

C O U N C I L

Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: February 22, 1979

Day: Thursday

Time: 7:00 p.m.

Place: Conference Room "C"

CALL TO ORDER (7:00)

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSENT AGENDA (7:10)
 - 3.1 Minutes of Meeting of February 8, 1979
5. REPORTS
 - 5.1 Report from Executive Officer (7:15)
 - 5.2 Resource Recovery Project - Informational Briefing (7:45)
 - 5.3 Pending MSD Litigation (8:00)
6. OLD BUSINESS
 - 6.1 Ordinance No. 79-67, providing for Administrative District 2, Criminal Justice System Improvement Plan (Second Reading) (8:15)
 - 6.2 MSD Legislative Program
 - 6.2.1 Resolution No. 79-20, Seeking Legislation Including MSD Officials in State Ethics Law (Introduced by Michael Burton) (8:25)
 - 6.2.2 Resolution No. 79-21, Declaring Metropolitan Service District Support for Acquisition of St. Mary's Woods for a State Park (Introduced by Donna Stuhr) (8:35)

- 6.2.3 Resolution No. 79-23, Proposed Amendment to Senate Bill 66 - Economic Development (8:45)
- 6.2.4 Resolution No. 79-15, Seeking Legislation Permitting the MSD to determine Solid Waste Disposal and Landfill Sites (8:55)
- 6.2.5 Resolution No. 79-28, Proposed Amendment to MSD Legislative Bill #2 (Exemption of St. Johns and Oregon City Landfills) (9:05)

7. NEW BUSINESS

- 7.1 Cipole Sanitary Landfill (Resolution No. 79-11) (9:15))
- 7.2 Mira Monte Sanitary Landfill (Resolution No. 79-22) (9:25)
- 7.3 Bid Award - Elephant Enclosure (9:35)
- 7.4 Borrowing of Mt. Hood Freeway Interstate Transfer Monies for Federal Aid Primary (FAP) and Selected Federal Aid Urban (FAU) Projects (Resolution No. 79-24) (9:45)
- 7.5 Prioritization of Remaining Unobligated Federal Aid (FAU) Funds (Resolution No. 79-25 (10:05)
- 7.6 Amendment to Transportation Improvement Program to Include Transit Projects (Resolution No. 79-26) (10:15)
- 7.7 Increasing Federal Funding Authorization for Six Projects having Cost Overruns (Resolution No. 79-27) (10:25)

8. ANNOUNCEMENTS

ADJOURNMENT (10:35))

C O U N C I L

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

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet the Consent List Criteria established by the Rules and Procedures of the Council.


Executive Officer

3.1 Minutes of meeting of February 8, 1979

Action Requested: Approve minutes as distributed.

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

February 8, 1979

Councilors in Attendance

Chairman Michael Burton
Vice Chairman Donna Stuhr
Coun. Charles Williamson
Coun. Craig Berkman
Coun. Jack Deines
Coun. Jane Rhodes
Coun. Caroline Miller
Coun. Cindy Banzer
Coun. Gene Peterson
Coun. Betty Schedeen
Coun. Marge Kafoury

Coun. Kirkpatrick was absent

Others in Attendance

Mr. Mark Boehm
Mr. Frank Angelo
Ms. Sharon Derderian
Mr. George D. Ward
Mr. Dick Colby
Mr. Z. Schoemaker
Ms. A. Peterson
Mr. Steve Lockwood
Mr. Ruben G. Derderian
Mr. Carl Wilson
Mr. David G. Phillips
Ms. Cindy Walbridge
Capt. James Slauson
Mr. Robert Cowman

Staff in Attendance

Executive Officer Rick Gustafson
Mr. Denton Kent
Mr. Andrew Jordan
Mr. James Sitzman
Mr. Robert McAbee
Mr. Wm. Ockert
Ms. Judith Bieberle
Mr. Corky Ketterling
Mr. Merle Irvine
Ms. Caryl Waters
Mr. McKay Rich
Ms. Karen Tweten
Ms. Barbara Higbee
Ms. Sue Klobertanz
Ms. Marilyn Holstrom
Mr. Warren Iliff
Ms. Jennifer Sims
Ms. Anne Kelly Feeney
Mr. Jack Bails
Ms. Linda Brentano
Mr. Dick Karnuth
Mr. Steve McCusker
Ms. Mary Carder

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February 8, 1979

CALL TO ORDER

After declaration of a quorum, the February 8, 1979, meeting of the Council of the Metropolitan Service District (MSD) was called to order by Presiding Officer Michael Burton at 7:00 p.m. in Conference Room "C" of the MSD offices at 527 Hall Street.

1. WRITTEN COMMUNICATIONS TO THE COUNCIL

Mr. Henry Kane, attorney, read a statement he had addressed to the Council in opposition to a proposal to ask the 1979 Legislature to remove the MSD from ORS Chapter 183, the Administrative Procedures Act.

The Council discussed the matter of attendance at the Council briefing to be held February 15, and decided that the meeting would be held at 5:15 and only one item, the report from the Committee on Committees, would be on the agenda. It was planned that the meeting would last one hour.

2. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

Mr. George Ward, consulting engineer, invited the Executive Officer and members of the Council to attend a conference at the Oregon Graduate Center on the subject of toxic industrial waste.

3. CONSENT AGENDA

3.1 Minutes of Meeting of January 18, 1979

3.2 A-95 Reviews

3.3 Appointment of Coun. Charles Williamson to represent MSD on Portland Recycling Team Task Force

Mr. Peterson asked to amend the minutes. He said that on Page 11, the paragraph concerning Mr. O. B. Harr should read "Mr. Harr submitted a written statement and supported the resolution introduced by Couns. Peterson, Banzer and Schedeen." The correction was noted.

With reference to the A-95 Review, Coun. Williamson commented that the new summaries were very helpful.

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There was Council discussion of an A-95 Review item which was acted on by a public agency before receiving the review prepared by MSD.

Mr. Kent explained the review process and said that it had generally worked well. In this instance the timing had apparently been faulty.

Coun. Kafoury moved, seconded by Coun. Stuhr, that items 3.1, 3.2 and 3.3 of the Consent Agenda be approved. The motion carried unanimously.

4. REPORTS

4.1 Report from Executive Officer

Executive Officer Gustafson said the Senate Committee on Environment and Land Use would discuss a proposed bill to allow local jurisdictions to declare solid waste or landfill emergency sites without local approval. Mr. Gustafson said Merle Irvine, Acting Director of the MSD Solid Waste Division, would attend to provide the committee with any assistance he could.

Coun. Berkman said this hearing would be essentially informational, and that he would hope that the Council would give Mr. Irvine the flexibility to inform members of the committee that the Council is vitally interested in their approach and encourage them to finalize the bill so that it could be debated.

It was Council consensus that Mr. Irvine should attend.

The Executive Officer circulated a letter of appreciation to the Council from Ms. Hazel Hayes.

Executive Officer Gustafson reported on the trip he and Mr. Kent had taken to Washington, D. C. and said he felt that it had been quite fruitful. Meetings had been arranged with several federal officials.

Mr. Gustafson said they had met with Representative Bob Duncan, and that he had been very encouraging.

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about participation of the Corps of Engineers in cleanup of Johnson Creek.

Mr. Gustafson said the Council would be requested to consider, at the next regular meeting, adding a 464 acre site to the list of potential landfill sites. The site is outside the boundaries of the MSD, and is currently known as the Mira Monte Farms property. Mr. Gustafson explained the location of the site to the Council, and said he would keep them informed of the progress of the proposal. He thought it might be appropriate for the Council to authorize staff to approach Clackamas County for an amendment to the AG-20 zoning classification in the County Plan to permit landfill uses.

Coun. Berkman felt a resolution should be drawn to assure people in that area that MSD would involve them as quickly as possible in that process.

Chairman Burton suggested that this matter be referred to the standing committee on solid waste.

5. OLD BUSINESS

5.1 Ordinance No. 79-65, Providing for Rules of Procedure for Conduct of Council Meetings, Transaction of Council Business and Repealing All Prior Rules of Procedure (second reading)

Mr. Andrew Jordan read the ordinance by title after it was ascertained that it was Council consensus that the ordinance be read by title only.

Coun. Berkman moved, seconded by Coun. Kafoury, that Ordinance No. 79-65 be adopted.

Coun. Stuhr asked about amendments proposed by the public. There was Council discussion concerning amendments proposed by Anne Nickel. The Chairman said her proposal had been referred to the Committee on Committees and that the committee will return to the Council at a later date with a recommendation for all amendments to the rules.

The Council discussed the recommendation of Mr. Jim Allison concerning hearings on ordinances. It

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was decided that hearings could always be held and that it was not necessary to include this reference in the rules.

Question called on the motion. Rollcall vote. All Councilors voted aye except Coun. Kirkpatrick, who was absent. The motion carried.

- 5.2 Ordinance No. 79-66, Providing for Assessment of Local Governments for Operation of the Metropolitan Service District Planning Function for the Second Half of FY 1979 (Second Reading)

Mr. Jordan read Ordinance No. 79-66 by title, after it was ascertained that it was Council consensus that he should do so.

Coun. Stuhr moved, seconded by Coun. Williamson, that Ordinance No. 79-66 be adopted.

Chairman Burton commented that the Executive Officer had received a letter of support from the manager of the city of Cornelius, who also asked to be sent an overview of the services to be provided in connection with the dues levy.

Question called on motion. Rollcall vote. All councilors present voted aye.

Resolution No. 79-18, Providing for a Dues Credit of \$50,000 to Local Jurisdictions and Special Districts for the period January 1, to June 30, 1979.

Coun. Williamson moved, seconded by Coun. Stuhr, that Resolution No. 79-18 be adopted. The motion carried unanimously.

- 5.3 Proposed Legislative Program for MSD (Resolution Nos. 79-13, 79-14, 79-15)

Resolution No. 79-13, Transmitting Concerns of the Council Regarding the Banfield Transitway Project.

Coun. Peterson moved, seconded by Coun. Schedeen, that Resolution No. 79-13 be adopted.

Coun. Peterson explained that the resolution previously proposed had been split into two

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resolutions; one addressed to the legislature and the other to the implementing agencies. Coun. Peterson and Coun. Banzer had met with Clyde Doctor from Multnomah County, and as a result of that meeting the resolution had been amended to support the efforts of the responsible implementing agencies.

Coun. Rhodes moved, seconded by Coun. Stuhr, that the word "sole" be added in paragraph 2) before the word "purpose."

Coun. Peterson accepted that amendment.

Question called on the motion. Rollcall vote. The motion carried unanimously.

Resolution No. 79-14, Requesting Legislative Support for State General Fund Appropriations for the Banfield Transitway Project.

Coun. Kafoury moved, seconded by Coun. Stuhr, that Resolution No. 79-14 be adopted.

Coun. Banzer pointed out to Council the serious traffic problems which exist east of Portland on the Banfield.

Coun. Rhodes asked that the last sentence of the last "Whereas," be removed so that the sentence would end with the word "density." Coun. Kafoury accepted the change.

Coun. Deines asked how funds would be expended and how large a portion of the project would be expended for transitway.

Mr. Ockert said the division would be about half and half.

Chairman Burton expressed concern that the Council should view the transportation system as a regional matter and keep in mind that the light rail was only a piece of the whole transportation system.

After further discussion, the question was called. Rollcall vote. Couns. Miller, Banzer, Peterson, Kafoury, Burton, Stuhr, Williamson, Berkman, Rhodes and Schedeen voted aye. Coun. Deines voted

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may. Coun. Kirkpatrick was absent. The motion carried.

Resolution No. 79-15, Seeking Legislation to Permit MSD to Determine Landfill Sites, was deferred to the next meeting of the Council.

Bill #3, Referring to ORS 215.213, was read.

Coun. Schedeen moved, seconded by Coun. Berkman, that the Council refer Bill #3 to the Legislative representative to be a part of the legislative package.

Coun. Berkman said the Solid Waste Task Force had no opposition to Council support of this proposal.

Mr. Jordan explained that the proposal would amend the EFU statute, which refers to land for farm use.

Coun. Miller said she had contacted persons who had convinced her to support this bill, but that she would not be in favor of using A-1 farm area for siting of landfills.

