking forums in the region for Metro elected officials.

First Quarter Program Progress - July-September 1984

Completed fall issue of Metro News, IRC newsletter and brochure, Recycling Forum newsletter. Issued several news releases.

Participated in Neighborfair; conducted Leadership Day at the Zoo; provided community relations support on Solid Waste and Transportation projects.

None scheduled this quarter.

None scheduled this quarter.

None scheduled this quarter.

Presiding Officer and Executive Officer participated in speaking forums.

SR/srb
2237C/388-19
10/25/84

GENERAL FUND

SUMMARY FINANCIAL REPORT

FIRST QUARTER ENDING SEPTEMBER 30, 1984

	<u>FY 1984-85 Budget</u>	<u>First Quarter Actual</u>	<u>First Quarter Percent</u>
Resources:			
Fund Balance - 06/30/84	\$ 75,000	\$ 267,397	-
Dues Assessment ¹	587,258	587,259	100%
Professional and Contract Services	35,000	8,356	24%
Interest	75,000	29,098	39%
Other	<u>12,000</u>	<u>1,158</u>	10%
Subtotal	\$ 784,258	\$ 893,268	
Transfers In	<u>1,741,327</u>	<u>1,208,320</u>	
Total Resources	\$2,525,585	\$2,101,588	
Expenditures:			
Personal Services	\$1,048,446	\$245,429	23%
Materials and Services	750,380	196,866	25%
Capital Outlay	<u>22,550</u>	<u>4,090</u>	18%
Subtotal	\$1,821,376	\$446,385	
Transfers Out	586,698	60,233	
Contingency	<u>94,473</u>	<u>-</u>	
Total Expenditures	<u>\$2,502,547</u>	<u>\$506,618</u>	
Ending Fund Balance - 09/30/84	<u>\$23,038</u>	<u>\$1,594,970</u>	

¹Amounts billed on July 1, 1984.

INTERGOVERNMENTAL RESOURCE CENTER FUND

SUMMARY FINANCIAL REPORT

FIRST QUARTER ENDING SEPTEMBER 30, 1984

	<u>FY 1984-85 Budget</u>	<u>First Quarter Actual</u>	<u>First Quarter Percent</u>
Resources:			
Fund Balance - 06/30/84	\$ 2,000	\$11,658	-
Federal Grants ¹	699,957	74,831	11%
State Grants ¹	259,250	39,595	15%
Local Grants ¹	80,265	3,906	5%
Professional Services	53,250	621	1%
Documents, Publications and UGB	17,000	574	3%
Other	<u>16,343</u>	<u>2,547</u>	16%
Subtotal	\$1,128,065	\$133,732	
Transfers In	<u>591,698</u>	<u>65,233</u>	
Total Resources	\$1,719,763	\$198,965	
Expenditures:			
Personal Services	\$ 864,356	\$188,678	22%
Materials and Services	256,464	4,028	2%
Capital Outlay	<u>1,000</u>	<u>0</u>	0
Subtotal	\$1,121,820	\$192,706	
Transfers Out	<u>597,943</u>	<u>64,936</u>	
Total Expenditures	<u>\$1,719,763</u>	<u>\$257,642</u>	
Ending Fund Balance - 09/30/84	<u>\$0</u>	<u>\$ (58,677)</u>	

¹Amounts represent only July and August billings.



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: 25 October 1984

To: Metro Council

From: Ray Barker, Council Assistant

Regarding: Support for a Metro Study of Parks

A report on regional parks was presented by the Parks Committee of the Metropolitan Citizens League at the League's monthly meeting on October 24, 1984.

The report recommends that Metro conduct an in-depth study of parks in the region and form a task force to oversee the study.

After the presentation of the report, a panel consisting of Mike Lindberg, Portland City Commissioner; Eva Killpack, Washington County Commissioner; Dennis Buchanan, Multnomah County Executive; and Dan Zinzer, Clackamas County Parks Administrator, discussed the report and made the following recommendations:

1. Metro is the logical agency to conduct a study of the region's parks and Metro should conduct the study.
2. The Cities and Counties of the region should work closely with Metro on the park study and should provide a reasonable amount of money or contribute staff services to the effort. (Dan Zinzer of Clackamas County said his County probably could not contribute much money to the study).
3. Metro should commence the study and form the task force after the Columbia Willamette Futures Forum completes its work in November 1984.

Councilor Sharron Kelley attended the meeting and responded to a question directed to her: "Where do we go from here?" She indicated that Metro was looking at parks as part of a Project Initiatives Program (PIP) and that it would be appropriate for Metro to discuss the recommendations made by the Citizens League and the panel.



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: October 25, 1984
To: Members of the Metro Council
From: *Peg* Peg Henwood, Community Relations
Regarding: TPAC Citizen Appointments

We have selected the final two citizens, Graydon Miller and Bruce Clark, to serve two-year terms on TPAC. A short narrative describing the activities of the each of the six members follows:

JANICE FOSTER
3805 N.E. 18th
Portland, OR 97212

Ms. Foster, who is the Education Service Manager at Providence Hospital, has just completed requirements for a Master's degree of Public Administration. She has served on several educational and health care boards, and been active in targeting and registering voters for a U.S. Senatorial campaign. Ms. Foster spent several hours at Metro reviewing the RTP and past TPAC minutes. Ms. Foster is anxious to participate in policy development, implementation and evaluation process within the context of a public agency.

JON EGGE
6146 Kellogg Court
Milwaukie, OR 97222

Mr. Egge is the owner and general manager of Milwaukie Plumbing Company. He currently is Senior Vice President of the North Clackamas County Chamber of Commerce Government & Legislative Affairs Committee, Chairman of the Portland Area Plumbers Apprentice Committee, and a Director of Government Affairs for the Independent Plumbing Contractors of Oregon. Mr. Egge's interest in applying to serve on TPAC comes from his ongoing interest in civic and political affairs in the Metro area.

Memorandum
October 25, 1984
Page 2

GRAYDON MILLER
1719 S.E. Ladd
Portland, OR 97214

Mr. Miller is a landscape architect and general contractor. He is Chairman of the Hosford Abernathy Neighborhood Association and participates in the Coalition for Livable Streets. He has been active in Portland's bicycle programs. Mr. Miller would provide input on transportation issues from inner southeast Portland.

BRUCE P. CLARK
10840 S.W. Errol Street
Portland, OR 97223

Bruce is a general contractor and was the former City Administrator for the city of Tigard, 1973-78. During that time and in a former position, he participated on transportation planning committees. He is very active in civic affairs and currently serves as a member of the Board for the Tigard Chamber of Commerce. He is a member of the Tigard Water District Budget Committee. In 1982 he received an award from the Tigard Chamber for volunteer efforts on behalf of the Tigard area businesses.

GEORGE STARR
909 N.E. 114th Avenue
Portland, OR 97220

DR. LAWRENCE GRIFFITH
12530 S.E. Knapp Street
Portland, OR 97236

Mr. Starr and Dr. Griffith have completed two-year terms on TPAC and will bring their experience and knowledge of regional transportation issues to the committee for another two-year term.

PH/gl
2249C/D4-2



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: October 25, 1984

To: Rick Gustafson, Executive Officer

From: Marie Nelson, Clerk of the Council *Amn*

Regarding: MANAGEMENT COMMITTEE ACTION REGARDING THE REPORT
ON SOLID WASTE AND ZOO DIRECTOR POSITIONS

At the Management Committee meeting of September 20, 1984,
the following action was recommended:

1. That Resolution No. 84-490 be adopted by the Council which would establish a new range 16.0 in the Classification Plan. The Resolution should be amended to allow for Council confirmation of people hired to range 16.0 positions. (NOTE: two Councilors dissented with this decision. One Councilor thought the employment contract arrangement should continue for both positions; one Councilor thought the Zoo Director should be covered under contract but the Solid Waste Director could be covered under the revised Classification Plan arrangement.)
2. That the Council receive a report from the Executive Officer analyzing the differences between the existing contract system and the proposed new plan. Areas of specific concern were termination, fringe benefits, merit pay and confirmation upon hiring.

OPTIONS FOR CONSIDERATION OF METRO
NON-UNION ZOO AND DOWNTOWN EMPLOYEES

• DO NOTHING

Inform non-union Zoo employees they will not receive any pay adjustment for FY 1984-85. Argue that merit awards and recent Pay Plan and Classification Plan adjustments enable non-union Zoo employees to receive pay increases during FY 1984-85.

• PROVIDE A TWO PERCENT COLA FOR NON-UNION ZOO EMPLOYEES AND MATCH THAT ADJUSTMENT FOR DOWNTOWN EMPLOYEES TO KEEP PAY SCHEDULES AT CURRENT RELATIONSHIP

Estimated Total Annual Cost by Fund:

Zoo	(Effective 7/1/84)	\$17,800
General	)	9,300
Solid Waste	) (Effective 1/1/85)	6,900
IRC	)	<u>7,400</u>
Total Annual Cost		\$41,400

• PROVIDE A ONE-TIME PAY ADJUSTMENT FOR NON-UNION ZOO AND MATCH THAT FOR DOWNTOWN EMPLOYEES (Based on two percent of average non-union Zoo salaries: \$22,735 x 2% = \$455.)

Estimated One-time Cost by Fund:

Zoo	(34 FTE)	\$17,800
General	(34 FTE)	17,800
Solid Waste	(30 FTE)	15,700
IRC	(26 FTE)	<u>13,600</u>
Total One-time Cost		\$64,900

DEC/gl
2255C/313-2
10/25/84



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: October 25, 1984
To: Rick Gustafson, Executive Officer
From: Jennifer Sims, ^{DD}Director, Budget & Admin. Services
Regarding: Employee Committee on Office Space Alternatives

An employee committee consisting of one representative from each department was formed to provide input as we consider alternatives for our office location. Committee members are:

Mary Jane Aman	Solid Waste
Peg Henwood	Public Affairs
Marie Nelson	Executive Management/Council
Sylvia Smith	Finance & Administration
Karen Thackston	IRC

The Committee was asked to evaluate the proposed new office sites regarding ease of access (employees, public, transit, handicapped), suitability of space (quality, image, windows, lay-out), identity (Metro image, building identity), and locational amenities.