Mr. George Ward asked that the Council consider inclusion of the word "non-hazardous" before the word "liquid" so that the proposal would read: "...solid or non-hazardous liquid wastes..."

Mr. Gustafson explained that hazardous waste has a different section in the statutes and is solely the responsibility of the State.

Coun. Deines moved, seconded by Coun. Banzer that the resolution be revised to read: "... site for disposal of solid or liquid waste other than hazardous, as defined by Oregon Statutes."

Coun. Peterson asked if this clause would be appropriate. Mr. Jordan said it was redundant because the definition excluded hazardous wastes.

The question was called on the motion for amendment. The motion failed.

Question called on main motion. Couns. Miller, Banzer, Peterson, Stuhr, Williamson, Berkman,

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Deines, Rhodes and Schedeen voted aye. Couns. Kafoury and Burton voted nay. Coun. Kirkpatrick was absent. The motion carried.

Chairman Burton explained that he had a problem with the resolution, in that it was his feeling that exclusive farm use meant exclusive farm use.

Coun. Williamson said he was concerned with placing landfills outside the boundaries of MSD, but he had no objection to using all the sites possible.

A short break was taken. *Adj. 10:15*

6. NEW BUSINESS

6.1 Ordinance No. 79-67, Administrative District 2, Criminal Justice System Improvement Plan (First Reading)

Coun. Berkman moved, seconded by Coun. Rhodes that Ordinance No. 79-67 be read by title only. The motion carried unanimously.

Mr. Jordan read Ordinance No. 79-67 by title.

Coun. Rhodes said she had read through the plan carefully, and that she felt emphasis should be on implementation, rather than administration. Coun. Rhodes commented regarding the emergency number, saying that she supported it in theory, but that she was not convinced that it worked in practice.

Mr. Bails explained that the plan emphasized the use of current resources, rather than requesting additional manpower.

Regarding the emergency telephone number, Mr. Bails explained some of the problems, and that MSD was providing planning assistance to agencies to implement the 911 emergency number.

6.2 Zoo Development Program Review

Mr. Warren Iliff, Zoo Director, reviewed the zoo development program and showed slides of various Zoo exhibits, with companion slides to demonstrate anticipated developments. He recommended that the Council reevaluate the Zoo development program and

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suggested formation of a Zoo development commission and acquisition of grants to augment the limited local funds available for Zoo redevelopment.

There was no action required on this item.

6.3 Primate House Project - Zoo

Mr. Steve McCusker, Zoo project manager, reported on progress on the primate house project and said the total cost has been estimated to be approximately \$1.8 million. Staff is investigating ways to trim the total cost prior to requesting Council to let the bids for the final design phase of the project.

Mr. Robert Cowman of Sheldon Eggleston Reddick Associates, outlined the improvements to the existing primate facility, and demonstrated by way of slides the proposed exhibits to be constructed or provided through major remodeling.

Mr. Gustafson explained that staff plans to request the State Project Review Board for an exemption from the usual bidding process, to allow a negotiated contract for this specialized design.

Coun. Miller asked that the Council be provided with a list of projects requesting a variance based on uniqueness.

There was no action required on this item.

6.4 Amendment to Interim Personnel Rules

Coun. Stuhr moved, seconded by Coun. Kafoury, that Resolution No. 79-16, Amending the Interim Joint Personnel Rules for the Metropolitan Service District be adopted.

The Executive Officer explained that the proposed Resolution would amend the Interim Personnel Rules by deleting a portion relating to management employees to place management and non-union MSD employees on the same vacation schedule as other MSD employees who were employed by CRAG prior to January 1, 1979.

The question was called on the motion. The motion carried unanimously.

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Coun. Stuhr moved, seconded by Coun. Kafoury that Resolution No. 79-19, Amending the Interim Personnel Rules to provide Exemptions for Certain Employees, be adopted.

Mr. Denton Kent explained that during the formation of the new organization, the opportunity for the Executive Officer to personally select his direct support personnel was not considered. The proposed resolution provides the Executive Aide and the Administrative Aide an exemption from portions of the Interim Personnel Rules relating to appointment, discipline, pay and classification, and provides that a set budget amount be established by the Council for persons within the "exempt status" category. This will enable the Executive Officer to adjust salaries and classifications of exempt employees at his discretion within the approved budget allotment.

Coun. Kafoury felt it appropriate that the Executive Officer have a direct staff which he chose, to compliment his own philosophy. She asked how many positions were anticipated in the future and the amount budgeted for this fiscal year. Mr. Kent said this would be negotiated between the Council and the Executive Officer. The budgeted amount equates to 17,500 for two persons for the remainder of the fiscal year.

There was Council discussion of this matter, after which Coun. Banzer suggested that the appropriation be approved but that the entire issue of personnel policy, including an "exempt" classification status, be studied by the committee within the next month or two.

The question was called on the motion. Rollcall vote. Couns. Schedeen, Miller, Kafoury, Burton, Stuhr, Williamson, Deines and Rhodes voted aye. Couns. Banzer and Peterson abstained. The motion carried.

6.5 Unified Work Program Submitted by Clark County Regional Planning Council (RPC) (Resolution No. 79-17)

Coun. Stuhr moved, seconded by Coun. Williamson, that Resolution No. 79-17, Endorsing the Clark

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County Regional Planning Council Work Program, be adopted.

Mr. Bill Ockert explained that the Regional Planning Council had been designated by the Governor of Washington as the Metropolitan Planning Organization (MPO) for the Washington portion of the Portland-Vancouver urbanized area. To allow the RPC to receive federal funds it is necessary that the MSD concur in Clark County RPC's Unified Work Program.

Mr. Ockert continued that; since the RPC submittal did not address budget considerations, the impact of the program could not be determined. Adoption of the Resolution and endorsement of the Clark County RPC Unified Work Program by the MSD Council is recommended, contingent upon receipt of, and favorable staff comment on, a proposed acceptable budget, and that coordination issues are adequately addressed and resolved in the Interagency Agreements.

Question was called on the motion. The motion carried unanimously.

7. ANNOUNCEMENTS

Coun. Rhodes announced that Johnson Creek was again flooding, and that she felt the Council should waste no time in finding a solution to the problem.

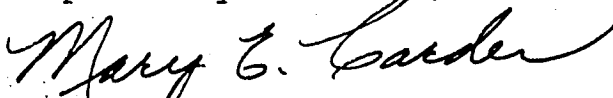
Coun. Williamson asked whether the Council wished to consider Mr. Kane's statement, and was told that this would be accomplished at a work session.

8. REQUEST FOR EXECUTIVE SESSION

Coun. Schedeen moved, seconded by Coun. Stuhr, that the Council adjourn the public meeting and move into executive session for the purpose of discussion of Resource Recovery negotiations. Rollcall vote. All Councilors present voted aye. The motion carried.

The regular meeting of the Council was adjourned.

Respectfully submitted,



Mary E. Carder
Clerk of the Council

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Appeal of Clackamas County Subdivisions

BACKGROUND: There exists in Clackamas County a large amount of land zoned for "suburban" use. The land was designated "rural" by CRAG and is outside both the CRAG Urban Growth Boundary (UGB) and the MSD jurisdictional boundary. The land is presently being rezoned by the county, and the likelihood is that most of such land will eventually be zoned at a minimum density of one unit per five acres.

Recently, however, the county planning commission has approved four subdivisions and a major partition in the subject areas consisting of one- and two-acre lots on septic tanks. The Metropolitan Service District (MSD) staff testified before the planning commission on these matters and relayed to them the staff's concern that such densities (1) are inconsistent with the County Comprehensive Plan, (2) are inconsistent with four or five statewide goals, and (3) detrimentally impact the MSD and the regional UGB on the ground that rural development at such densities substantially defeats the purpose of urban growth management.

The subdivision and partition were approved, and in order to maintain the MSD's legal right to contest, appeals to the County Commission were filed on each approval on behalf of the MSD on February 13, 1979.

POLICY IMPLICATIONS: Staff is of the opinion that such land-use actions by the county are improper from both policy and legal standpoints. Subdivision of rural land in this manner defeats the purpose of the UGB and, regardless of the existence of an UGB, is in violation of present state, county and regional policy.

BUDGET IMPLICATIONS: Direct cost of appeal to the County Commission is \$25 per appeal. There is no direct cost for possible later appeals to LCDC.

RECOMMENDED ACTION: Staff seeks support from the Council in pursuing these appeals to the County Commission and, if unsuccessful at that level, to the LCDC.

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A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Resource Recovery Project - Informational Briefing

BACKGROUND: The prior MSD Board has made a substantial commitment to Resource Recovery as an element of solid waste disposal management for the MSD. The current solid waste management plan for MSD includes Resource Recovery. The Council has granted authorization to enter into agreements with Publishers Paper Company to proceed with additional design work and commence final negotiations, the outcome of which will determine final implementation of the project. A number of consultants and advisors to MSD have been hired to move the project towards implementation.

From time to time the staff and Executive Officer will be providing status reports on negotiations and the current implementation effort. All of these reports will be input to the final decision the Council must make on proceeding with the project.

This initial briefing focuses on: (1) history and background of the project, (2) the economic basis for decision-making, (3) the current "Phase II" effort, and (4) the role of the project participants and consultants.

BUDGET IMPLICATIONS: If the project proceeds the budgetary implications are substantial. The extent of these implications will be discussed at greater length in subsequent briefings.

POLICY IMPLICATIONS: The election to include Resource Recovery as part of MSD's Solid Waste Management Strategy has substantial impact on numerous interest groups and consumers. For this reason, the policy which will be established as a result of the decision to either proceed with the project or suspend final implementation will be significant.

ACTION REQUESTED: There is no current Council action required. This agenda item is for information purposes only.

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A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Pending MSD Litigation

BACKGROUND: The MSD is currently involved in the following legal proceedings:

1. Reilly & Gettner v. MSD: This is a suit for declaratory judgment brought by Clackamas County and Clackamas County residents against the MSD alleging unconstitutionality of HB2070 and of the election creating the new MSD. MSD obtained a ruling in its favor from circuit court and the County appealed to the Court of Appeals. Briefs are being filed now, the case should be heard in April, and a decision should come down in late spring or summer. There is strong likelihood of further appeal to the Supreme Court.
2. Multnomah County v. MSD: This is a suit for declaratory judgment brought by the County against CRAG challenging the legality of CRAG's designation of the West Hills Study Area (Forest Park Estate, etc.) as "urban" on the CRAG Framework Plan. Next week the court will hear our arguments that the case is moot. Failing that, the case should go to trial in late spring.
3. Multnomah County v. LCDC: This is an appeal by the County to The Court of Appeals from a decision of LCDC on the West Hills Study Area. This case concerns the first action taken by CRAG on the area while the above case (2) concerns the second action. We are seeking to have this appeal declared moot also. Failing that, a decision would be likely this summer.
4. Lake Oswego v. Clackamas County: This is an appeal to LCDC by Lake Oswego and CRAG of a subdivision approved by the County just outside the Lake Oswego city limits. LCDC has decided to invalidate the subdivision for the reason that it violates four statewide planning goals. There is no indication yet whether the County will appeal.
5. Fujimoto v. MSD: This is an LCDC appeal by a landowner in Happy Valley challenging the Urban Growth Boundary (UGB) as it exists in Clackamas County. The primary allegation is that not enough urban land has been provided in the county for housing. This case and the next case are in preliminary stages with a decision likely in May.

6. 1000 Friends of Oregon v. MSD: This is an LCDC appeal by 1000 Friends of Oregon of the entire UGB. The primary challenge is to the amount of "surplus" urban land included within the UGB by CRAG. This case will likely be consolidated with the above case with a possible decision in May.

BUDGET IMPLICATIONS: None

POLICY IMPLICATIONS: None

ACTION REQUESTED: None

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2/22/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

An Ordinance adopting the 1980)	Ordinance No. 79-67
Criminal Justice Plan for)	At the request of
District 2)	Rick Gustafson

WHEREAS, MSD is the designated District 2 Regional Criminal Justice Planning Unit under contract with the State Law Enforcement Council; and

WHEREAS, The state requires MSD to prepare and adopt a Criminal Justice Plan for the area which will serve as a policy for approving project grant applications; and

WHEREAS, The MSD Criminal Justice Advisory Committee and MSD staff have developed the 1980 Plan consistent with local priorities and state requirements;

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT ORDAINS AS FOLLOWS:

Section 1. That the document entitled "District 2 1980 Criminal Justice Plan" dated December, 1978, is incorporated herein by reference and the same is hereby adopted.