On October 17, the Committee toured the six proposed sites. Their rating of the buildings was a primary consideration in determining who to invite for formal presentations. On October 22, presentations on three of the proposals were heard by the Committee.

Again, the members rated the buildings. Their comments are as follows:

1. Police Block - Unanimously rated as first choice due to: transit access, suitability of space, ease of public access, adequate parking, locational amenities and identity.
2. Tenth Avenue Building - Initially rated fourth, this moved to second choice after the presentation. Positive features are identity, parking and ease of public access. Shortcomings are in the number of floors, the numerous pillars and transit access.
3. Postal Building - This dropped from second to third choice. Generally, this was considered somewhat plush for public offices. The space would be somewhat broken-up and parking arrangements are less desirable.

Memorandum
October 25, 1984
Page 2

Current Location - A comparable proposal from Pactrust was not available for review by the Committee. They did present some comments. Generally, the location, access and layout are considered as good as the other sites. If the quality of space and parking arrangements were upgraded and the price were less than the alternatives, most members feel that staying is a viable alternative.

JS/gl
2260C/D4-2

Grubb & Ellis

October 15, 1984

Mr. Mark Madden
Coldwell Banker
1300 S.W. Fifth Avenue, Suite 2600
Portland, OR 97201

Dear Mark:

Re: Metropolitan Service District

Enclosed is information on the Tenth Avenue building, a 30,000 square foot free standing office building. After reviewing your submittal letter of October 5, we are confident this building suits all of your client's locational, size, parking and economic requirements. We are prepared to offer the building to Metro under the following terms and conditions:

Lease Term: Ten years with options to renew and first right of refusal to purchase.

Lease Rate: 20,000 usable square feet at
\$20,000 per month full service for the first two years.
\$21,500 per month full service years three and four.
\$23,000 per month full service years five and six.
\$24,500 per month full service years seven and eight.
\$26,000 per month full service years nine and ten.
This represents a 3.75% increase in rent every two years.
Standard BOMA pass throughs on increases in operating costs and real estate taxes.
Option to lease 7,209 square feet of contiguous space.

Occupancy: Any time between April 1, 1985 and September 1, 1985.
The owners of the building will assume the remaining portion of Metro's lease at their existing location upon occupancy.

Mr. Mark Madden
October 15, 1984
Page 2

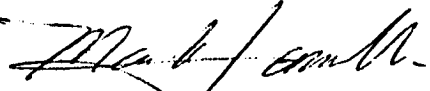
Parking: The Landlord will provide 30 on-site parking slots at no charge to Metro.
An additional 50 parking slots will be provided upon request at a monthly rate of between \$40 to \$50 per month.

Building Renovation: A full remodel of the building including a re-roof, new exterior treatment and awnings, new HVAC, and a full tenant improvement package with Metro signage on the West and South exposures of the building and on the building's entryway (see Tenant standard improvement list, bubble space plans, and rendering).

Building Purchase: The owners of the building will consider a remodel and sale of the building upon completion of remodel.

Again, we feel this is a truly outstanding opportunity for the Metropolitan Service District to consider. We look forward to touring the building with you and your clients in the near future. If you have any questions, please do not hesitate to contact me.

Very truly yours, /



Mark Ierulli
Office Properties Division

MI:rjs

Encl.

cc: Jennifer Sims
Bob Dant
Julie Schidleman

NORRIS, BEGGS & SIMPSON

720 S.W. WASHINGTON STREET, PORTLAND 97205 . (503) 223-7181

October 15, 1984

Mr. Mark R. Madden
Coldwell Banker
1300 SW Fifth Avenue
Portland, OR 97201

RE: Metropolitan Service District's Office Relocation

Dear Mr. Madden:

This letter is in response to your letter of inquiry dated October 5, 1984, regarding the above.

On behalf of the owner, Postal Building Associates, a limited partnership, we have been asked to respond to the above accordingly. We are pleased to add the Postal Building to your list of properties that can accommodate the office requirements for the Metropolitan Service District's headquarters. The owners have entered into a program to totally restore the Postal Building to as near its original condition as possible, inside and out.

The outline specifications have been reviewed and in our best judgment presents no problem in accommodating MSD's needs.

The building is located at 510 SW Third Avenue, or the east corner of the intersection of SW Washington and Third Avenue. The building is four stories plus a full basement and the lot measures 100 x 100. Floors 2, 3, and 4 offer approximately of 23,100 square feet of net usable space measured on the BOMA method for single tenant occupancy. Currently all three floors are available as well as 1,600 square feet on the mezzanine, 2,400 square feet on the ground floor, and 6,500 square feet in the basement. The owners are currently negotiating with a health club to utilize the basement. This is stated only to denote that the basement space will be totally and fully improved to office-type use.

The building is currently undergoing restoration and will coincide with MSD's desired occupancy between March and August of 1985. The rental rate is proposed between \$13.75 to \$15.75 per square foot per year on a gross basis or \$10.55 to \$12.55 per square foot per year on a net basis. A ten-year initial term would be acceptable as would be options for an additional period of time. The assumption of MSD's current lease is compatible, subject to further negotiation and more specific information on same. The parking can be accommodated on one of two adjoining lots.

The building's liberal tenant allowance is compatible with MSD's tenant improvements including shower stalls, additional air conditioning, static-free carpeting, noise proofing, and special lighting.

Mr. Mark R. Madden
October 15, 1984
Page 2

We have enclosed for your review the brochure prepared for marketing of the Postal Building together with typical floor plan of the upper three floors. We invite your inquiry and would be pleased to have a proposed floor plan developed by the building architects.

Should you have any questions, please feel free to contact me personally.

Very truly yours,

NORRIS, BEGGS & SIMPSON

A handwritten signature in black ink, appearing to read 'E. P. Lekas', written over the company name.

Ernest P. Lekas, CPM®
Associate Broker

EPL/jm/aa5
Enclosures

THE REAL ESTATE INVESTMENT GROUP

MICHAEL N. DIAMOND
BROKER

DANIEL MacNAUGHTON
BROKER

GEORGE N. DIAMOND
BROKER

October 15, 1984

Mr. Mark Madden
COLDWELL BANKER
1300 SW 5th, #2600
Portland, OR 97201

RE: METROPOLITAN SERVICE DISTRICT

Dear Mark:

Thank you for your outline of the space requirements for the Metropolitan Service District.

I would like the Metropolitan Service District to consider the United Carriage Buildings, located at 700-22 SW Taylor.

The United Carriage Building has been awarded a "Certificate of Excellence" for the outstanding renovation of the building, and has been placed on the register of historic buildings by the City of Portland and the State of Oregon. The renovation, completed in 1981, is an artistic blending of brick, wood, and the architectural style of the turn of the century, with the latest in mechanical systems and the efficiency of a contemporary layout. The building features a four story interior atrium covered by a skylight. The interior atrium, coupled with exterior windows on two full sides of the building provide an abundance of natural light. The United Carriage Building is a pleasing environment and a comfortable place in which to work. The developers are expanding the United Carriage Building to include the existing building to the West. The additional building will be appropriately called United Carriage West. The office floors will match up creating an expanded floor size of 15,000 square feet. I have enclosed a brochure that was prepared for the addition of the United Carriage West. Completion will be April of 1985.

The following will address the specifics of your outline:

LOCATION:	Downtown Central Business District
LEASE TERM:	Ten (10) years, with an option to renew for five (5) years would be acceptable.
SIZE OF SPACE:	Approximately 20,000 to 25,800 sq.ft. usable. First right of refusal would be acceptable.

Mr. Mark Madden
October 15, 1984
Page 2

PARKING: There is no on site parking. However, parking can be secured within close proximity.

SIGNAGE: Signage compatible with building design would be acceptable on interior, exterior and entry doors.

SPACE ALLOCATION AND SPECIFICS: Appear reasonable subject to reviewal by architect.

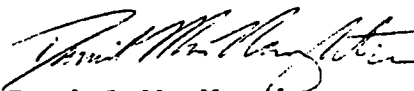
RATE: \$12 per square foot rentable (10% load) subject to comments by architect.

MISCELLANEOUS REQUIREMENTS: Assumption of existing lease, occupancy date and space plans at landlords cost would all be acceptable.

I hope the Metropolitan Service District will give the United Carriage Building careful consideration. I look forward to hearing your comments.

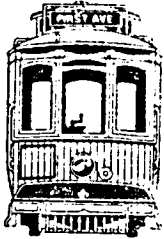
Best regards,

REAL ESTATE INVESTMENT GROUP


Daniel MacNaughton

DM/pr

encl.



H. NAITO PROPERTIES

October 15, 1984

Mr. Mark R. Madden
Coldwell Banker
1300 S.W. Fifth Ave., Suite 2600
Portland, OR 97201

Dear Mark:

I would like to submit the following proposal to the Metropolitan Service District for their office relocation.

We propose that MSD lease space in the White Stag building located at 55 W. Burnside Street. Two floors of the building would provide over 20,000 square feet of usable area. We would give MSD an option on an additional 5,000 square feet of contiguous space.

The building would be available for occupancy by August 1985. Our proposal would meet the tenant space requirements specified in your letter. Parking for 30 cars would be provided on the "Silk & Satin" parking lot located contiguous to the building on Front Avenue or the Broadway Cab lot at N.W. Front and Couch. The White Stag building also faces the Skidmore/Old Town light rail station located under the Burnside Bridge.

We will enter into a lease for a term of 10 years with an option to renew. Our rental rate is \$8.99 per square foot net. The current monthly parking rate is \$40, and would adjust to meet market rates.

I would be happy to give you a tour of the building and discuss our proposal.

Very truly yours,

H. NAITO PROPERTIES

William S. Naito
Vice President

WSN/ot



COMMERCIAL REAL ESTATE SERVICES

FIRST INTERSTATE TOWER SUITE 2600
1300 S.W. 5TH AVENUE
PORTLAND, OREGON 97201

October 16, 1984

Mr. Mark R. Madden
Coldwell Banker Commercial
Real Estate Services
1300 SW Fifth Avenue
Suite 2600
Portland, OR 97201

RE: Metropolitan Service District

Dear Mark:

We are pleased to present the Emmett Building located at 17 SE Third, Portland, Oregon, to the Metropolitan Service District. We anticipate completion in early Summer 1985. The following proposal is confidential and exclusively for the use of Metropolitan Service District:

PREMISES: The space is located on all of the first floor and partially on the second floor, consisting of approximately 20,000 net rentable square feet.

TENANT IMPROVEMENTS: The landlord is willing to complete Metropolitan Service District's space within sixty (60) days of signing of a lease. The landlord is willing to accommodate Metropolitan Service District's improvements as outlined in the attached space requirements, which were provided by you earlier, at his sole cost and expense.

RENTAL RATE: The rental rate will be between \$12 and \$13 per square foot annually for the first five years with a 25% increase in the base rent rate for the next five years. The landlord will have an exact rental rate once a floor plan has been approved. The rental rate for the option period will be negotiated at the time the option is exercised.

SERVICES: The lease rate shall be full service, including five-day janitorial service, all heat, air conditioning and electrical.

PARKING: The landlord will provide thirty (30) off-street parking stalls at no charge with twenty (20) reserved (ten secured stalls).

TERM: The lease shall be for a period of ten (10) years with an option to renew for an additional five (5) years.

Mr. Mark R. Madden
October 16, 1984
Page 2

SIGNAGE: The landlord will accommodate tenant's sign requirement on the building directory and prominently displayed near tenant's entry door.

Landlord and tenant acknowledge that this proposal is not a lease and that it is intended as the basis for the preparation of a lease by landlord. The lease shall be subject to landlord and tenant's approval, and only a fully executed lease shall constitute a lease for the premises. Broker makes no warranty or representation to tenant that the acceptance of this proposal will guarantee execution of a lease for the premises. Tenant shall not be obligated to landlord in any way until he has executed a formal lease agreement covering the above-described premises. Tenant shall not be obligated to broker in any way, for any reason, whether or not a lease is signed.

Sincerely,



Rich Sabel
221-4864

RS/sc
Enclosure
cc: Mr. Hans Hoeck
Mr. Brooke Myers

Agreed and accepted this ____ day of _____, 1984.

By: Hans Hoeck
Hans Hoeck, Owner

METROPOLITAN SERVICE DISTRICT
TOTAL MONTHLY COST ANALYSIS
FOR
THREE RELOCATION ALTERNATIVES AND RENEWAL

October 25, 1984

<u>BUILDING</u>	<u>RATE PER SQ.FT.</u>	<u>MONTHLY PAYMENT</u>	<u>ANNUAL CONSIDERATION</u>
1. Police Block			
Years 1-5	\$14.90	\$24,833	\$298,000
Years 6-10	\$18.63	\$31,041	\$373,500
Parking		\$ 1,500 (+)	\$ 18,000 (+)
2. Postal Building			
Years 1-5	\$14.75	\$24,583	\$295,000
Years 6-10	\$18.44	\$30,729	\$368,750
Parking		\$ 1,750 (+)	\$ 21,000 (+)
3. SW 10th Building*			
Years 1-5	\$12.72	\$21,200	\$254,400
Years 6-10	\$14.88	\$24,800	\$297,600
Parking		Free	Free
4. Pactrust (Renewal)			
Years 1-5	\$11.00	\$21,541 <i>23,500</i>	\$258,500 <i>282,000</i>
Years 6-10	\$13.75	\$26,927 <i>28,885</i>	\$323,125 <i>346,625</i>
Parking		\$ 1,500	\$ 1,500

*Free Parking

Costs Include: Gross full service rental rate, per square foot,
monthly and annually (all operating expenses from base year);
parking rates, (all utilities). Prior to tax exemption recapture.

METROPOLITAN SERVICE DISTRICT
ALL-INCLUSIVE MONTHLY PAYMENT SCHEDULE

October 25, 1984

<u>BUILDING NAME</u>	<u>YEAR 1</u>	<u>YEAR 2</u>	<u>YEAR 3</u>	<u>YEAR 4</u>	<u>YEAR 5</u>	<u>YEAR 6</u>	<u>YEAR 7</u>	<u>YEAR 8</u>	<u>YEAR 9</u>	<u>YEAR 10</u>	<u>TOTAL CON- SIDERATION</u>
1. Police Block	\$26,333	\$26,333	\$26,333	\$26,333	\$26,333	\$32,916	\$32,916	\$32,916	\$32,916	\$32,916	\$3,554,940*
2. Postal Building	\$26,500	\$26,500	\$26,500	\$26,500	\$26,500	33,000	\$33,000	\$33,000	\$33,000	\$33,000	\$3,570,000
3. SW 10th Building	\$20,000	\$20,000	\$21,500	\$21,500	\$23,000	\$23,000	\$24,500	\$24,500	\$26,000	\$26,000	\$2,300,000
4. Pactrust Building	\$23,041	\$23,041	\$23,041	\$23,041	\$23,041	\$28,802	\$28,802	\$28,802	\$28,802	\$28,802	\$3,110,580

*Excluding \$40,000 moving allowance.

Base Rental Rate, Operating Expenses (BOMA), Parking Charges
Before Tax Exemption Recapture

Assumptions: No increase in parking rate or operating base year rental rate until fifth year. Assume 5% increase per year on all projections, cost accruing to fifth year, then escalating in sixth year.

METROPOLITAN SERVICE DISTRICT
OFFICE RELOCATION ALTERNATIVES
ANALYSIS OF FIRST PRESENTATION OF PROPOSALS
BY MARK R. MADDEN
OCTOBER 19, 1984

GENERAL INFORMATION

<u>BUILDING/ADDRESS</u>	<u>OWNER/DEVELOPER</u>	<u>PROPOSED AREA/FLOORS</u>	<u>AVERAGE FLOOR SIZE</u>	<u>BUILDING LOAD FACTOR</u>	<u>PARKING</u>	<u>COST PER STALL</u>	<u>SIGNAGE</u>
1. Police Block SW Second & Pine	Robert Stoll & Terry Bryant	20,000+ 2 floors	20,000 sf	12%	(garage) 30 on-site 20 reserved 10 secured	\$55 (approx.)	Exterior, interior & lobby
2. Postal Building SW Third & Washington	Postal Investor's Hawaii Company	20,000+ 3 floors	8,500 sf	12%	30 off-site	\$50 (approx.)	Exterior glass & lobby
3. SW Tenth Avenue Bldg.	Robert Dant	32,000+ 5 floors	4,200 sf	0%	30 on-site 20 reserved 10 secured	Free	Exterior, interior & lobby
4. Crossroads Center NE Third Avenue	Hans Hoeck	20,000	20,000 sf	10%	30 stalls 20 reserved 10 secured	Free	Interior & lobby /
5. White Stag Building NW 55th & Burnside	William Natio	20,000 2 floors or	18,500 sf	0%	30 off-site	\$35-\$40 (approx.)	Exterior, interior & lobby
6. Carriage Building SW Broadway & Taylor	Carriage Inn	18,500 4 floors	4,500 sf	0%	30 off-site	\$65	Interior & lobby
7. University Center Pactrust Building	Pactrust	28,500 sf	30,000 sf	0%	30 stalls 20 reserved 10 secured	\$50	Exterior, interior & lobby

NOTE: Other alternatives include:

- | | |
|-------------------------|-----------------------|
| 1. IBM Building | 4. Princeton Building |
| 2. Oregon Bank Building | 5. OPS Building |
| 3. American Graduate | 6. New Market Annex |

ECONOMICS

<u>BUILDING/ADDRESS</u>	<u>PROPOSED RENTAL RATE/SQUARE FOOT</u>	<u>PROPOSED MONTHLY RATE</u>	<u>PROPOSED ANNUAL RATE</u>	<u>TENANT IMPROVEMENT ALLOWANCE</u>	<u>MOVING ALLOWANCE</u>	<u>ASSUMPTION OF EXISTING LEASE OBLI- GATION 1984 TO JUNE 85</u>	<u>FREE RENT</u>
1. Police Block SW 2nd & Pine Street	\$14.90 yrs. 1-5 \$20.86 yrs. 6-10	\$24,833 yrs. 1-5 \$34,766 yrs. 6-10 (negotiable)	\$298,000 yrs. 1-5 \$417,000 yrs. 6-10 (8% annually)	Standard (see proposal) & additional \$200,000	\$40,000	Yes Approx. 9/85	No
2. Postal Building SW Third & Washington	\$13.75 - \$15.75 yrs. 1-5	\$24,583 yrs. 1-5 \$24,583 yrs. 6-10 (assume no escala- tions yrs. 6-10)	\$295,000 Est. \$14.75	Standard	None	Yes (negotiable) Approx. 8/85	No
3. SW Tenth Avenue Bldg.	\$12.00 yrs. 1-2 \$12.90 yrs. 3-4 \$13.80 yrs. 5-6 \$14.70 yrs. 7-8 \$15.60 yrs. 9-10	\$20,000 yrs. 1-2 \$21,500 yrs. 3-4 \$23,000 yrs. 5-6 \$24,500 yrs. 7-8 \$26,000 yrs. 9-10	\$254,000 yrs. 1-5 (average) \$297,000 yrs. 6-10 (average)	Standard	None	Yes 9/85	No
4. Crossroads Center NE Third Avenue	\$13.00 yrs. 1-5 \$16.25 yrs. 6-10	\$21,666 yrs. 1-5 \$27,083 yrs. 6-10	\$260,000 yrs. 1-5 \$325,000 yrs. 6-10 (5% annually)	Standard	None	Yes Approx. 3/85	
5. White Stag Building NW 55th & Burnside	\$12.99* yrs. 1-5 \$12.99 yrs. 6-10 (assume)	\$21,650 yrs. 1-5 \$21,650 yrs. 6-10 (assume)	\$259,000 yrs. 1-5 \$259,000 yrs. 6-10 (assume)	Standard	None	Yes 8/85	No
6. Carriage Building SW Broadway & Taylor	\$12.00 yrs. 1-5 \$12.00 yrs. 6-10 (assume)	\$20,000 yrs. 1-5 \$20,000 yrs. 6-10 (assume)	\$240,000 yrs. 1-5 \$240,000 yrs. 6-10 (assume)	Standard	None	Yes	No
7. University Center PacTrust Building	\$_____ yrs. 1-5 \$_____ yrs. 6-10	\$_____ yrs. 1-5 \$_____ yrs. 6-10	\$_____ yrs. 1-5 \$_____ yrs. 6-10				
8. Average Proposal	\$13.39 yrs. 1-5 \$15.46 yrs. 6-10	\$22,372 yrs. 1-5 \$25,763 yrs. 6-10	\$267,666 yrs. 1-5 \$305,000 yrs. 6-10	Standard (+)	\$6,600	Yes	No

*Quoted \$8.99 net per square foot for "apples-to-apples" comparison. I have adjusted to gross by adding \$4 per square foot operating expenses.