Section 2. The Executive Officer is hereby authorized and directed to forward the adopted Plan to the State for approval and

to take all other action necessary to implement the Plan.

ADOPTED By the Council of the Metropolitan Service
District this ___ day of _____, 1979.

Presiding Officer

Attest:

Clerk of the Council

MC:kk
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2/8/79

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

For the purpose of seeking)	Resolution No. 79-20
legislation including MSD)	Introduced by
officials in state ethics law)	Michael Burton

WHEREAS, State ethics laws do not require MSD elected officials to file statements of economic interest, and

WHEREAS, It is believed to be in the best interest of the public that MSD officials be so required, now, therefore,

BE IT RESOLVED That the 1979 Oregon Legislature should amend ORS 244.050 to require that MSD Councilors and Executive Officer file statements of economic interest, and

BE IT FURTHER RESOLVED That the Executive Officer is directed to seek and support such legislation.

ADOPTED By the Council of the Metropolitan Service District this 22nd day of February, 1979.

Presiding Officer

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of declaring)	
Metropolitan Service District)	Resolution No. 79- <u>21</u>
support for acquisition of St.)	Introduced by
Mary's Woods for a state park.)	Donna Stuhr

WHEREAS, The St. Mary's Woods area, situated north of the Tualatin Valley Highway just west of Beaverton, is one of the largest tracts of undeveloped land in the western part of the Portland metropolitan area, and

WHEREAS, This portion of the metropolitan area currently has no major state park, although the need was identified in planning studies some time ago, and

WHEREAS, The St. Mary's Woods provides a unique offering of marshland, meadow, pond, and creeks plus many varieties of plants, trees and wildlife which includes over 75 species of birds; and

WHEREAS, The Parks and Recreation Branch of the Oregon State Department of Transportation's evaluation has determined the woods would be ideal as a nature study and outdoor education facility; now, therefore,

BE IT RESOLVED,

(1) That the MSD declares its support for the acquisition of St. Mary's Woods for a state park by the Parks Branch of the Oregon State Department of Transportation.

(2) That the Executive Officer of MSD is directed to send a copy of this resolution to the State Parks Branch of the Oregon Department of Transportation, the Heritage Conservation and Recrea-

tion Service, the Governor of the State of Oregon, and to key members of the Oregon State Legislature.

ADOPTED By the Council of the Metropolitan Service District this 22nd day of February, 1979.

Presiding Officer

DS:kk
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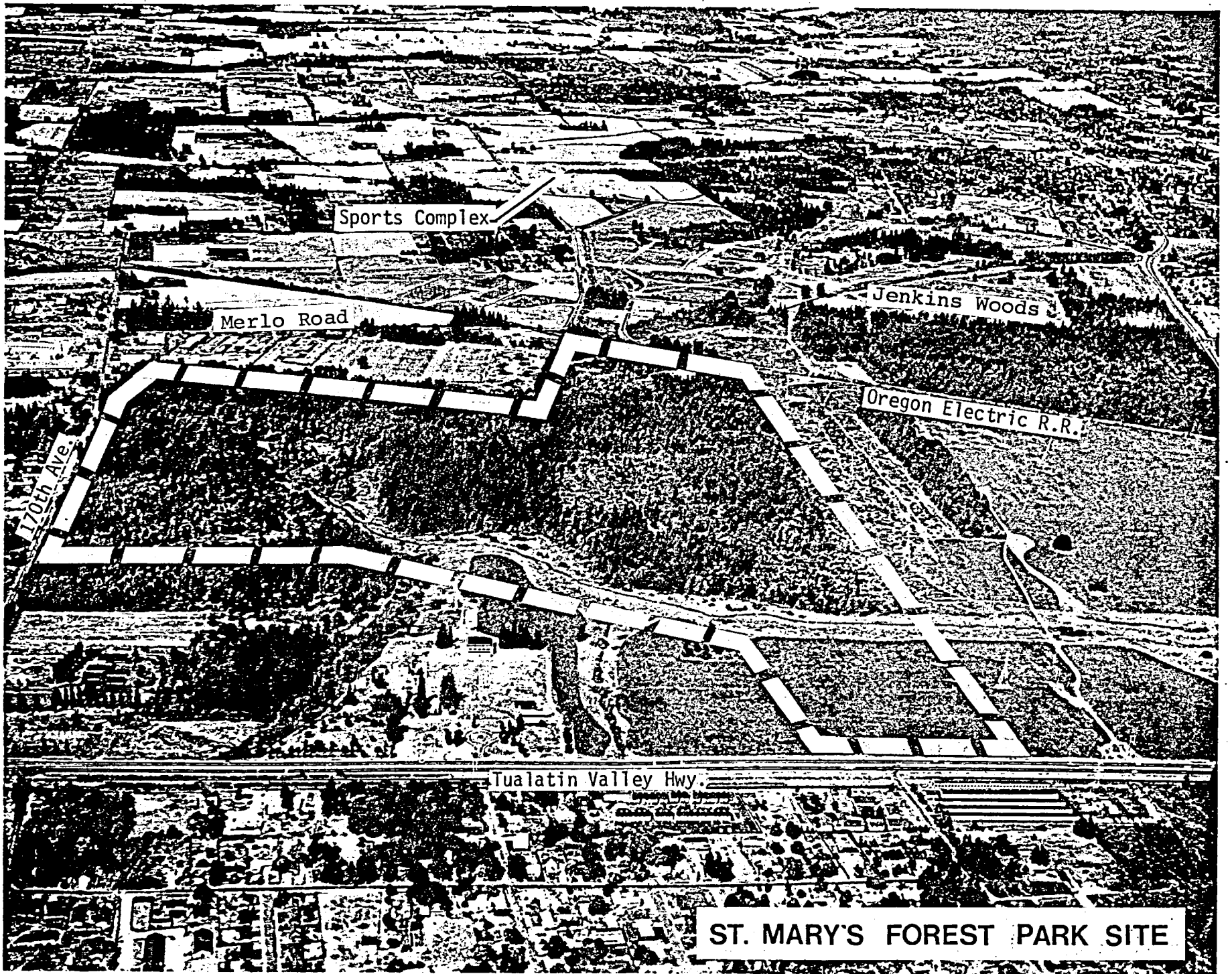
Errata Sheet
St. Mary's Park Acquisition

The Management Summary included in the agenda packet contains an incorrect description of the proposed St. Mary's Woods Park site. The site description should be amended as follows:

The proposed St. Mary's Woods Park site lies within a 450-acre tract of land situated north of the Tualatin Valley Highway at the western boundary of Beaverton. The parcel is bordered by 170th Avenue on the west, a boundary south of Merlo Road and the Oregon Electric Railroad tracks on the north, and a Bonneville power line right-of-way on the east side (see map attached).

A solid waste transfer station site had previously been identified by the former MSD on a parcel of land which was inadvertently included in the park site description provided by the State Parks Branch.

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ST. MARY'S FOREST PARK SITE

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Senate Bill 66 - Economic Development

BACKGROUND: One of MSD's emerging program areas is economic development. MSD's present efforts include monitoring the economic affects of the Urban Growth Boundary, compilation of a regional economic data base, review of local governments' comprehensive plans and monitoring of the region's economy. Other of MSD's programs have economic development consequences such as the solid waste/steam generation project.

The Legislative Committee on Trade and Economic Development recently sponsored introduction of Senate Bill 66 which: (1) permits counties in Oregon to issue industrial revenue bonds; (2) establishes a \$4 million revolving fund for industrial development loans to counties; and (3) identifies counties as the primary local government to do economic development planning.

Other provisions of SB 66 prescribe changes in the State Department of Economic Development enabling legislation. These changes tend to focus the Department's efforts on rural economic development problems and potentials, eliminating the need for a statewide comprehensive economic development and community development plan, and direct the Department to establish more field offices to assist county economic development efforts.

The attached proposed testimony would assert MSD's role and concern for economic development planning in the District, and give MSD means to implement industrial development projects by (a) borrowing from the revolving fund (up to \$250,000 per project) or (b) by referring the project to the State Department of Economic Development which would sponsor industrial revenue bonds.

BUDGET IMPLICATIONS: There are no immediate budget implications. However, it would be necessary to program staff resources for the next fiscal year to pursue implementation. Until the Council determines what program to pursue, it will be difficult to predict whether existing staff or a new staff position may be necessary.

POLICY IMPLICATIONS: The attached proposed changes to SB 66 would allow MSD to formulate an economic development plan for the region. (The City of Portland, the Port of Portland and the three counties have developed plans separate from the economic development elements of local comprehensive plans.) Upon completion of the plan, MSD would be allowed to refer projects requiring industrial revenue bonds to the State Department of Economic Development for industrial revenue bonding. MSD would also, and in lieu of industrial

revenue bonds, be able to apply to the Oregon County Development Revolving Fund for up to \$250,000 per project to implement industrial development projects. Like the industrial revenue bonds the revolving fund loan and all administrative costs would be paid by the project.

The benefits for MSD would be to: (1) identify and develop regional economic development projects that no single local jurisdiction would address; (2) provide regional coordination of economic development efforts for which MSD already has some responsibility; and (3) be able to implement industrial development projects.

ACTION REQUESTED: Approve Resolution 79-23, and extend authority to the staff to present the attached testimony to the Legislative Committee on Trade and Economic Development that effects MSD authority to conduct and implement economic development plans and programs.

RB:kk
2432A
0033A
2/22/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of recommending)
changes to proposed Senate Bill) Resolution No. 79-23
66 that permit MSD to plan and)
implement economic development) At the request of
projects) Rick Gustafson

WHEREAS, The Metropolitan Service District is concerned
with economic development processes in the district, and

WHEREAS, The Legislative Committee on Trade and Economic
Development is proposing legislation (Senate Bill 66) that gives
primary authority to counties of the state of Oregon for economic
development planning and implementation, and

WHEREAS, MSD deems it necessary to have sufficient author-
ity to plan and formulate projects to address regional, multi-county
economic development issues; now, therefore,

BE IT RESOLVED, That the legislative amendments referred
to in the attached "Metropolitan Service District Testimony to the
Legislative Committee on Trade and Economic Development" be proposed
to the 1979 Oregon Legislature for its consideration.

ADOPTED By the Council of the Metropolitan Service Dis-
trict this 22 day of February, 1979.

Presiding Officer

RJB:gh
2444A
0033A



METROPOLITAN SERVICE DISTRICT

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

RICK GUSTAFSON, Executive Officer

METROPOLITAN SERVICE DISTRICT TESTIMONY TO THE LEGISLATIVE COMMITTEE ON TRADE AND ECONOMIC DEVELOPMENT

The following changes to Senate Bill 66 are intended to provide metropolitan service districts as authorized by ORS 268 with the economic development planning authorities and the same rights to access the proposed "Oregon County Development Revolving Fund" as provided counties by Senate Bill 66. Changes are proposed to ORS 280.310 through 280.390 to allow metropolitan service districts the ability to identify and refer industrial development projects to the State Department of Economic Development for industrial revenue bonding.

Specifically, the Metropolitan Service District proposes adding the words "or metropolitan service districts" in all instances in Senate Bill 66 where the words "county" or "counties" are used in Sections 1, 5, 7, 25 through 34, 39 through 42, and 44.

The word "county" should be struck from the titles "County Development Project" and from "Oregon County Development Revolving Fund" in all instances in Senate Bill 66. This will affect Sections 25 through 31, 33 through 35, 37, and 39 through 45.

Oregon Revised Statutes 271.510 through 271.540 generally titled "Acquisition and Disposition of Industrial Facilities" as referenced in Senate Bill 66 should also be amended to conform to the above change to Senate Bill 66. Specifically, the words "and metropolitan service districts" should be added in all instances where the words "county and city" or "counties and cities" appear. This affects ORS 271.510, 271.520, 271.530, and 271.540.