TERMS AND CONDITIONS

<u>BUILDING/ADDRESS</u>	<u>LEASE TERM</u>	<u>TAX EXEMPTIONS</u>	<u>OPTION TO RENEW</u>	<u>NEGOTIABLE</u>	<u>TOTAL CONSIDERATION</u>	<u>EFFECTIVE RENT PER SQUARE FOOT</u>	<u>LEASE FORM</u>
1. Police Block SW Second & Pine	10 years	Yes (full)	Maximum 5 years (8% annually)	F.R.R.	\$3,575,000 (max.) - 240,000 (concession) \$3,335,000	\$12.50 yrs. 1-5	BOMA
2. Postal Building SW Third & Washington	10 years	Not included in proposal	Open	No	\$2,950,000 assuming no esca- lation yrs. 6-10	\$14.75 yrs. 1-5	BOMA
3. SW Tenth Avenue Bldg.	10 years	Yes	5 years	F.R.R.	\$2,758,000	\$12.72 yrs. 1-5 \$14.88 yrs. 6-10	BOMA
4. Crossroads Center NE Third Avenue	10 years	Yes	5 years negotiable	No	\$2,925,000	\$13.00 yrs. 1-5 \$16.25 yrs. 6-10	BOMA
5. White Stage Building NW 55th & Burnside	10 years	Yes	Yes	No	\$2,590,000	\$12.99 yrs. 1-10 (assume)	BOMA (net lease)
6. Carriage Building SW Broadway & Taylor	10 years	Not included in proposal	5 years	No	\$2,400,000 assuming no esca- lation yrs. 6-10	\$12.00	BOMA
7. University Center Pactrust Building							
3. Average Proposal	10 years	Yes	5 years	No	\$2,866,300	\$13.00 yrs. 1-5	BOMA

with the Goals and had the city of Tigard been advised of Metro's position. The Presiding Officer requested Steve Siegel meet with Mrs. Ball that evening to resolve the problem. Later in the meeting, Mr. Siegel reported the information requested by Mrs. Ball could not be located, but Jill Hinckley would contact Mrs. Ball the next day to answer her questions. Presiding Officer Kirkpatrick asked Mrs. Ball to contact the Council if she needed further assistance.

6. CONSENT AGENDA

Motion: Councilor Kafoury moved to adopt the Consent Agenda. Councilor Cooper seconded the motion.

Vote: The vote on the motion resulted in:

Ayes: Councilors Banzer, Bonner, Cooper, Hansen, Kafoury, Kelley, Oleson, Van Bergen, Waker and Kirkpatrick

Absent: Councilors Deines and Williamson

The motion carried and the Consent Agenda was adopted.

7. ORDINANCES

7.1 Consideration of Ordinance No. 84-178, for the purpose of amending Ordinance No. 84-172 and transferring appropriations (Second Reading)

The Clerk read the Ordinance by title only.

Kenneth Kahn, Director, Tamalpais Software, P. O. Box 02338, Portland, Oregon, was invited by Councilor Banzer to address the Council regarding the purchase of proposed computer equipment. Mr. Kahn recommended staff purchase an IBM personal computer rather than an Apple Macintosh. He said the IBM computer would cost \$942 less and provide more options than the Apple computer.

Councilor Kelley said because three separate funding issues were before the Council under one ordinance, she was uncertain how to vote if she did not support one of the issues. The Presiding Officer said budget change ordinances had traditionally been grouped together to streamline the approval process but any item could be changed or deleted by amendment. However, the Presiding Officer said she would be open to suggestions for improving the budget adjustment process.

Motion: Councilor Kafoury moved to amend the main motion to adopt the Ordinance, made by herself and Councilor

Bonner on September 13, 1984, by deleting Section 2 and corresponding budget detail pages relating to the purchase of computer equipment. Councilor Bonner seconded the motion.

Councilor Bonner said he would vote for the motion, as amended, because he did not think the purchase of computer equipment was of an emergency nature and funds should not be transferred from Contingency. He invited staff to budget these items during the FY 1985-86 budget process.

Councilor Kafoury explained she would be willing to reconsider staff's plan for computer equipment in the future if a more thorough work plan were submitted, but she had not been persuaded by the information presented to the Council that the budget transfer should be supported.

Vote: A vote on the motion to amend the Ordinance by deleting Section 2 and corresponding information relating to computer equipment, resulted in:

Ayes: Councilors Banzer, Bonner, Cooper, Deines, Kafoury, Kelley, Oleson, Van Bergen, and Waker

Nayes: Councilors Hansen and Kirkpatrick

Absent: Councilor Williamson

The motion carried and the main motion was amended.

Motion: Councilor Waker moved to amend the main motion to include a new clause in the Ordinance which would read: "WHEREAS, The need of recruiting a new Zoo Director is of paramount importance and a budget amendment is necessary to support that need." This, he said, would make it clear that funding of this project was part of the Ordinance. Councilor Hansen seconded the motion.

Vote: The vote on amending the main motion resulted in:

Ayes: Councilors Banzer, Bonner, Cooper, Hansen, Kafoury, Kelley, Oleson, Van Bergen, Waker and Kirkpatrick

Nay: Councilor Deines

Absent: Councilor Williamson

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

September 25, 1984

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

Staff Present: Jennifer Sims, Eleanore Baxendale, Ray Barker, Ed Stuhr, Dennis Mulvihill, Norm Wietting, Peg Henwood, Dan Durig, Andy Cotugno and McKay Rich

A regular meeting of the Council was called to order by Presiding Officer Kirkpatrick at 5:30 p.m.

1. INTRODUCTIONS

None.

2. COUNCILOR COMMUNICATIONS

The Presiding Officer reported staff had recommended Metro's testimony before the Department of Environmental Quality (DEQ) regarding proposed rules for Senate Bill 405 focus on four major elements: 1) the DEQ maintain flexibility; 2) concerns about the recycling report be expressed; 3) Metro and DEQ roles be clarified; and 4) DEQ explain how landfill recycling fees will be used. She asked Councilors Hansen and Waker to review the draft testimony prepared by staff and to give her any comments before the October 1 testimony date.

At Presiding Officer Kirkpatrick's request, Executive Officer Gustafson distributed a memorandum from Eleanore Baxendale and Don Carlson explaining the impact of Ballot Measure 2 on the Metropolitan Service District. The Executive Officer reviewed the memorandum with Councilors and answered specific questions.

Presiding Officer Kirkpatrick then introduced a draft resolution for the purpose of opposing Ballot Measure 2. She said she would consider Council comment and submit a final version of the resolution for Council action on October 11, 1984. After discussion about the possible effects of the passage of the Ballot Measure, it was the consensus of the Council to support the resolution.

3. EXECUTIVE OFFICER REPORT

Executive Officer Gustafson reported on the status of the current office space lease which he said would expire in two years. He introduced Mark Madden who had been appointed as Metro's agent to analyze the current lease arrangement and to seek out other office space options. He then distributed to the Council a matrix of three options for office space: 1) remain at the Pacitrust Building; 2) build-to-suit at the Zoo; and 3) relocate to a core area building.

The Executive Officer asked the Council for guidance on which direction staff should take. It was the consensus of the Council to not build-to-suit at the Zoo and to investigate other office space in the core area as well as locations beyond the core area. Public access to the Metro offices and meeting places was of particular concern to the Council.

Executive Officer Gustafson reported the Multnomah County Commission conducted a hearing earlier in the day regarding the amendment for the Comprehensive Plan. He then invited Dan Durig to provide the Council with more information about the hearing. Mr. Durig said the Commission proposed 11 changes to the Plan which would probably delay a decision until after the first of the year. Overall, he said he thought the hearing went well.

Councilor Cooper asked if the Commission had addressed the issue of expanding the St. Johns Landfill. Mr. Durig replied this issue was addressed as well as Metro's commitment to waste energy.

Councilor Van Bergen asked about the status of Metro's appeal of the Wildwood decision. The Executive Officer replied the State Supreme Court would probably rule next month whether to accept the case. Mr. Durig added one question that could come up before the County Commission was whether they want to wait for the Supreme Court opinion before they proceed with the County hearing process.

Councilor Hansen asked Mr. Durig for more information regarding the recent news report about PCBs found at the St. Johns Landfill. Mr. Durig said the firm of Crosby & Overton had agreed to share the cost of securing aquifer samples which would detect where and to what extent the PCBs were present in the landfill. If there were problems, he said they would be handled on a case-by-case basis with assistance from the EPA, DEQ, Genstar and Crosby & Overton.

4. WRITTEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

5. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

Mrs. Geraldine Ball, 11515 S.W. 91st Avenue, Tigard, Oregon 97223, said she was concerned the Council had not yet adopted a resolution authorizing the Executive Officer or his designate to submit comments to the Land Conservation and Development Commission (LCDC) recommending the city of Tigard's requests for Acknowledgment of Compliance with LCDC Goals. She asked if such a resolution would be adopted before the Tigard Plan came before the LCDC on October 11, 1984. If the Council did not intend to adopt a resolution, she asked which parts of the Plan were not in compliance.



Agenda

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: October 25, 1984

Day: Thursday

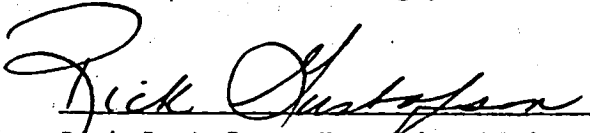
Time: 5:30 p.m.

Place: COUNCIL CHAMBER

CONSENT AGENDA

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

- 6.1 Minutes of the meeting of September 25, 1984
- 6.2 Consideration of Resolution No. 84-508, for the purpose of amending the Transportation Improvement Plan to include a freeway illumination project in the City of Portland
- 6.3 Consideration of Resolution No. 84-509, for the purpose of amending the FY 1984 Unified Work Program to include two new planning studies and amending the Transportation Improvement Program accordingly


Rick Gustafson, Executive Officer

The motion carried and the main motion was amended a second time.

Vote: The vote on the main motion, as amended, resulted in:

Ayes: Councilors Banzer, Bonner, Cooper, Hansen, Kafoury, Kelley, Oleson, Van Bergen, Waker and Kirkpatrick

Nay: Councilor Deines

Absent: Councilor Williamson

The motion carried and Ordinance No. 84-178 was adopted as amended.

7.2 Consideration of Ordinance No. 84-179, for the purpose of amending the Public Contract Procedures for emergency contracts, Code Section 2.04.011 and 2.04.030 (Second Reading)

The Clerk read the Ordinance by title only.

There being no public testimony or discussion of the ordinance, a vote was taken on the motion to adopt the Ordinance.

Vote: The vote on the motion to adopt Ordinance No. 84-178, made by Councilors Kafoury and Bonner on September 13, 1984, resulted in:

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

Naye: Councilor Deines

Absent: Councilor Williamson

The motion carried and Ordinance No. 84-179 was adopted.

8. RESOLUTIONS

8.1 Consideration of Resolution No. 84-497, for the purpose of adopting the Year 2005 Forecast of population and employment for use in Metro's functional plan

Keith Lawton explained the process used to develop the forecast which involved the participation of professional planners representing public and private interests in the region. Mr. Lawton also said both TPAC and JPACT had reviewed the forecast and recommended approval of the Resolution.

Motion: Councilor Kafoury moved for adoption of the Resolution. Councilor Waker seconded the motion.

Councilor Kelley asked if all the planners participating in the process agreed that 10,000 new jobs would exist in the region. Mr. Lawton responded that most of the planners agreed with the assumption, the city of Banks being the most pessimistic.

Councilor Bonner asked if there were other disagreements about the Forecast among the planners involved in the process. Mr. Lawton responded that because many people were involved in the process, there were some differences of opinion. He said a formal delphi process was used to determine a range of responses about specific concerns. If ranges were too varied, the planners engaged in further discussion until reasonable agreement could be reached, he said.

Councilor Kelley asked if changes were made when the planning group reconvened, would the Council be given the opportunity to revise the Forecast. Mr. Lawton said the Council would have this opportunity if significant changes were made.

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

Ayes: Councilors Bonner, Cooper, Hansen, Kelley, Oleson, Van Bergen, Waker and Kirkpatrick

Absent: Councilors Banzer, Deines, Kafoury and Williamson

The motion carried and Resolution No. 84-497 was adopted.

8.2 Consideration of Resolution No. 84-498, for the purpose of adopting the FY 1985 to post-1988 Transportation Improvement Program and the FY 1985 Annual Element

Andy Cotugno explained the Resolution before the Council would consolidate all Council actions over the past year one annual update and establish anticipated FY 1985 highway and transit programs. Mr. Cotugno then reviewed specific projects covered under the proposed Resolution.

Motion: Councilor Kelley moved to adopt the Resolution. Councilor Kafoury seconded the motion.

In response to the Presiding Officer's request for a JPACT report, Councilor Waker said the Joint Policy Advisory Committee on Transportation unanimously approved the Resolution. Councilor Waker also said he was concerned about Tri-Met's transfer of capital funds to the operating fund for the third consecutive year. He asked if staff had received a five-year operations plan from Tri-Met. Mr. Cotugno replied he had not yet received a plan. Councilor

Cooper said he was also concerned about the agency's apparent lack of financial planning.

Responding to Councilor Bonner's question, Mr. Cotugno said staff have continued to request a five-year operational plan from Tri-Met but their Board of Directors had not completed the decision-making process for the plan. Because it was necessary to make these decisions in a public forum, it would be some time before the plan is available, he said. The Presiding Officer said she would request a status report from the Board of Tri-Met.

Councilor Oleson asked if, in view of Tri-Met's financial status, immediate action on Resolution No. 84-498 were necessary.

Mr. Cotugno replied that because the federal fiscal year started October 1, a delay in adoption would not be advisable. The Executive Officer added that tabeling the Resolution would not be consistent with Metro's goal of strengthening communications with Tri-Met.

Vote: The vote to adopt the Resolution resulted in:

Ayes: Councilors Bonner, Cooper, Kafoury, Kelley, Oleson, Van Bergen, Waker and Kirkpatrick

Absent: Councilors Banzer, Deines and Williamson

The motion carried and Resolution No. 84-498 was adopted.

8.3 Consideration of Resolution No. 84-500, for the purpose of adopting legislative proposals regarding District finances

Motion: Councilor Van Bergen moved to adopt the Resolution. Councilor Bonner seconded the motion.

Executive Officer Gustafson explained adoption of the Resolution would establish the general principals on which Metro would build its legislative program. These principals included: 1) uncoupling approval of Zoo financing from authorization to provide non-zoo functions; 2) providing state-shared revenues for general government purposes; 3) giving Metro authority to tax Metro services for general government purposes; and 4) continuing local government dues.

Because Metro would be collecting \$1 million in additional revenues under the above program, Councilor Kelley asked how the additional revenue would be expended. The Executive Officer replied the request for \$1 million included approximately \$770,000 currently expended annually from the General Fund, as outlined in the current budget document. The remaining \$230,000 request related to

intergovernmental cooperation (\$60,000) and the cost of conducting the Multnomah County Library Commission Study and subsequent election (\$125,000 - \$175,000).

Councilor Oleson asked Roger Martin what he thought legislative reaction would be to the proposed cigarette tax. Mr. Martin replied it would be difficult to predict reaction at this time since the outcome of Ballot Measure 2 was unknown. Given, however, the measure would not pass, Metro would be competing with other interests for State funds. If these were included in a package with other items, he said, our chances for funding would increase. However, Mr. Martin said he had not talked with Legislators from outside the District and could not predict how they would react to the funding package.

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

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

Absent: Councilors Banzer, Deines and Williamson

The motion carried and the Resolution was adopted.

8.4 Consideration of Resolution No. 84-502, for the purpose of establishing a regional corrections task force

Motion: Councilor Kafoury moved to adopt the Resolution. Councilor Van Bergen seconded the motion.

Councilor Bonner reported the Council Management Committee and recommended the proposed the regional corrections task force be comprised of three members, one being a representative from Clackamas County, and one alternate member. Presiding Officer Kirkpatrick said the Executive Officer would serve on the task force and she wished to appoint herself as a Clackamas County representative. She also wished to appoint Councilor Cooper as an alternate member.

Councilor Kafoury asked that her motion be amended to clarify the task force would be involved in regional adult criminal justice planning.

Vote: The vote on the motion, as amended, resulted in:

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

Absent: Councilors Banzer, Deines and Williamson

The motion carried the Resolution No. 84-502 was adopted as amended.

8.5 Consideration of Resolution No. 84-503, for the purpose of
appointing citizen members to the Transportation Policy
Alternatives Committee (TPAC)

Motion: Councilor Van Bergen moved to adopt the Resolution and
Councilor Bonner seconded the motion.

Councilor Hansen requested a separate vote be taken for each of the
two candidates recommended for the Committee.

Motion: Councilor Van Bergen moved to appoint Janice Foster to
TPAC. Councilor Bonner seconded the motion.

Vote: The vote on the motion resulted in:

Ayes: Councilors Bonner, Cooper, Hansen, Kelley, Van Bergen,
Waker and Kirkpatrick

Absent: Councilors Banzer, Deines, Kafoury, Oleson and
Williamson

The motion carried and Janice Foster was appointed to TPAC.

Motion: Councilor Van Bergen moved to appoint Jon Egge to TPAC
and Councilor Bonner seconded the motion.

Vote: The vote on the motion resulted in:

Ayes: Councilors Bonner, Cooper, Kelley, Van Bergen, Waker
and Kirkpatrick

Nay: Councilor Hansen

Absent: Councilors Banzer, Deines, Kafoury, Oleson and
Williamson

The motion carried and Jon Egge was appointed to TPAC.

9. COMMITTEE REPORTS

None.

EXECUTIVE SESSION

At 8:20 p.m., Presiding Officer Kirkpatrick called the meeting into

Metro Council
September 25, 1984
Page 10

Executive Session under the authority of ORS 192.660(2). Present were Councilors Bonner, Cooper, Deines, Hansen, Kelley, Van Bergen, Waker and Kirkpatrick.

There being no further business, the Presiding Officer adjourned the meeting at 8:50 p.m.

Respectfully submitted,



A. Marie Nelson
Clerk of the Council

2146C/313-3
10/17/84

CONSIDERATION OF RESOLUTION NO. 84-508 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM TO INCLUDE A FREEWAY
ILLUMINATION PROJECT IN THE CITY OF PORTLAND

Date: September 18, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Transportation Improvement Program to include a new project: Freeway illumination, Oregon Department of Transportation. This project will upgrade the freeway lighting systems on I-5 and I-405 in the City of Portland.