Oregon Revised Statutes 280.310 through 280.390 generally titled "Economic Development Projects (State)" as referenced in Senate Bill 66 should be amended to allow metropolitan service districts to request the State Department of Economic Development to consider prospective development projects. This will allow metropolitan service districts to take advantage of existing state agencies who have the capability to evaluate, formulate, and administer revenue bonds. Specifically, the words "and metropolitan service district" should be included after the word "county" in the title of ORS 280.330 and in all other instances in ORS 280.330(1) and (2) where the word "county" appears.

RB/byr

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of recommending)
changes to proposed Senate Bill) Resolution No. 79-23
66 that permit MSD to plan and)
implement economic development) At the request of
projects) Rick Gustafson

WHEREAS, The Metropolitan Service District is concerned with economic development processes in the district, and *has resp for reviewing people*

WHEREAS, The Legislative Committee on Trade and Economic Development is proposing legislation (Senate Bill 66) that gives *Metropolitan and its regional plans for consistency* primary authority to counties of the state of Oregon for economic development planning and implementation, and

WHEREAS, MSD deems it necessary to have sufficient authority to plan and formulate projects to address regional, multi-county economic development *land use* issues; now, therefore,

BE IT RESOLVED, That the legislative amendments referred to in the attached "Metropolitan Service District Testimony to the Legislative Committee on Trade and Economic Development" be proposed to the 1979 Oregon Legislature for its consideration.

ADOPTED By the Council of the Metropolitan Service District this 22 day of February, 1979.

Presiding Officer

RJB:gh
2444A
0033A

Item
6.2.4

Whereas DEQ is seeking authority ^{to grant} ~~leg them~~

Whereas under existing (2nd whereas)
ly instead of in

Whereas MSD has been assigned
resp for waste disp in metro
area

Now therefore let there be added
to approved leg pkg for subm
to 1979 leg a proposal that
would amend DEQ proposal
to provide ^{that} authority for
~~MSD~~ solid waste in metro area
be with MSD.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of seeking)	Resolution No. 79-15
legislation permitting the)	
MSD to determine solid waste)	
disposal and landfill sites.)	Introduced by Craig Berkman

WHEREAS, There does exist a potential solid waste disposal site crisis in the district, and

WHEREAS, The inclusive authority to approve sites for such use resides with cities and counties pursuant to local planning and zoning authority, and

WHEREAS, It is deemed necessary that the MSD have sufficient authority to locate and determine such sites,

NOW, THEREFORE, BE IT RESOLVED, That the attached "Proposed Amendment to ORS Chapter 268" be added to the approved MSD legislative package for submission to the 1979 Legislature.

ADOPTED By the Council of the Metropolitan Service District this 22nd day of February, 1979.

Presiding Officer

AJ:gh
2077A
0033A

PROPOSED AMENDMENT TO ORS CHAPTER 268

Solid Waste Disposal Siting.

- (1) Notwithstanding the authority of cities and counties to plan and zone the use of land, a district shall have the authority, subject to statewide land use planning goals of the Land Conservation and Development Commission and regulations of the Environmental Quality Commission, to determine and locate sites for solid waste disposal and landfill if the Council of the District finds:
 - a. That there is a need for such a site within the district;
 - b. That the site selected best fulfills the determined need, and;
 - c. That other possible sites are not as well suited for solid waste disposal as the site selected.
- (2) In exercising the authority granted in subsection (1) of this section, a district council shall make all reasonable efforts to encourage and facilitate the participation of affected local citizens and units of local government in the district's disposal site selection process, and the views of such citizens and jurisdictions shall be considered prior to any site selection.
- (3) Upon selection of a disposal or landfill site by a district council, pursuant to subsections (1) and (2) of this section, such site may be utilized for disposal or landfill purposes without any permit from the affected city or county and without application of, or amendment to, a city or county comprehensive plan, zoning ordinance or other local regulation or ordinance.

AJ:gh
2078A
0033A

AGENDA ITEM 6.2.4

ALTERNATIVE TO AGENDA ITEM 6.2.4

SUBMITTED BY COUNCILOR PETERSON

Rather than submit the proposed bill in the agenda packet, simply seek amendment to a bill which has already been submitted allowing DEQ siting authority. Such amendment would substitute "MSD" for "DEQ" in that bill.

AJ:pj

AGENDA ITEM 6.2.4

ALTERNATIVE TO AGENDA ITEM 6.2.4

SUBMITTED BY COUNCILOR BERKMAN

Councilor Berkman suggests that his present proposal be amended by adding the following:

1. That any county with a population of at least _____ (enough to cover Clackamas, Multnomah and Washington counties) shall have in operation, or be prepared to operate, a sanitary landfill capable of accepting food waste within 18 months of the date of enactment of the legislation.
2. That such landfills shall have a minimum life expectancy of five years.
3. That if the county has failed to approve a site, or have in operation a site within 18 months, the task of siting the landfill would revert to MSD.
4. That the counties could themselves turn over siting authority to MSD within the 18 month period.

AJ:pj

ALTERNATIVE TO AGENDA ITEM 6.2.4

SUBMITTED BY COUNCILOR BERKMAN

Councilor Berkman suggests that his present proposal be amended by adding the following:

located in an SWSHA of over 50000

1. That any county with a population of at least 100,000 (enough to cover Clackamas, Multnomah and Washington counties) shall have in operation, or be prepared to operate, a sanitary landfill capable of accepting food waste within 18 months of the date of enactment of the legislation. ~~and water land fill need not be located within that County. One or two laws.~~
2. That such landfills shall have a minimum life expectancy of five years.
3. That if the county has failed to approve a site, or have in operation a site within 18 months, the task of siting the landfill would ~~revert to~~ MSD. *rest with*
4. That the counties could themselves turn over siting authority to MSD within the 18 month period.

5. *Regional emphasis*

AJ:bj 6. *Working w/ Staff*

7. *Dove tail w/ existing lg.*

8. *Can have land fill in another County.*

9. *Local Govts. can agree to 1 ^{or more} land fill.*

10. *MSD can site 1 ^{for region} but not 1 in ea. county*

AGENDA ITEM 6.2.4

ALTERNATIVE TO AGENDA ITEM 6.2.4

SUBMITTED BY COUNCILOR BERKMAN

Councilor Berkman suggests that his present proposal be amended by adding the following:

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2. That such landfills shall have a minimum life expectancy of five years.
3. That if the county ~~has failed~~ to approve a site, *capable of accepting* or have in operation a site within 18 months, the task of siting the landfill would ~~revert to~~ MSD. *pro rata share of the solid waste generated in the region.*
4. That the counties could themselves turn over siting authority to MSD within the 18 month period. *rest with*

AJ:pj

AGENDA ITEM 6.2.4

ALTERNATIVE TO AGENDA ITEM 6.2.4

SUBMITTED BY COUNCILOR BERKMAN

Councilor Berkman suggests that his present proposal be amended by adding the following:

1. That any county with a population of at least 100,000 (enough to cover Clackamas, Multnomah and Washington counties) shall have in operation, or be prepared to operate, a sanitary landfill capable of accepting food waste within 18 months of the date of enactment of the legislation.
2. That such landfills shall have a minimum life expectancy of five years.
3. That if the county has failed to approve a site, or have in operation a site within 18 months, the task of siting the landfill would ~~revert to~~ revert with MSD.
4. That the counties could themselves turn over siting authority to MSD within the 18 month period.

to take 6 months to get operational

AJ:pj

AGENDA ITEM 6.2.4

ALTERNATIVE TO AGENDA ITEM 6.2.4

SUBMITTED BY COUNCILOR BERKMAN

Councilor Berkman suggests that his present proposal be amended by adding the following:

1. That any county with a population of at least 100,000 (enough to cover Clackamas, Multnomah and Washington counties) shall have in operation, or be prepared to operate, a sanitary landfill capable of accepting food waste within 18 months of the date of enactment of the legislation.
2. That such landfills shall have a minimum life expectancy of five years.
3. That if the county has failed to approve a site, or have in operation a site within 18 months, the task of siting the landfill would ~~revert to~~ MSD. *rest with*
4. That the counties could themselves turn over siting authority to MSD within the 18 month period.

AJ:pj

The landfills ~~are~~ ~~at~~ ~~two~~

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Amendment to Legislative Program

BACKGROUND: On January 18, 1979, the Council approved two bills to serve as a base for the Metropolitan Service District legislative program. MSD Legislative Bill #2 provides that MSD may issue franchises for disposal sites and establish disposal rates. This is essential if MSD is to implement its solid waste program, including the resource recovery facility. Currently, Clackamas County franchises the Rossman Landfill in Oregon City and the City of Portland has contracted the operation of the St. Johns Landfill to a private operator.

The Portland City Council has reviewed the MSD Legislative Program and is generally supportive. However, the Council expressed concern that MSD not franchise the St. Johns Landfill and establish disposal rates prior to the site reaching capacity or prior to the operation of MSD's Resource Recovery Facility. To address these concerns, the attached amendment to Bill #2 has been proposed. This amendment will exempt the St. Johns Landfill from MSD's franchising and rate setting authority. Rossman Landfill, the other general purpose landfill, will also be exempted.

BUDGET IMPLICATIONS: There are no short term or long term budget implications associated with this amendment.

POLICY IMPLICATIONS: This amendment will allow the Rossman Landfill and the St. Johns Landfill to continue operation under existing franchises and contracts. It is essential that MSD have complete authority for solid waste disposal, including the ability to establish rates, before the Resource Recovery Facility is operational in 1983. While the Rossman Landfill will reach capacity in 1982, it will be necessary to develop a contract with the City of Portland for the St. Johns Landfill which is projected to reach capacity in 1985, prior to implementing the Resource Recovery Facility.

ACTION REQUESTED: It is recommended that the Council approve the attached resolution amending the Legislative Program Bill #2.

MI:kk
2450A
0033A
2/22/79

AGENDA ITEM 6.2.5 to last 5 yrs.

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Amendment to Legislative Program

BACKGROUND: On January 18, 1979, the Council approved two bills to serve as a base for the Metropolitan Service District legislative program. MSD Legislative Bill #2 provides that MSD may issue franchises for disposal sites and establish disposal rates. This is essential if MSD is to implement its solid waste program, including the resource recovery facility. Currently, Clackamas County franchises the Rossman Landfill in Oregon City and the City of Portland has contracted the operation of the St. Johns Landfill to a private operator.

The Portland City Council has reviewed the MSD Legislative Program and is generally supportive. However, the Council expressed concern that MSD not franchise the St. Johns Landfill and establish disposal rates prior to the site reaching capacity or prior to the operation of MSD's Resource Recovery Facility. To address these concerns, the attached amendment to Bill #2 has been proposed. This amendment will exempt the St. Johns Landfill from MSD's franchising and rate setting authority. Rossman Landfill, the other general purpose landfill, will also be exempted.

BUDGET IMPLICATIONS: There are no short term or long term budget implications associated with this amendment.

POLICY IMPLICATIONS: This amendment will allow the Rossman Landfill and the St. Johns Landfill to continue operation under existing franchises and contracts. It is essential that MSD have complete authority for solid waste disposal, including the ability to establish rates, before the Resource Recovery Facility is operational in 1983. While the Rossman Landfill will reach capacity in 1982, it will be necessary to develop a contract with the City of Portland for the St. Johns Landfill which is projected to reach capacity in 1985, prior to implementing the Resource Recovery Facility.

ACTION REQUESTED: It is recommended that the Council approve the attached resolution amending the Legislative Program Bill #2.

MI:kk
2450A
0033A
2/22/79

1) Staff to work with Counties
2) Fulfill regional objectives
3)

1
Landfill - w. or without
County - 1 or 2 landfills

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of amending)
the MSD Legislative Package) Resolution No. 79-28
) Introduced by
) Michael Burton

WHEREAS, The MSD Council adopted a Legislative Program on January 18, 1979, which included the authorization for MSD to grant franchises and establish disposal rates for all solid waste disposal sites within MSD, and

WHEREAS, It appears that the St. Johns Landfill and the Rossman Landfill can continue operating under existing contracts and franchises granted by the City of Portland and Clackamas County, respectively, until MSD commences with the operation of its Resource Recovery Facility, without adversely affecting MSD's solid waste program, now, therefore,

BE IT RESOLVED:

That the attached amendment to Legislative Bill #2 be added to the approved MSD Legislative Program for submission to the 1979 Legislature.