Federal-Aid Interstate 4R Funds

Conversion to High Pressure	
Sodium Vapor Lamp (Fed)	\$245,000
City of Portland Match	<u>21,304</u>
	<u>\$266,304</u>

Background and Analysis

This project would convert 1,070 mercury vapor and incandescent freeway lights within the City of Portland to high pressure sodium vapor. This will reduce power costs (currently paid by the City of Portland) by up to 50 percent and maintenance costs (currently paid by the state) by 30 percent. Most conversions will be made on an equal lumen output basis. In addition, the project is intended to improve public safety by installing appropriate lamp/luminare wattages to conform to appropriate illumination standards where necessary. The project does not include replacement of metal halide or fluorescent fixtures.

The project will be matched with the City of Portland street lighting funds and will be completed prior to July 1985. After this time, the City levy, which funds street lighting, will expire and not make it possible for the City to further commit local funding support.

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

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution
No. 84-508.

AC/BP/srb
2030C/392-5
10/11/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 84-508
TRANSPORTATION IMPROVEMENT PROGRAM)	
TO INCLUDE A FREEWAY ILLUMINATION)	Introduced by the Joint
PROJECT IN THE CITY OF PORTLAND)	Policy Advisory Committee
)	on Transportation

WHEREAS, Through Resolution No. 84-508, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The Oregon Department of Transportation has requested that a new project utilizing Federal-Aid Interstate 4R funds matched by the City be added to the TIP; and

WHEREAS, This project will upgrade the freeway lighting systems on I-5 and I-405 in the City of Portland; and

WHEREAS, This project was approved by the Oregon Transportation Commission in August 1984; and

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

BE IT RESOLVED,

1. That Federal-Aid Interstate 4R funds be authorized for the freeway illumination project.	Federal	\$245,000
	Match	<u>21,304</u>
		\$266,304

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

3. That the Metro Council finds the project in accordance

with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

AC/BP/srb
2030C/392-4
10/11/84

Meeting Date October 25, 1984

CONSIDERATION OF RESOLUTION NO. 84-509 FOR THE
PURPOSE OF AMENDING THE FY 1984 UNIFIED WORK
PROGRAM TO INCLUDE TWO NEW PLANNING STUDIES AND
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM
ACCORDINGLY

Date: September 19, 1984

Presented by: Andy Cotugno

PROPOSED ACTION

Recommend adoption of the attached resolution amending the
FY 1984 Unified Work Program (UWP). This action would:

1. Amend the FY 1984 UWP to reflect the addition of two new
planning studies outlined in Attachment A.

- Station Area Development Planning - Gresham

Section 9	\$ 80,000
Local Match	<u>20,000</u>
	\$100,000

- Final Packaging Reports - Banfield

Section 9	\$37,940
Tri-Met	<u>9,485</u>
	\$47,425

2. Amend the Transportation Improvement Program (TIP) to
reduce Tri-Met's Section 9 Parts and Equipment project by
\$117,940 (\$80,000 + \$37,940), and transfer this authority
into the Section 9 UWP project to cover the planning
studies.

The transfer of funds is offsetting, thus keeping intact
the Section 9 budget for FY 1984.

FACTUAL BACKGROUND AND ANALYSIS

The descriptions of the planning studies for the UWP amendment
appear in Attachment A.

TPAC and JPACT have reviewed these amendments and recommend
approval of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution
No. 84-509.

AC/BP/srb
2046C/392-5
10/11/84

8
6
BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 84-509
FY 1984 UNIFIED WORK PROGRAM TO)	
INCLUDE TWO NEW PLANNING STUDIES	)	Introduced by the Joint
AND AMENDING THE TRANSPORTATION	)	Policy Advisory Committee
IMPROVEMENT PROGRAM ACCORDINGLY	)	on Transportation

WHEREAS, The FY 1984 Unified Work Program (UWP) was amended
by Resolution No. 84-461; and

WHEREAS, The UWP as an ongoing planning instrument must,
from time to time, be revised to reflect changing task priorities
and funding availability; and

WHEREAS, Tri-Met proposes to initiate two new planning
studies in the UWP utilizing Section 9 funds; and

WHEREAS, UWP funding for these studies will be offset by an
equal reduction in Section 9 Capital funding; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District
(Metro) approves the amendment increasing the FY 1984 UWP by
\$117,940 to cover the tasks described in Attachment A:

• Station Area Development Planning - Gresham

Section 9	\$ 80,000
Local Match	<u>20,000</u>
	\$100,000

• Final Packaging Reports - Banfield

Section 9	\$37,940
Tri-Met	<u>9,485</u>
	\$47,425

2. That the Transportation Improvement Program (TIP) be amended by reducing the Section 9 Parts and Equipment project by \$117,940 and transferring this amount to the UWP project.

3. That these actions are consistent with the continuing cooperative and comprehensive planning process and are hereby given Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

AC/BP/srb
2046C/392-3
10/11/84

ATTACHMENT A

Station Area Development Planning - Gresham

Program Objectives:

To complete the Gresham Station Area Planning Program to assure that maximum transit compatibility is reinforced as the City revitalizes and redevelops the land uses in its central commercial and residential districts, paying particular attention to the Gresham Central Station Area.

Relationship to Previous Work:

Under UMTA Project No. OR-29-9005, the Transit Station Area Planning Program (TSAPP) preliminary station area planning was undertaken. This work included data collection, market and implementation analysis, and preparation and review of alternative station area master plans. However, due to significant shifts in the economy and practices within the financial community, the previous market and implementation analysis is in need of review. This program will first review and update, as necessary, the market work done in fall of 1980 and then finalize an implementation and marketing strategy. The program will also complete final transportation plans for the Central Station Area, addressing needs identified in the earlier conceptual work. A citizen task force representative of local business and citizen interests will review and comment on all reports and recommendations.

Products:

1. Identification of short term market changes which have occurred since 1980
2. Refined standards for development
3. Development of a traffic circulation and improvement program
4. Development of a parking management program
5. Preparation of development and implementation strategy

Budget:

Expenses

Tri-Met \$100,000

Resources

OR-90-0003 \$80,000
Local Match \$20,000

\$100,000

Final Packaging Reports - Banfield

Program Objectives:

To encourage public/private partnerships consistent with local plans and UMTA policies with the private sector on the Banfield LRT and at major transfer stations by utilizing incidental surface and air rights. To increase transit ridership by implementing key private development and services in close proximity to the transit station. To leverage transit and other public improvements with private investment. To lessen operating costs to transit by maintenance agreements with the private sector as a part of an overall public/private partnership. To improve the quality of the transit environment with public and private amenities.

Relationship to Previous Work:

The original EIS for the Banfield LRT contained reference to joint development in the Land Use Technical Report, which discusses implementation mechanisms including special zoning districts, transit station development districts, joint development/value capture and others. The TSAPP program previously received funding to do a station area analysis. The region obtained an UMTA grant (OR-09-0026) to establish joint development with the Banfield with the initial effort directed to the Gateway transit station area. Multnomah County has established a special planned area for Gateway including the Banfield LRT property. Technical studies in the 1982-83 Unified Work Program (UWP) included a program for "transit station joint development projects." The work scope included "to promote and negotiate transit related development involving developers and private entities...This project will provide the capability to Tri-Met to assist in implementing development projects with local approval which are consistent with conceptual plans evolving from the Banfield transit station..." The conclusion of that program and other work resulted in the successful negotiation of a new \$7.5 million youth and family center at Gateway, which has been approved by Tri-Met, the YMCA and UMTA.

Products:

The final packaging reports will determine the optimum footprint for the YMCA and other private development at Gateway and other stations on the LRT for incidental surface and air rights to be developed consistent with local plans and UMTA policies with the private sector. These packaging reports will consist of:

- . Land utilization analysis
- . Alternative schematic site plans of sufficient detail to make offering to developers
- . Transit modal split analysis of various alternative configurations
- . Cost analysis of public improvements and cost penalty, if any, of proposed development
- . Pro forma
- . Lease revenue stream/transit modal split scenarios
- . Prepared offering document
- . Prepared implementation plan

Tri-Met will assist in negotiating joint development and shared use agreements at Gateway and at other stations on the Banfield LRT where market conditions are favorable and at key timed transfer stations and park and ride lots where market conditions are favorable.

Budget:

Expenses

Tri-Met \$47,425

Resources

OR-90-0003	\$37,940
Tri-Met	<u>9,485</u>
	\$47,425

CONSIDERATION OF THE ORDINANCE ESTABLISHING THE
LOCAL OFFICIALS ADVISORY COMMITTEE FOR THE
INTERGOVERNMENTAL RESOURCE CENTER

Date: October 10, 1984

Presented by: S. Siegel

FACTUAL BACKGROUND AND ANALYSIS

On September 25, 1984, the Council approved a legislative package for submission to Representative Otto's Regional Government Task Force. Included in the package was proposed language for amending ORS 268.513 Service Charge for Planning Functions of District. This amendment requires the Metro Council to "consult with the local government officials advisory committee appointed under ORS 268.170 in determining whether it is necessary to charge cities and counties...for services...." This ordinance establishes an advisory committee to comply with this requirement.

The proposed committee structure was prepared in consultation with key staff from most of the major governmental entities in the District. This proposal was first described to the Council in June 1984. The attached ordinance is virtually identical to the initial proposal. An outline of the ordinance has been recently mailed to the chief officers of all affected policy boards in the District.

To meet the dues notification date requirement, the advisory committee must make its dues recommendation to the Metro Council by mid-February. To meet this deadline, the process of gaining committee appointments must begin in December. Therefore, Council establishment of the committee is needed in November.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of the Ordinance.

SS/gl
2157C/392-2
10/11/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE FOR THE PURPOSE OF	)	ORDINANCE NO. 84-180
ESTABLISHING A LOCAL OFFICIALS)	
ADVISORY COMMITTEE FOR THE INTER-)	
GOVERNMENTAL RESOURCE CENTER)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Establishment of Intergovernmental Coordination
Committee and Overall Mission

The Council of the Metropolitan Service District hereby establishes the Intergovernmental Coordination Committee (ICC) as the local officials advisory committee for the Intergovernmental Resource Center (IRC) under the provisions of ORS 268.170. The mission of the ICC is to promote intergovernmental cooperation and coordination as a means for resolving issues of mutual concern.

Section 2. Specific Charge for the Intergovernmental
Coordination Committee

- (a) Recommend the annual work program and budget for the IRC to the Council of the Metropolitan Service District.
- (b) Recommend the annual intergovernmental consensus building program to the Council of the Metropolitan Service District including: (1) the priority issues meriting intergovernmental attention, (2) the general composition of associated task forces/committees, and (3) the specific charges to the associated task forces/committees.
- (c) Recommend amendments, when required, to the work program or regional consensus building program to the Council of the Metropolitan Service District.

Section 3. Membership of the Intergovernmental Coordination Committee

(a) The ICC is composed of the following membership:

<u>Representative(s)</u>	<u>Jurisdiction</u>
1	Clackamas County
1	Multnomah County
1	Washington County
1	Cities of Clackamas County
1	Cities of Multnomah County
1	Cities of Washington County
1	City of Portland
1	Port of Portland
1	Tri-County Metropolitan Transportation District
1	State of Oregon
3	Metropolitan Service District

(b) The specific appointment of a representative is to be made by the governmental entity(ies) served by that representative.

(c) ICC membership is limited to members of policy bodies or chief executive officers from the above-mentioned governmental entities.

(d) The chairperson of the ICC will be appointed by the Council of the Metropolitan Service District.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

Attest:

Clerk of the Council

SS/gl
2157C/392-2
10/11/84

STAFF REPORT

Agenda Item No. 8.1

Meeting Date October 25, 1984

CONSIDERATION OF RESOLUTION NO. 84-505 FOR THE
PURPOSE OF APPOINTING CITIZEN MEMBERS TO THE
TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
(TPAC)

Date: October 9, 1984

Presented by: Peg Henwood

FACTUAL BACKGROUND AND ANALYSIS

There are six citizen members serving two-year terms on the TPAC. Two vacant positions were filled by Council appointment at the September 25 Council meeting. Staff has actively recruited to fill the four other citizen positions whose terms expired on October 7, 1984.

The Council and local jurisdictions were asked for recommendations for citizen members to serve on TPAC. A press release was mailed to the metropolitan area media. Notices appeared in several newspapers, radio stations and cable TV carried the notice as a public service announcement.

Fourteen people applied to fill the vacancies. Nine people, who most closely met the criteria, were interviewed by Corky Kirkpatrick, Andy Cotugno and Peg Henwood. Janice Foster and Jon Egge were appointed by the Council to fill the two vacancies on TPAC. The other applicants were encouraged to re-apply for the other citizen positions.

Lawrence Griffith and George Starr are being recommended to serve a second term on TPAC. Graydon Miller and _____ are being recommended to serve two-year terms. (Note: Staff had not completed the interview process at agenda publication time. The name of a fourth person will be announced at the Council meeting.)

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends the reappointment of Lawrence Griffith and George Starr and the selection of Graydon Miller and _____ to fill the expired terms.

PH/gl
2166C/392-3
10/16/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPOINTING)
CITIZEN MEMBERS TO THE TRANSPORTA-)
TION POLICY ALTERNATIVES COMMITTEE)
(TPAC))

RESOLUTION NO. 84-505

Introduced by the
Executive Officer

WHEREAS, There are six citizen members serving two-year terms on TPAC; and

WHEREAS, Four citizen member's terms have expired on October 7, 1984; and

WHEREAS, Members of the public were actively recruited to fill the positions to serve two-year terms on TPAC; now, therefore,

BE IT RESOLVED,

That George Starr and Lawrence Griffith are reappointed to serve two-year terms as citizen members on TPAC; and

That Graydon Miller and _____ are appointed to serve two-year terms as citizen members on TPAC.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

PH/gl
2166C/392-3
10/16/84

CONSIDERATION OF RESOLUTION NO. 84-490 AMENDING
THE PAY PLAN

Date: October 11, 1984

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

Proposed Pay Plan Changes

The proposed Resolution amends the Pay Plan to do the following:

1. A new pay range (16.0) is added to both the downtown and non-union Zoo pay tables.
2. Both the Zoo and Solid Waste Director positions are placed at range 16.0.

Currently both positions are in the District's Classification Plan but they are excluded from the Pay Plan. Their salaries and some terms of employment are set by contract. Roger Pringle, consultant, recently conducted a brief study to determine the best approach to setting terms of employment for these positions. He recommends that compensation be set through the Pay Plan. Further, as indicated in his report (Attachment "A") Pringle recommends the placement of both jobs in a \$40,000 - \$50,000 pay range.

Resolution No. 84-490, attached, provides for the revision of two Pay Plan schedules -- Non-Union Zoo and Non-Union (Downtown Metro and Gatehouse sites). The latter schedule is proposed to include Salary Range 16.0 and the former to drop the 16.5 range and revise the 16.0 range to be approximately 4 percent higher than the Non-Union Metro Downtown schedule. In both cases the breadth of the 16.0 range is wider than the remaining portion of the schedule. This is proposed to accommodate Mr. Pringle's recommendation regarding the breadth of the salary range. Resolution No. 84-490 also provides for placing both positions in Range 16.0 based on an application of the factors developed in the recently adopted Pay and Classification Plans.

The Use of Employment Contracts

Terms and conditions of employment at Metro are set in the Personnel Rules, the Pay Plan, and the Classification Plan. In addition, the Council may authorize a position to have an employment contract. A contract may supersede portions of the previously mentioned documents where different terms are desired. For example,

compensation, notice requirements for termination by either party, outside work privileges and special benefits may be found in an employment contract.

Two years ago, such contracts were signed with the incumbent Zoo Director and the newly-hired Solid Waste Director. Compensation was set by contracts because desired salary levels exceeded the existing pay range.

Based on two year's experience and Pringle's analysis it appears that compensation should instead be set by the Pay Plan to achieve consistency in pay administration and internal pay equity.

A contract may still be useful and necessary in establishing other terms of employment. A comparison of the provisions of the Metro Personnel Rules with some of the terms from the Zoo and Solid Waste Director contracts is shown in Attachment "B."

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-490 which places the Zoo and Solid Waste Director positions at Salary Range 16.0 and amends the Salary Range Tables A and Z.


JS/gl
2168C/392-2
10/16/84

ATTACHMENT A

THE PRINGLE COMPANY

6415 SW CANYON CT.
PORTLAND, OR. 97221-1497
(503) 297-1622

TO: Rick Gustafson
Executive Officer
Metropolitan Service District (Metro)

FROM: Roger L. Pringle
The Pringle Company 

DATE: August 1, 1984

This report summarizes our findings and recommendations concerning compensation and related arrangements for the Zoo Director and the Director of Solid Waste, both senior management positions within Metropolitan Service District (Metro).

At Mr. Gustafson's direction, we have reviewed the following information:

- job descriptions for each position
- current employment contracts for each position
- available salary survey information for each position
- the job evaluation results for each position as prepared by Metro's personnel officer and the outside consultant who developed the job evaluation system

Our primary objectives in this review effort included development of recommended classification procedures and recommended salary range assignment for each position.

CLASSIFICATION PROCEDURES

Regarding classification procedures, we believe it would be best to include these two senior management positions in the same administration system used for other senior management positions. This is advisable because of the important need for consistency in pay administration among families of jobs. Use of a common administration system will help to address the matter of internal pay equity. Moreover, the present contractual arrangements require

renegotiating and/or rewriting the contracts each time they expire, a potentially burdensome task.

Including these two positions in the existing Metro system at the salary levels we recommend in the following paragraphs will require extending the system. Extending the system means adding salary ranges, in this case at the upper end of the structure. In addition to adding ranges, we also recommend broadening the upper ranges (i.e., spread from minimum to maximum) to better accommodate the greater latitude for performance inherent in executive positions.

SALARY RANGE ASSIGNMENTS

With regard to salary range assignments for the Zoo Director and Director of Solid Waste, we have concluded that placement of both jobs in a salary range of approximately \$40,000 to \$55,000 would be appropriate.

This recommendation is based on a combination of factors. First, we believe the two positions should be placed in the same range because their accountability for people and financial resources, and the general complexity of the positions when considered in total are generally comparable. The positions are different in that the Zoo position is externally oriented in terms of fund raising and public relations, while the Solid Waste position is more internally directed with heavy orientation to planning and technical issues. However, we do not believe these differences constitute differences in position value.

Finally, we reviewed available salary survey data for both positions. The survey data provided general indications of position value which we augmented with knowledge gained during the recruitment of the Director of Solid Waste. Total reliance on this survey data is not advisable because the comparability of positions is not completely determinable.

With the immediate prospect of having to recruit a new Zoo Director, starting salary is a matter of current interest to Metro management. We suggest that the starting salary be kept in the first two quartiles of the salary range if possible. However, if a heavily experienced person is selected, then a salary above the range midpoint could be offered. Strict rules which might impede the ability to hire the most qualified person within the salary range should be avoided.