ADOPTED By the Council of the Metropolitan Service District this 22nd day of February, 1979.

Presiding Officer

MLI:kk
2451A
0033A

PROPOSED AMENDMENT TO BILL #2

The following to be added to Section 3, Bill #2 ORS 268.317(5)

"Existing landfills authorized to accept food wastes which, on March 1, 1979, are either franchised by a county or owned by a city with a population of more than 300,000, are exempt from the district's franchising and rate regulation."

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Cipole Sanitary Landfill

BACKGROUND: On August 18, 1977, the previous MSD Board of Directors authorized the staff to accomplish specific work tasks essential in developing future disposal sites. The result was a report entitled "Disposal Siting Alternatives" dated September 1978. This report identified potential short term landfill sites.

In August 1978 the MSD Board of Directors authorized the staff to prepare a feasibility study report for utilizing the Durham Pits as a sanitary landfill. Because of opposition from citizens in the proximity of the Durham Pit and opposition from local city and county officials, I have directed the staff to cease work on the Durham site.

Based on the premise that the most immediate need for a sanitary landfill is in the southern portion of the District, it would appear that the Cipole site, as identified in the "Disposal Siting Alternatives" report, should be the next site investigated. The Cipole site is located on highway 99W between the cities of Sherwood and King City in Washington County. The site is currently being utilized as a sand pit and is surrounded by agricultural and low density residential uses. It has a capacity of approximately 950,000 tons of solid waste.

BUDGET IMPLICATIONS: The majority of the work to be accomplished will be performed by existing MSD personnel. Consultants may be required for technical studies such as hydrogeological and soils. Funds have been appropriated in the current fiscal year 1978-79 solid waste budget for both staff and technical consultants.

POLICY IMPLICATIONS: It is imperative that additional landfill sites be identified and constructed as soon as possible in order to meet the demands, especially in the southerly portion of the region. The feasibility study report process will actively involve affected local governments, the general public and governmental agencies having jurisdiction to assure their concerns are addressed.

ACTION REQUESTED: It is the recommendation of the Executive Officer that the MSD Council adopt the attached resolution and direct the Executive Officer to proceed with a feasibility study report for the Cipole site as a possible sanitary landfill in accordance with the landfill siting procedures adopted by the MSD Council.

2/22/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

In the matter of conducting a)
feasibility study report for a) Resolution 79-11
sanitary landfill located in)
the Cipole area of Clackamas) Introduced by
County) Coun. Berkman

WHEREAS, The Metropolitan Service District (MSD) is a municipal corporation established under ORS Chapter 268, and is authorized by Chapter 268 to dispose of and provide facilities for disposal of solid waste, and

WHEREAS, The St. Johns Landfill in North Portland and the Rossman's Landfill in Oregon City are the only two sites within MSD accepting generally all types of residential, commercial and industrial waste, and

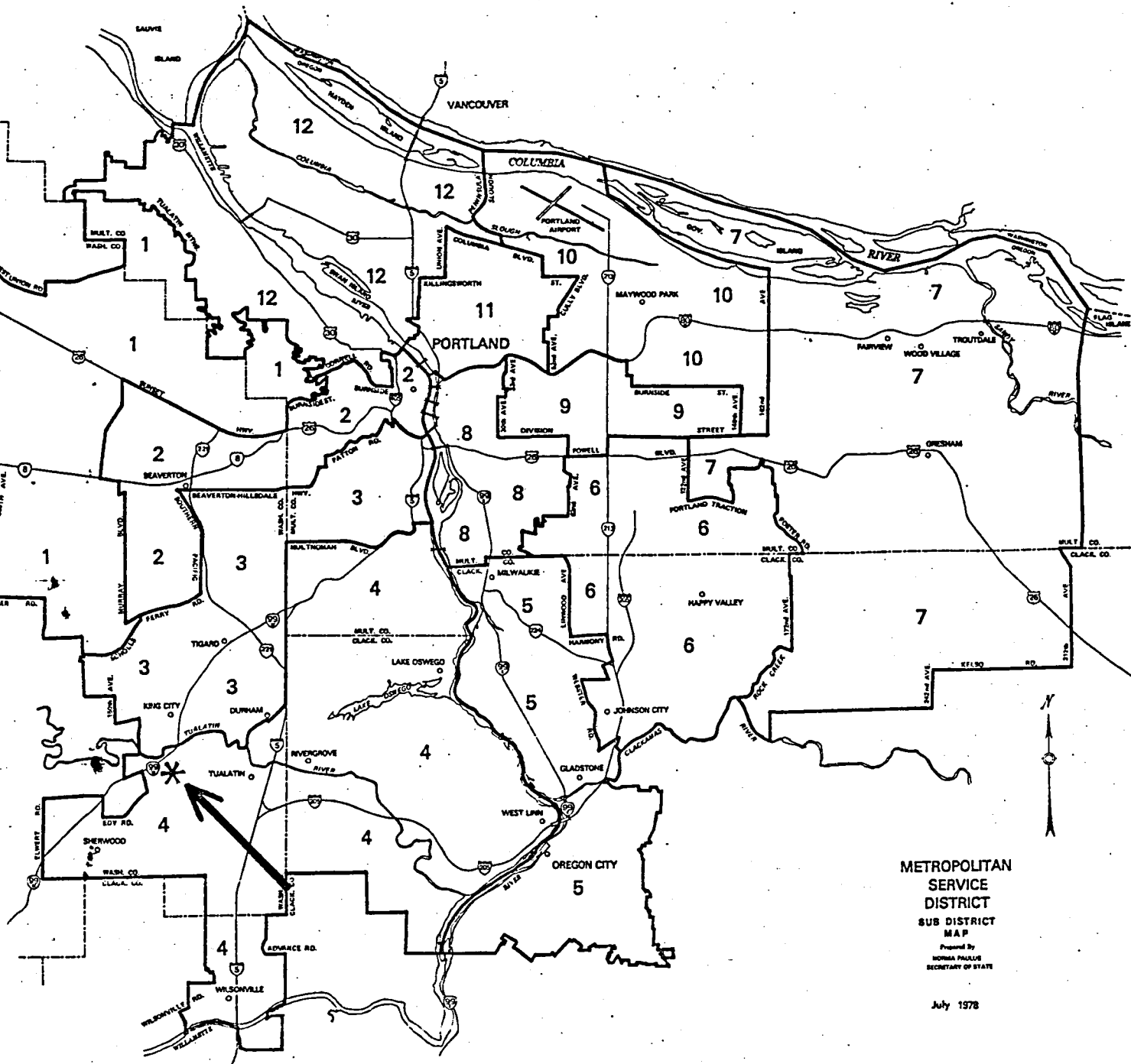
WHEREAS, The St. Johns Landfill, if expanded, will reach capacity in 1985 and the Rossman's Landfill, with expansion, will reach capacity in 1982, and

WHEREAS, Sanitary landfills are a necessary part of any solid waste disposal or processing plan with the most immediate need for a sanitary landfill being in the southerly portion of the District, and

WHEREAS, The MSD's Resource Recovery Facility in Oregon City will commence operation in 1983, and

WHEREAS, the site known as Cipole, located in the southerly portion of MSD and in Washington County has been identified as a potential site for a sanitary landfill, now, therefore,

PROPOSED
CIPOLE
LANDFILL
SITE



METROPOLITAN
SERVICE
DISTRICT
SUB DISTRICT
MAP
Prepared By
NORMAN PALMISTE
SECRETARY OF STATE

July 1978

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Mira Monte Sanitary Landfill

BACKGROUND: On August 18, 1977, the previous MSD Board of Directors authorized the staff to accomplish specific work tasks essential in developing future disposal sites. The result was a report entitled "Disposal Siting Alternatives" dated September, 1978. The landfills identified in this report were generally short term sites, located within the boundaries of MSD. One of the findings of this report was that the most economical system, considering both disposal and transportation, would be to initially fill the sites identified in the report, followed by the construction of a transfer station and a long term landfill site.

In August, 1978, the MSD Board of Directors authorized the staff to prepare a feasibility study report for utilizing the Durham Pits as a sanitary landfill. Because of opposition from the citizens in the proximity of the Durham Pit and opposition from local city and county officials, work was halted on this report.

In December, 1978, the owners of a site known as Mira Monte contacted the MSD office to explore the possibility of utilizing their property as a sanitary landfill. This site is located outside the boundaries of MSD in Clackamas County, approximately 1/2 mile south of the city of Wilsonville. The site, comprised of approximately 464 acres, is currently being used for farm purposes and also houses a pellet mill. Preliminary investigation indicates the site has the capacity for at least 20 years of filling, the access is good from I-5, and ample cover may be available on site. Possible conflicts have been identified, such as proximity to the Aurora airport, pending zone change to exclusive farm use, inclusion in the Pudding River flood plain and the proximity to the Charbonneau subdivision in Wilsonville.

The Council also has pending a request to proceed with a technical feasibility report for a possible sanitary landfill to be located in the Cipole area of Washington County. This site, as identified in the "Disposal Siting Alternatives" report, would be classified as short term, with a capacity of approximately three to five years.

BUDGET IMPLICATIONS: The the work to be accomplished during the technical feasibility study process will be performed by MSD personnel with assistance from consultants for technical studies, such as hydrogeological, soils and leachate control. Funds have been appropriated in the current fiscal year solid waste budget for both staff and technical consultants.

POLICY IMPLICATIONS: It is imperative that additional landfill sites be identified and constructed as soon as possible in order to meet the demands, especially in the southern portion of the region. The feasibility study report process will actively involve affected local governments, the general public and governmental agencies having jurisdiction to assure their concerns are addressed.

ACTION REQUESTED: It is the recommendation of the Executive Officer that the MSD Council recognize the Mira Monte site as a possible sanitary landfill. The Executive Officer further recommends that the MSD Council adopt the attached resolution and direct staff to proceed with a technical feasibility study report for the Mira Monte site as a possible sanitary landfill, in accordance with the landfill siting procedures adopted by the MSD Council.

MLI:kk
2418A
0033A
2/22/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

In the matter of conducting a)
feasibility study report for a)
sanitary landfill located in)
the Wilsonville area of Clackamas)
County)
) Requested by
) Rick Gustafson

WHEREAS, The Metropolitan Service District (MSD) is a municipal corporation established under ORS Chapter 268, and is authorized by Chapter 268 to dispose of and provide facilities for disposal of solid waste, and

WHEREAS, The St. Johns Landfill in North Portland and the Rossman's Landfill in Oregon City are the only two sites within MSD accepting generally all types of residential, commercial and industrial waste, and

WHEREAS, The St. Johns Landfill, if expanded, will reach capacity in 1985 and the Rossman's Landfill, with expansion, will reach capacity in 1982, and

WHEREAS, Sanitary landfills are a necessary part of any solid waste disposal or processing plan with the most immediate need for a sanitary landfill being in the southerly portion of the District, and

WHEREAS, The MSD's Resource Recovery Facility in Oregon City will commence operation in 1983, and

WHEREAS, MSD approved the "Disposal Siting Alternatives" report, dated September, 1978, which identified potential sanitary landfills, and

WHEREAS, In December, 1978, MSD was contacted by the owners of a site known as Mira Monte, located south of MSD in Clackamas County, as a possible site for a sanitary landfill, and

WHEREAS, after preliminary review it appears that the Mira Monte site has potential of being utilized as a sanitary landfill, now, therefore,