ATTACHMENT "B"

Comparison of Personnel Rules
and Some Contract Provisions

Personnel Rules

1. No policy on outside work
2. Fourteen days written notice
of termination by either party
3. No severance pay provided
4. Eligible for merit pay (0%-8%)
annually
5. No agreed term of employment

Contract

Teaching, consulting
and other non-Metro
connected business
allowed

90 days written notice
by either party

Three months severance
pay provided if Metro
terminates agreement

No merit pay provided

Minimum two years of
employment with one year
extensions thereafter

2168C/392

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 84-490
PAY PLAN TO ESTABLISH A SALARY)	
RANGE FOR ZOO AND SOLID WASTE	)	Introduced by the
DIRECTOR POSITIONS	)	Executive Officer

WHEREAS, Salaries of Zoo Director and Solid Waste Director are presently set by employment contracts; and

WHEREAS, It is in the interest of the Metropolitan Service District (Metro) to include the positions of Zoo Director and Solid Waste Director in the Pay Plan for consistency and efficiency of pay administration; now, therefore,

BE IT RESOLVED,

1. That the salary for the positions of Zoo Director and Solid Waste Director be established at range number 16.
2. That the non-union salary range table (Table A - Metro Downtown, Gatehouse Sites) be amended as shown on Exhibit A attached hereto.
3. That the non-union Zoo salary range table (Table Z) be amended as shown on Exhibit B attached hereto.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

DEC/srb
1799C/392
08/10/84

EXHIBIT A

REVISED SALARY RANGE TABLE

TABLE A

NON-UNION SALARY RANGE TABLE
(Metro Downtown, Gatehouse Sites)

Salary Range Number	Beginning Salary Rate		Entry Merit Rate		Maximum Merit Rate		Maximum Incentive Rate**	
	Annual	Hourly	Annual	Hourly	Annual	Hourly	Annual	Hourly
*0.0	7,384	3.55	7,738	3.72	8,965	4.31	9,256	4.45
0.5	8,902	4.28	9,360	4.50	10,982	5.28	11,336	5.45
1.0	9,485	4.56	9,942	4.78	11,461	5.51	11,794	5.67
1.5	9,922	4.77	10,421	5.01	12,002	5.77	12,376	5.95
2.0	10,358	4.98	10,858	5.22	12,563	6.04	12,938	6.22
2.5	10,899	5.24	11,565	5.56	13,166	6.33	13,582	6.53
3.0	11,461	5.51	12,022	5.78	13,770	6.62	14,186	6.82
3.5	12,002	5.77	12,605	6.06	14,539	6.99	14,976	7.20
4.0	12,563	6.04	13,187	6.34	15,246	7.33	15,725	7.56
4.5	13,166	6.33	13,832	6.65	16,037	7.71	16,557	7.96
5.0	13,770	6.62	14,456	6.95	16,848	8.10	17,347	8.34
5.5	14,539	6.99	15,246	7.33	17,701	8.51	18,242	8.77
6.0	15,246	7.33	16,016	7.70	18,574	8.93	19,115	9.19
6.5	16,037	7.71	16,848	8.10	19,469	9.36	20,072	9.65
7.0	16,848	8.10	17,701	8.51	20,259	9.74	20,904	10.05
7.5	17,701	8.51	18,595	8.94	21,382	10.28	22,027	10.59
8.0	18,574	8.93	19,490	9.37	22,464	10.80	23,171	11.14
8.5	19,469	9.36	20,446	9.83	23,650	11.37	24,357	11.71
9.0	20,155	9.69	21,174	10.18	24,814	11.93	25,563	12.29
9.5	21,382	10.28	22,443	10.79	26,042	12.52	26,811	12.89
10.0	22,464	10.80	23,587	11.34	27,269	13.11	28,080	13.50
10.5	23,650	11.37	24,835	11.94	28,725	13.81	29,598	14.23
11.0	24,794	11.92	26,042	12.52	30,181	14.51	31,117	14.96
11.5	26,042	12.52	27,331	13.14	31,678	15.23	32,635	15.69
12.0	27,269	13.11	28,621	13.76	33,134	15.93	34,133	16.41
12.5	28,725	13.81	30,160	14.50	34,923	16.79	35,984	17.30
13.0	30,181	14.51	31,699	15.24	36,712	17.65	37,814	18.18
13.5	31,678	15.23	33,259	15.99	39,437	18.96	40,622	19.53
14.0	33,134	15.93	34,798	16.73	40,373	19.41	41,579	19.99
14.5	34,736	16.70	36,462	17.53	42,349	20.36	43,618	20.97
15.0	36,442	17.52	38,272	18.40	44,533	21.41	45,864	22.05
15.5	38,792	18.65	40,706	19.57	46,987	22.59	48,422	23.28
16.0	40,726	19.58	42,765	20.56	53,019	25.49	54,600	26.25

* Range 0.0 is adjusted annually in January with other ranges assigned to seasonal position classifications.

** Cost of living adjustments for employees in the incentive range are computed on maximum merit rate.

EXHIBIT B

REVISED SALARY RANGE TABLE

TABLE Z

NON-UNION ZOO SALARY RANGE TABLE

Salary Range Number	Beginning Salary Rate		Entry Merit Rate		Maximum Merit Rate		Maximum Incentive Rate**	
	Annual	Hourly	Annual	Hourly	Annual	Hourly	Annual	Hourly
*0.0	7,176	3.45	7,535	3.62	8,734	4.19	14,144	6.80
0.5	8,653	4.16	9,085	4.36	10,670	5.13	10,982	5.28
1.0	9,863	4.74	10,357	4.98	11,898	5.72	12,256	5.90
1.5	10,308	4.95	10,823	5.20	12,472	5.99	12,845	5.90
2.0	10,754	5.17	11,292	5.42	13,044	6.27	13,435	6.46
2.5	11,326	5.45	11,893	5.71	13,681	6.58	14,091	6.77
3.0	11,898	5.72	12,494	6.00	14,317	6.88	14,746	7.09
3.5	12,472	5.99	13,095	6.29	14,010	7.25	15,533	7.47
4.0	13,044	6.27	13,696	6.58	15,843	7.62	16,319	7.84
4.5	13,681	6.58	14,364	6.90	16,672	8.01	17,171	8.26
5.0	14,317	6.88	15,631	7.22	17,499	8.41	18,022	8.67
5.5	15,080	7.25	15,834	7.61	18,389	8.84	18,941	9.11
6.0	15,843	7.62	16,636	8.00	19,279	9.27	19,858	9.54
6.5	16,672	8.01	17,504	8.41	20,234	9.73	20,841	10.02
7.0	17,499	8.41	18,373	8.84	21,061	10.12	21,693	10.43
7.5	18,389	8.84	19,308	9.29	22,207	10.68	22,872	11.00
8.0	19,279	9.27	20,243	9.74	23,352	11.22	24,054	11.57
8.5	20,234	9.73	21,246	10.22	24,561	11.81	25,298	12.17
9.0	20,953	10.07	22,114	10.64	25,770	12.39	26,542	12.77
9.5	22,207	10.68	23,316	11.21	27,043	13.00	27,853	13.39
10.0	23,352	11.22	24,519	11.79	28,315	13.61	29,164	14.02
10.5	24,561	11.81	25,789	12.40	29,842	14.35	30,737	14.78
11.0	25,759	12.38	27,058	13.01	31,369	15.08	32,310	15.54
11.5	27,043	13.00	28,394	13.65	32,896	15.81	33,883	16.29
12.0	28,315	13.61	29,730	14.30	34,423	16.55	35,456	17.05
12.5	29,842	14.35	31,334	15.07	36,269	17.44	37,357	17.97
13.0	31,369	15.08	32,938	15.84	38,113	18.33	39,256	18.87
13.5	32,896	15.81	34,541	16.61	40,977	19.70	42,206	20.29
14.0	34,423	16.55	36,375	17.38	41,931	20.16	43,189	20.77
14.5	36,077	17.34	37,881	18.21	43,967	21.14	45,287	21.77
15.0	37,860	18.20	39,752	19.11	46,258	22.23	47,646	22.91
15.5	40,277	19.37	42,291	20.33	48,803	23.47	50,268	24.17
16.0	42,307	20.34	44,429	21.36	55,099	26.49	56,742	27.28

* Range 0.0 is adjusted annually in January with other ranges assigned to seasonal position classifications.

** Cost of living adjustments for employees in the incentive range are computed on maximum merit rate.

REPORT ON METROPOLITAN CITIZENS LEAGUE'S REQUEST
FOR METRO TO CONDUCT AN IN-DEPTH STUDY OF
REGIONAL PARKS

Date: November 13, 1984

Presented by: Ray Barker

FACTUAL BACKGROUND AND ANALYSIS

The Park Committee of the Metropolitan Citizens League recently completed a study of regional parks in the Portland metropolitan area. Copies of the report were sent to Metro Councilors in October 1984.

Scope of Study

The Parks Committee was originally charged by the Metropolitan Citizens League to develop a funding program and an organizational plan for a regional parks system. The Committee found that charge too broad with no resources and very limited staff support available. The charge was, therefore, redefined to examine the current park situation in the Portland metropolitan area, assess levels and sources of support, and recommend appropriate action.

Recommendations

The League's Parks Committee recommended that Metro conduct an in-depth study of regional parks and that Metro appoint a Task Force to oversee the study. The League's Board of Directors and the League's membership support these recommendations.

On October 24, 1984, the Metropolitan Citizen League formally presented the Committee report to the public and held a panel discussion on the report. The panel consisted of Mike Lindberg, Portland City Commissioner; Eva Killpack, Washington County Commissioner; Dennis Buchanan, County Executive, Multnomah County; and Dan Zinzer, Clackamas County Parks Administrator. They made the following recommendations:

1. Metro is the logical agency to conduct an indepth study of the region's parks and Metro should conduct such a study.
2. The Cities and Counties of the region should work closely with Metro on the regional park study and should provide a reasonable amount of money or contribute staff services to the effort.

3. Metro should commence the study and form the task force after the Columbia Willamette Futures Forum (CWFF) completes its report on parks.

The CWFF conference will be held November 16-17, 1984. The park report from that conference should be available within 30 to 60 days from the conference date.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends that the Council Assistant develop a proposed study outline, budget and proposed task force structure for consideration at a subsequent Council Management Committee meeting. In doing so, he should seek the advice and assistance from city and county park professionals and interested citizen groups.

RB/srs
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11/14/84