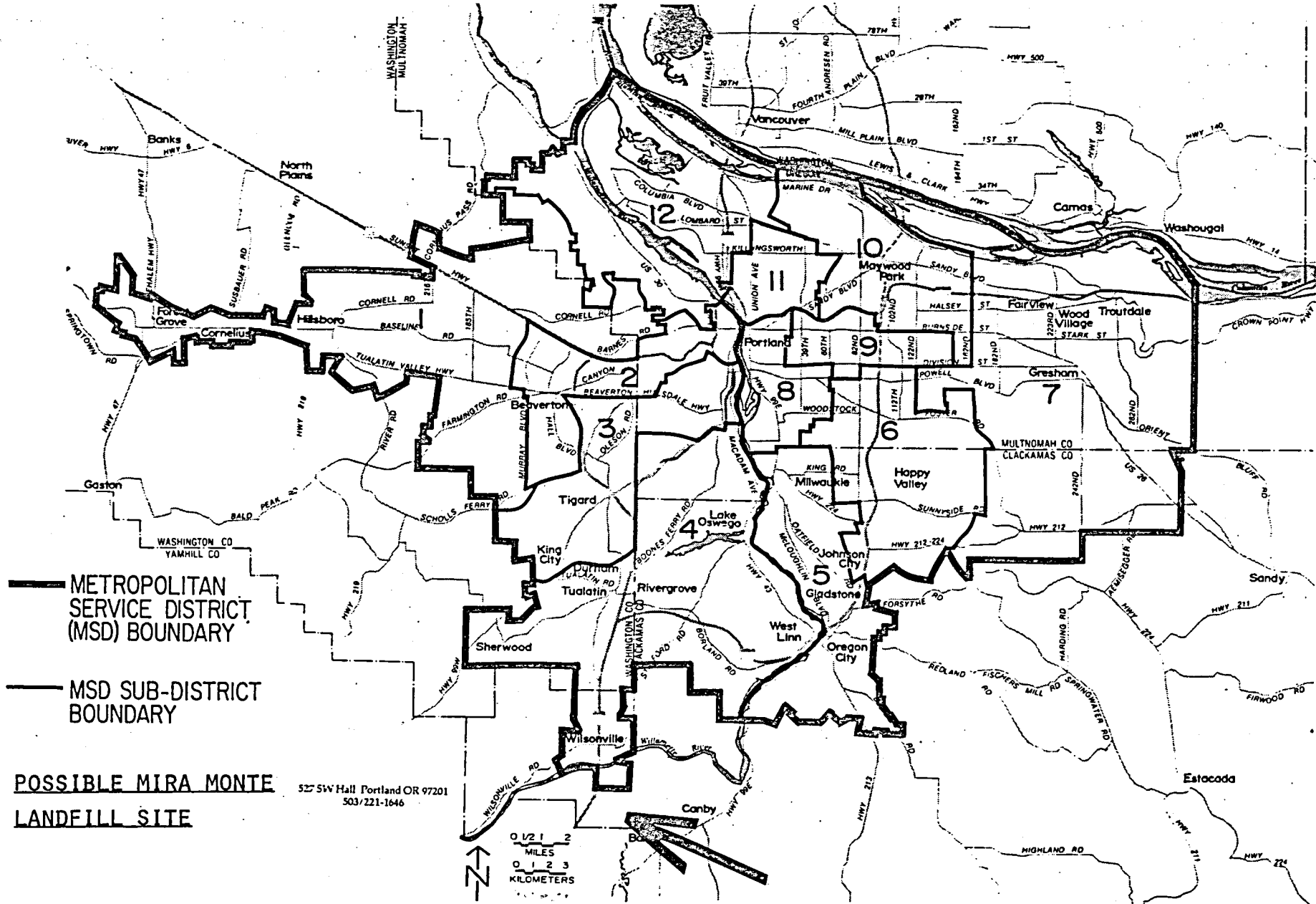
BE IT RESOLVED,

That the Council of the Metropolitan Service District instructs the Executive Officer to officially contact the Board of County Commissioners of Clackamas County informing them of MSD's interest in the Mira Monte site and requesting that Clackamas County appoint an advisory committee to work with MSD staff in identifying areas of concern to be further addressed in a feasibility study report and final design.

ADOPTED by the Council of the Metropolitan Service District this 22nd day of February, 1979.

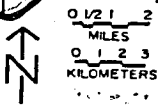
Presiding Officer

MI:kk
2420A
0033A



**POSSIBLE MIRA MONTE
LANDFILL SITE**

527 SW Hall Portland OR 97201
503/221-1646



A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Bid Award - Elephant Enclosure

BACKGROUND: During the early stages of the Zoo development program, it was noted that the elephant area was in drastic need of two items. The first, a large, outside, easily viewed paddock with a natural substrata. The second, a large "crush" or squeeze cage in which to hold and treat intractable animals.

Because of this concern, construction on the elephant enclosure was recommended as an early spin-off project. On April 28, 1978, CH2M Hill was awarded the design contract that was completed and put out to bid on November 15, 1978. Only two bids were received with the low bid being \$129,000 over the engineer's estimate. Because of the lack of response to the invitation and high bids, both bids were rejected with the intent of additional review of the project and new invitations to bid early in 1979.

After further review, on January 30, 1979, invitations for bids were advertised with bid openings scheduled for February 16, 1979. Staff recommendations will be presented to the Council on February 22, 1979.

BUDGET IMPLICATIONS: Funds for this project have been included in the General Capital Improvements budget.

POLICY IMPLICATIONS: If bids are responsive and a contract is awarded, one of the major spin-off projects of the development plan will be completed before the summer of 1980.

ACTION REQUESTED: Staff will present Council with the engineer's estimate and the bids received. If the bids are responsive, staff will recommend that the Executive Officer be authorized to sign the construction contract.

WI:kk
2428A
0033A
2/22/79

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Bid Award - Elephant Enclosure

BACKGROUND: This information supplements that contained in agenda item 7.3 of the regular agenda packet for the Council meeting of February 22, 1979. Four bids were received for the Elephant Project and opened at 3:00 p.m., February 16, 1979. The bids were:

Haertl Construction	\$762,200
Bart Hess Construction	\$678,166
Humphrey Construction	\$627,700
Schrader Construction	\$678,244

The engineer's estimate was \$613,000.

ACTION REQUESTED: Staff recommends the bid for the Elephant Enclosure be awarded to Humphrey Construction and that the Council authorize the Executive Officer to negotiate the contract.

AMR:amm
2/22/79

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
 FROM: Executive Officer
 SUBJECT: Borrowing of Mt. Hood Freeway Interstate Transfer Monies for Federal Aid Primary (FAP) and Selected Federal Aid Urban (FAU) Projects

BACKGROUND: Previous CRAG Board action transferred all Federal Aid Primary (FAP) funds and a large portion of Federal Aid Urban (FAU) funds out of the region for the next eight years. The transferred funds are to be replaced by I-505 withdrawal funds once the I-505 withdrawal is officially approved by U.S. DOT (estimated to be October, 1979). A number of committed projects (projects authorized for federal funding by the Metropolitan Planning Organization in the Annual Element year) are scheduled for federal funding obligation between now and next October. Those which are scheduled for obligation in the next three months are recommended to be funded with regular FAU funds. For those projects scheduled for obligation in the time period between April and October, a funding problem exists. Rather than stop these projects until the I-505 funds are available, it is recommended that a reserve fund of Mt. Hood Freeway Interstate Transfer funds be established which could be borrowed against to fund these committed projects. Once the I-505 withdrawal is approved, the borrowed Mt. Hood funds would be replaced with I-505 funds, escalated by the national construction cost inflation rate.

In the event the I-505 withdrawal is not approved, the normal allocation of FAU and FAP funds would be used to replace the borrowed Mt. Hood funds.

It is proposed that \$14 million be borrowed from the West Side Transitway Reserve (Mt. Hood Interstate Monies - Category I). This project reserve was selected because of its long implementation schedule. As of September 30, 1978, there was \$36,866,817 programmed for the Westside Transitway (not counting the funds reallocated to the reserve from the Oregon City Transitway as part of the I-505 decision).

It is recommended that the following projects and contingencies be authorized to use the newly established \$14 million reserve:

1. Committed Projects Which Were to Have Used Federal Aid Primary Funds:
 - . Allen Blvd. Interchange-Construction - Approx. \$4.4 million
 - . Sunset Highway Overlays-Construction - Approx. \$3.0 million

TOTAL BORROWED

\$7,438,000

2. Committed Projects Which Were To Have Used Federal Aid Urban Funds:

. East Burnside/Sandy Intersection - Right-of-Way Acquisition	\$117,000
. E. Burnside Rd. - Construction	1,445,000
. Sunnyside Realignment - Construction	124,000
. SW 65th/Nyberg Road - Construction	413,000
. SW Greenburg Road - Construction	610,000
. Scholls & Allen Signal - Construction	47,000
. Cornell & Murray Signal - Construction	70,000
. Sellwood Bridge - Construction	593,000
. 82nd Drive - Construction	458,000
. Gladstone Bridge - Construction	40,000
. Columbia Blvd. - Right-of-Way Acquisition	173,000
. New Traffic Signals - City of Portland	505,000
. Traffic Signal Replacement - City of Portland	608,000
. Traffic Signal Improvement - City of Portland	248,000
. Macadam & Pendleton Signal - Preliminary Engineering and Construction	29,000
. Hall Blvd. & Hwy. 217 - Preliminary Engineering and Construction (New Project)	80,000
. Progress Interchange - Completion of Construction	172,000
	\$5,732,000
SUBTOTAL	830,000
. Contingency for FAU Projects	830,000
	\$6,562,000
TOTAL	<u>\$6,562,000</u>

Included are all committed FAP funded projects and those committed FAU projects scheduled for federal funding obligation by October (with the exception of the highest priority FAU projects recommended to use the remaining FAU funds).

BUDGET IMPLICATIONS: The approved MSD budget funds staff planning activities involved in establishing priorities and monitoring project implementation.

POLICY IMPLICATIONS: The establishment of the \$14 million Reserve and its authorization for funding FAP projects and selected FAU projects and contingencies will allow a number of ongoing committed projects (the Hall and Hwy. 217 project is a new project) to proceed without further delay. The FAU contingency allows for cost overruns on approved projects (use of these funds to cover cost overruns will be determined using the CRAG approved cost overrun process). The basic underlying policy is that committed FAU projects are to be prioritized in accordance with schedules prepared by sponsoring jurisdictions and implementation agencies.

The action authorizes funding for a new project (Hall Blvd. and Hwy. 217) allowing it to proceed into preliminary engineering and construction. The project was previously committed for FAU funding when the CRAG Board inserted it in the FY 1978 Annual Element of the Transportation Improvement Program. When the FY 1979 Annual Element

was formulated, FAU funding for the project was eliminated in the Annual Element year on the assumption that other federal funds were available. However, it turned out that the alternative funds were not available. The Oregon Department of Transportation has requested the project now be considered a committed project. Because of previous commitments, it is recommended that it be added to the FY 1979 Annual Element and borrowed Interstate Transfer Monies be authorized to fund it.

ACTION REQUESTED: Establish a \$14 million Reserve of borrowed Mt. Hood Transfer funds, authorize its use for a number of FAU and FAP projects and contingencies, amend the FY 1979 Annual Element accordingly, and authorize federal funds for a new transportation project.

This action has been reviewed and approved by the Transportation Improvement Program Subcommittee and the Transportation Technical Advisory Committee.

CWO:bc
2425A
0033A
2/22/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of borrowing and)
authorizing the use of Mt. Hood)
Freeway Interstate Withdrawal Funds)

Resolution No. 79-24
At the request of
Rick Gustafson

WHEREAS, The CRAG Board of Directors through Resolution BD 781213 agreed (a) that the I-505 freeway should be withdrawn from the Interstate Highway System, (b) that \$27.088 million of Federal Aid Urban (FAU) funds be transferred outside the metropolitan area and be replaced with an equivalent amount of I-505 withdrawal funds and (c) that \$7,438,000 of Federal Aid Primary (FAP) funds now scheduled for the Oregon portion of the Portland metropolitan area be transferred out of the metropolitan area and be replaced with an equivalent amount of I-505 withdrawal funds; and

WHEREAS, A number of committed, FAU and FAP projects have been identified which cannot proceed toward completion because the I-505 withdrawal request has not been officially approved by the U.S. DOT; and

WHEREAS, the official withdrawal of the I-505 freeway by U.S. DOT is anticipated in October, 1979; and

WHEREAS, The CRAG Board of Directors through Resolution BD 761104 in November, 1976, reserved \$26,875,000 for the Westside Transitway (escalated to \$36,866,817 as of September 30, 1978); now, therefore,

BE IT RESOLVED,

(1) That the MSD Council hereby borrows \$14 million (as of September 30, 1978) from the West Side Transitway Reserve and authorizes its use for the following projects and contingencies:

1. Committed Projects Which Were to Have Used Federal Aid Primary Funds:

- . Allen Blvd. Interchange-Construction - Approx. \$4.4 million
- . Sunset Highway Overlays-Construction - Approx. \$3.0 million

TOTAL BORROWED FOR FAP PROJECTS \$7,438,000

2. Committed Projects Which Were To Have Used Federal Aid Urban Funds:

- . East Burnside/Sandy Intersection - Right-of-Way Acquisition \$117,000
- . E. Burnside Rd. - Construction 1,445,000
- . Sunnyside Realignment - Construction 124,000
- . SW 65th/Nyberg Road - Construction 413,000
- . SW Greenburg Road - Construction 610,000
- . Scholls & Allen Signal - Construction 47,000
- . Cornell & Murray Signal - Construction 70,000
- . Sellwood Bridge - Construction 593,000
- . 82nd Drive - Construction 458,000
- . Gladstone Bridge - Construction 40,000
- . Columbia Blvd. - Right-of-Way Acquisition 173,000
- . New Traffic Signals - City of Portland 505,000
- . Traffic Signal Replacement - City of Portland 608,000
- . Traffic Signal Improvement - City of Portland 248,000
- . Macadam & Pendleton Signal - Preliminary Engineering and Construction 29,000
- . Hall Blvd. & Hwy. 217 - Preliminary Engineering and Construction (New Project) 80,000
- . Progress Interchange - Completion of Construction 172,000

SUBTOTAL \$5,732,000

- . Contingency for FAU Projects 830,000

TOTAL \$6,562,000

(2) That the MSD Council agrees to replace the \$14 million (escalated by the national construction cost index) borrowed from the West Side Transitway Reserve with I-505 Withdrawal Funds as soon as the U.S. DOT approves the withdrawal request.

(3) That the \$14 million borrowed will continue to escalate and the amount returned to the West Side Transitway Reserve will reflect the appropriate escalation.

(4) That in the event the I-505 Interstate Withdrawal request is not approved, the normal allocation of FAU and FAP funds would be used to reimburse the West Side Transitway Reserve until such time as the \$14 million plus all accrued escalation is replaced.

(5) That the MSD Council authorize a new project (Hall Blvd. and Hwy. 217) to proceed into preliminary engineering and construction.

(6) That the MSD Council amend the FY 1979 Annual Element accordingly, find that the projects are in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

ADOPTED By the Council of the Metropolitan Service District this 22nd day of February, 1979.

Presiding Officer

CWO:bc
2426A
0033A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
 FROM: Executive Officer
 SUBJECT: Prioritization of Remaining Unobligated Federal Aid Urban
 (FAU) Funds

BACKGROUND: As part of the I-505 withdrawal decision, the CRAG Board in December, 1978, approved the transfer of \$27.088 million (\$3.386 million beginning in FY 1979 for the next eight years) of Federal Aid Urban (FAU) funds that would have been allocated to the Portland urbanized area for use outside the Portland metropolitan area. In addition, the CRAG Board agreed that all Federal Aid Primary (FAP) funds scheduled to be used in the Portland metropolitan area (\$7.438 million) be spent outside the metropolitan area. In both cases, these funds are to be reimbursed with I-505 withdrawal funds once the withdrawal is approved by U.S. DOT (expected in October, 1979).

The immediate impact of these transfers is to limit the amount of regular FAU funds available for projects in the Portland urbanized area through September 30, 1979, to \$1,444,000. This is calculated as follows:

FY 1979 Allocation (\$3,858,000 normal) allotment less \$3,386,000 transferred	\$472,000
Unobligated funds from previous year	<u>972,000</u>
Remaining FAU funds available	<u><u>\$1,444,000</u></u>

Because of the restriction in regular FAU revenues, ODOT is withholding processing of federal FAU obligations until a priority array of projects is developed and agreed upon. The cost of completing committed projects (projects where funds have been authorized by the MPO for the Annual Element Year) far exceeds the amount of available FAU funds. Therefore, the Transportation Improvement Program Subcommittee and MSD staff have reviewed all committed projects and have prepared a list of projects recommended to use the remaining \$1.444 million. This list is composed of project phases (preliminary engineering, right-of-way acquisition, or construction) scheduled to require obligation of federal funds in the next three months. Project phases scheduled for funding obligation after the three-month period are not included on the FAU priority list because it was felt that ample time would be available to process these projects through the Interstate Transfer funding process.

The priority list of projects recommended for FAU funding is as follows:

<u>Project</u>	<u>Federal Funding Authorization as of Sept. 30, 1978 (not including prior obligations)</u>
Allen Boulevard - Preliminary Engineering	\$91,000
Barnes Road - Preliminary Engineering	22,000
Progress Interchange - Construction	203,000
Fremont Bridge - Construction	209,000
Holgate Bridge - Right-of-Way Acquisition	449,000
E. Burnside Rd. - Right-of-Way Acquisition	50,000
Sunnyside Realignment - Right-of-Way Acquisition	45,000
SW 65th/Nyberg Road - Right-of-Way Acquisition	135,000
Scholls at Allen Signal - Preliminary Engineering	5,000
122nd at Powell Signal - Preliminary Engineering	5,000
City of Portland Reserve (available for cost overruns on priority City of Portland projects)	122,000
MSD Regional Reserve (available for cost overruns on priority projects outside of the City of Portland)	<u>108,000</u>
Total	<u>\$1,444,000</u>

The Transportation Technical Advisory Committee has reviewed and agreed with the criteria used to establish priorities and concurs with the recommended project priorities.

BUDGET IMPLICATIONS: The approved MSD budget funds staff planning activities involved in establishing priorities and monitoring project implementation.

POLICY IMPLICATIONS: Prioritization of these projects will mean that federal funding obligation can take place and that committed projects scheduled for obligation in the next three months will not be delayed.

ACTION REQUESTED: Prioritize remaining Federal Aid Urban funds as recommended.

CWO:bc
2423A
0033A
2/22/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of Prioritizing)
Federal Aid Urban Projects)

Resolution No. 79-25
At the request of
Rick Gustafson

WHEREAS, BD 78085 adopted the Transportation Improvement Program (TIP) and its Annual Element; and

WHEREAS, BD 781213 transferred a portion of Federal Aid Urban (FAU) monies for use outside the Portland metropolitan area thereby resulting in a limitation of \$1.444 million FAU funds available for obligation in the Portland urbanized area between January 1, 1979, and September 30, 1979; and

WHEREAS, since January 1, 1979, ODOT has withheld processing of FAU obligations until a priority array of projects has been approved by MSD; and

WHEREAS, Certain committed FAU projects will require federal funding obligations in the immediate future to avoid project delays; and

WHEREAS, A priority array of projects has been developed and approved by the Transportation Technical Advisory Committee; and

WHEREAS, These projects and their federal funding authorization are as follows:

<u>Project</u>	<u>Federal Funding Authorization as of Sept. 30, 1978 (not including prior obligations)</u>
Allen Boulevard - Preliminary Engineering	\$91,000
Barnes Road - Preliminary Engineering	22,000
Progress Interchange - Construction	203,000
Fremont Bridge - Construction	209,000
Holgate Bridge - Right-of-Way Acquisition	449,000
Burnside - Right-of-Way Acquisition	50,000
Sunnyside Realignment - Right-of-Way Acquisition	45,000
SW 65th/Nyberg Road - Right-of-Way Acquisition	135,000
Scholls at Allen Signal - Preliminary Engineering	5,000
122nd at Powell Signal - Preliminary Engineering	5,000
City of Portland Reserve (available for cost overruns on priority City of Portland projects)	122,000
MSD Regional Reserve (available for cost overruns on priority projects outside of the City of Portland)	<u>108,000</u>
Total	<u>\$1,444,000</u>

now, therefore,

BE IT RESOLVED,

(1) That the Metropolitan Service District Council hereby concurs with the list of priority projects and the federal funding authorizations set forth herein.

(2) That the Metropolitan Service District Council hereby finds: the projects are in accordance with the region's continuing, cooperative, comprehensive planning process; are incorporated in the FY 1979 Annual Element of the TIP; and are hereby given affirmative A-95 approval.

ADOPTED By the Council of the Metropolitan Service District this 22nd day of February, 1979.

Presiding Officer

CWO:bc
2424A
0033A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
 FROM: Executive Officer
 SUBJECT: Amendment of the Transportation Improvement Program to include Transit Projects

BACKGROUND: The CRAG Board of Directors adopted the 1979 Annual Element of the Transportation Improvement Program (TIP) in August, 1978. The TIP describes how federal transportation funds for highway and transit projects in the MSD urbanized area are to be obligated during the period of October 1, 1978, through September 30, 1979 (the Annual Element year).

Tri-Met has requested that its projects previously programmed in the adopted TIP for FY 1980 through FY 1982 be reprogrammed for FY 1979 and FY 1980. In addition, three new projects are being proposed.

The Tri-Met request is summarized as follows:

<u>ITEM</u>	<u>FEDERAL FUNDS</u>	<u>TOTAL FUNDS</u>
Annual Element Year (FY 1979) --		
1. Purchase 57 articulated buses to replace 85 old buses	\$10,736,000	\$13,420,000
2. Purchase shop maintenance equipment	40,000	50,000
3. Purchase four maintenance trucks to replace obsolete vehicles	32,000	40,000
4. Purchase 15 automobiles to replace obsolete vehicles	72,000	90,000
5. Purchase 440 bus radios to equip balance of bus fleet	497,000	622,000
6. Purchase radio transmission facilities	720,000	900,000
7. Purchase 440 digital bus destination signs	1,856,000	2,320,000
8. Purchase 50 passenger counters	128,000	160,000
9. Purchase computer	1,189,000	1,486,000
10. Operating assistance	5,737,000	11,474,000
TOTAL	\$21,007,000	\$30,562,000

<u>ITEM</u>	<u>FEDERAL FUNDS</u>	<u>TOTAL FUNDS</u>
Estimate for FY 1980 -		
1. Purchase and installation of 50 passenger shelters	120,000	150,000
2. Purchase of 78 standard buses to increase fleet capacity	10,000,000	12,500,000
3. Purchase of automatic fare collection equipment	520,000	650,000
4. Purchase of land and construction of a westside bus garage and maintenance facility	3,800,000	4,750,000
5. Operating assistance (to be adjusted at a later date)	<u>4,982,000</u>	<u>9,964,000</u>
TOTAL	\$19,422,000	\$28,014,000

In addition to the projects shown above, the existing TIP includes \$750,000 (\$600,000 federal) for a Park-and-Ride facility in Beaverton in FY 1979 and \$200,000 (\$160,000 federal) for various park and ride facilities in FY 1981.

Several significant project changes are involved. The amount of funds for purchasing buses has been increased and moved up from FY 1981 and FY 1982. Federal operating assistance for FY 1979 has been increased over that shown in the adopted TIP as a result of supplemental appropriation included in the Surface Transportation Act of 1978.

Three new projects have been added to the Annual Element. They are:

- . The purchase of radio transmission facilities
- . Purchase of passenger counters
- . Purchase of a computer

BUDGET IMPLICATONS: The MSD budget is not affected by this action.

POLICY IMPLICATIONS: Approval will mean that Tri-Met can request UMTA discretionary funds for these projects. The bulk of the funds included in the annual element basically replace obsolete equipment and are needed to avoid further obsolescence of Tri-Met's equipment.

ACTION REQUESTED: Metropolitan Service District Council approval of capital and operating assistance projects for FY 1979 in accord with the recommendation of the Transportation Technical Advisory Committee.

CWO:bc
2427A
0033A
2/22/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of amending the)
Adopted Transportation Improvement)
Program (TIP) and its Annual)
Element to include transit)
capital and operating assistance)
projects.)

Resolution No. 79-26
At the request of
Rick Gustafson

WHEREAS, Through Resolution BD 780805, the Board of Directors of the Columbia Region Association of Governments adopted the Transportation Improvement Program (TIP) and its FY 1979 Annual Element; and

WHEREAS, Amounts to be obligated by federal funding agencies projects must be in the TIP for the fiscal year in which the obligation is to take place; and

WHEREAS, Tri-Met has requested that the projects described in Exhibit "A" be included in the FY 1979 Annual Element and in FY 1980; and

WHEREAS, These projects represent an amplification and further refinement of project detail and costs previously programmed in the adopted TIP for FY 1980 through FY 1982; and

WHEREAS, These projects are now being accelerated into FY 1979 and FY 1980; and

WHEREAS, The Transportation Technical Advisory Committee (TTAC) concurs with the capital and operating assistance projects set forth in Exhibit "A"; now, therefore,

BE IT RESOLVED,

That BD 780805 is amended to include the projects described in Exhibit "A" and that these projects be added to and

made an integral part of the TIP and its annual element and hereby receive affirmative A-95 review.

ADOPTED By the Council of the Metropolitan Service District this 22nd day of February, 1979.

Presiding Officer

CWO:bc
2429A
0033A

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase of 57 articulated buses to replace 85 old buses.
Tri-Met's 85 oldest buses will be from 14-20 yrs old in 1980 (earliest date of delivery of new buses) and have already logged an average of 550,000 mi each. Due to their generally deteriorated condition & high frequency of breakdown, these buses place a disproportionate operating burden on the rest of the fleet. Tri-Met proposes to replace these 85 buses with 57 sixty-foot buses which would provide the same passenger capacity but at reduced operating costs.

PROJECT NAME Buses
 (Replacement) _____
 ID No. _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR (\$000)						
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		13,420				13,420
FEDERAL		10,736				10,736
STATE						
LOCAL						
<u>Tri-Met</u>		2,684				2,684

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$	_____
CONSTRUCTION	_____
RIGHT OF WAY	_____
TRAFFIC CONTROL	_____
ILLUMIN, SIGNS, LANDSCAPING, ETC	_____
STRUCTURES	_____
RAILROAD CROSSINGS	_____
Buses	13,420,000
TOTAL \$	13,420,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL	
FAUS (PORTLAND)	_____
FAUS (OREGON REGION)	_____
FAUS (WASH REGION)	_____
UMTA CAPITAL <u>80</u> UMTA OPRTG	_____
INTERSTATE	_____
FED AID PRIMARY	_____
INTERSTATE SUBSTITUTION	_____
NON FEDERAL	
STATE	_____
LOCAL	<u>20</u>

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Shop maintenance equipment.
The capital sum of \$50,000 is recommended for purchase of various items of maintenance equipment which will permit Tri-Met to further improve its bus maintenance program. The equipment is of types not currently owned by Tri-Met and represent means to test and rebuild major operating components.

PROJECT NAME Maintenance Equipment
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

Equipment 50,000
 TOTAL \$ 50,000

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		50				50
FEDERAL		40				40
STATE						
LOCAL						
Tri-Met		10				10

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE SUBSTITUTION _____

NON FEDERAL

STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VALLEJO COVIER
METROPOLITAN AREA

PROJECT DESCRIPTION
RESPONSIBILITY (AGENCY) Tri-Met
LIMITS _____ **LENGTH** _____
DESCRIPTION Purchase of four maintenance trucks to replace obsolete equipment. Three of eight trucks in Tri-Met's maintenance fleet would be replaced due to their deteriorated condition making them inefficient and unreliable. These are two 1973 service trucks used mainly for towing & one 1970 pickup used mainly for hauling parts and tire chains. The fourth truck is a 1951 van assigned to property management functions but has been out of service for prolonged periods due to unavailable parts.

PROJECT NAME _____
Maintenance Trucks
ID No _____
APPLICANT Tri-Met

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT _____ **TSM ELEMENT** X

SCHEDULE
TO ODOT _____
PE OK'D _____ **EIS OK'D** _____
CAT'Y _____ **BID LET** _____
HEARING _____ **COMPL'T** _____

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	_____	<u>40</u>	_____	_____	_____	<u>40</u>
FEDERAL	_____	<u>32</u>	_____	_____	_____	<u>32</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	_____	_____	_____	_____	_____
<u>Tri-Met</u>	_____	<u>8</u>	_____	_____	_____	<u>8</u>

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
CONSTRUCTION _____
RIGHT OF WAY _____
TRAFFIC CONTROL _____
ILLUMIN, SIGNS, LANDSCAPING, ETC _____
STRUCTURES _____
RAILROAD CROSSINGS _____

Trucks	40,000
TOTAL	\$ 40,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
FAUS (OREGON REGION) _____
FAUS (WASH REGION) _____
UMTA CAPITAL 80 **UMTA OPRTG** _____
INTERSTATE _____
FED AID PRIMARY INTERSTATE _____
SUBSTITUTION _____

NON FEDERAL

STATE _____ **LOCAL** 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VAN DUVEN
METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase of 15 automobiles to replace obsolete vehicles.
Tri-Met's fleet of cars consists of 30 cars ranging from 1971 to 1977
models. Fifteen of these are driven over 25,000 miles a year by road
supervisors, ticket & schedule distributors and security personnel. The
fifteen cars to be replaced are becoming uneconomical to maintain and
have logged between 70,000 and 150,000 miles each.

PROJECT NAME Supervisor
vehicles
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		90				90
FEDERAL		72				72
STATE						
LOCAL						
Tri-Met		18				18

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, _____
 LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

15 cars 90,000
 TOTAL \$ 90,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL
 STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase of 440 bus radios. These radios would equip the balance of Tri-Met's fleet with two way radios. Direct radio communication between drivers, dispatchers, road supervisors, maintenance and security personnel has demonstrably improved operating efficiency, reliability & security in other transit districts and has been confirmed by Tri-Met's experience with 100 radio-equipped buses.

PROJECT NAME Bus radios
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

440 Bus radios 622,000
 TOTAL \$ 622,000

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		622				622
FEDERAL		497				497
STATE						
LOCAL						
<u>Tri-Met</u>		125				125

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL

STATE _____ LOCAL 20

LOCATION MAP

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VAN DUVEN
METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase & installation of radio transmission facilities
Present radio transmission, relay and call handling equipment is in-
adequate for system-wide radio operations. The recommended budget would
provide a reliable and effective system for transmitting, receiving,
separating and relaying radio communications.

PROJECT NAME Radio transmission facilities
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____
 Radio transmission equipment 900,000
TOTAL \$ 900,000

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		900				900
FEDERAL		720				720
STATE						
LOCAL						
Tri-Met		180				180

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL
 STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase of 440 digital bus destination signs. Current Tri-Met buses use destination signs silk screened on a mylar roll. The re-alignment of routes and proposed new routes (as being considered in the Westside Plan) necessitates changing the bus destination signs. This involves a cost of producing new panels and work to splice these panels into the existing rolls. It is time consuming & labor intensive. The digital overheads would allow rapid reprogramming of bus destinations to meet changed routes.

PROJECT NAME Bus Destination Signs
 ID No _____
 APPLICANT Tri-Met

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		2,320				2,320
FEDERAL		1,856				1,856
STATE						
LOCAL						
Tri-Met		464				464

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	\$ _____
CONSTRUCTION	_____
RIGHT OF WAY	_____
TRAFFIC CONTROL	_____
ILLUMIN, SIGNS, LANDSCAPING, ETC	_____
STRUCTURES	_____
RAILROAD CROSSINGS	_____
Bus destination signs	2,320,000
TOTAL	\$ 2,320,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	_____
FAUS (OREGON REGION)	_____
FAUS (WASH REGION)	_____
UMTA CAPITAL	<u>80</u> UMTA OPRTG _____
INTERSTATE	_____
FED AID PRIMARY	_____
INTERSTATE SUBSTITUTION	_____
NON FEDERAL	STATE _____ LOCAL <u>20</u>

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VAN DER BEEK METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase & installation of 50 passenger counters on buses & support equipment. Installation of passenger counters (approx 10% of the fleet size) would allow periodic counting of passenger loadings on all Tri-Met lines. This information would generate data on passenger loadings by stop without the need for people to conduct this activity. The data will be used in determining schedule changes, route changes and other service planning activities.

PROJECT NAME Passenger Counters
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

Passenger Counters 160,000
 TOTAL \$ 160,000

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		160				160
FEDERAL		128				128
STATE						
LOCAL						
Tri-Met		32				32

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL

STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VAN DIVER
METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase of computer hardware & software for computerized management information system & to be used for RUCUS & UTPS software. At this time, some of Tri-Met fiscal, personnel, scheduling (RUCUS) & planning (UTPS) record keeping is computerized. Purchase of a computer & software will allow full computerization of all management information & make possible accurate reporting of FARE (Section 15) financial reporting requirements. By use of an inhouse computer, the computer will save enough money to pay for itself in 2.5 years.

PROJECT NAME Computer
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

Computer 1,486,000
 TOTAL \$ 1,486,000

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		1,486				1,486
FEDERAL		1,189				1,189
STATE						
LOCAL						
Tri-Met		297				297

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL

STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION UMTA Section 5 operating assistance grant for the three county Tri-Met service area for FY1979. Improvement and extension of weekday service for selected bus routes during peak and off-peak periods.

PROJECT NAME Tri-Met
Operating Assistance
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST
 PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____
 Operating Assist 21,438,000
 TOTAL \$ 21,438,000

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80*	FY 81	FY 82	TOTAL
TOTAL		11474	9964			21438
FEDERAL		5737	4982			10719
STATE						
LOCAL						
Tri-Met		5737	4982			10719

*to be adjusted at a later date

LOCATION MAP

SOURCE OF FUNDS (%)
 FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG 50
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE SUBSTITUTION _____
 NON FEDERAL
 STATE _____ LOCAL 50

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VALLEJO-DOVER
METROPOLITAN AREA

PROJECT DESCRIPTION _____
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase and installation of 50 passenger shelters
at various locations in the region

PROJECT NAME Passenger Shelters
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT X

APPLICANT'S ESTIMATE OF
 TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS,
 LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

Shelters 150,000
 TOTAL \$ 150,000

FUNDING PLAN BY FISCAL YEAR (\$000)						
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL			150			150
FEDERAL			120			120
STATE						
LOCAL						
Tri-Met			30			30

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL

STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-SEASIDE METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase of 78 standard 40 foot buses to increase fleet capacity.

PROJECT NAME Buses (additions)
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)						
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL			12,500			12,500
FEDERAL			10,000			10,000
STATE						
LOCAL						
<u>Tri-Met</u>			2,500			2,500

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, _____
 LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

Buses 12,500,000
 TOTAL \$12,500,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL ⁸⁰ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL

STATE _____ LOCAL 20

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-CLATSOP COUNTY METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS _____ LENGTH _____
 DESCRIPTION Purchase of land and construction of a Garage and maintenance facility on the westside of the region.

PROJECT NAME Westside Garage
 ID No _____
 APPLICANT Tri-Met

SCHEDULE
 TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)						
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL			4,750			4,750
FEDERAL			3,800			3,800
STATE						
LOCAL						
Tri-Met			950			950

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, _____
 LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 4,750,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL

STATE _____ LOCAL 20

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Increasing the Federal Funding Authorization for Six
 Projects Having Cost Overruns

BACKGROUND: In September, 1978, the CRAG Board of Directors established a number of procedures describing how cost overruns on transportation projects using either federal Interstate Transfer funds or Federal Aid Urban (FAU) funds are to be dealt with. The procedures specify under what conditions staff can administratively increase the federal funding authorization for a particular project and when MSD Council action is required. The procedures also define the documentation necessary for MSD Council action.

MSD staff has recently been notified that additional federal funding above that currently authorized is needed to complete nine FAU projects. Because of the scale of the overrun, the authorizations on three of these projects are being administratively adjusted. However, six of the overruns are of such magnitude that MSD Council approval is needed before federal obligation can be requested. The six projects and the rationale for the cost overruns are described in Attachment I:

Staff has analyzed the cost overruns of these six projects and concludes that the basic purposes of the projects are met. The Transportation Technical Advisory Committee (TTAC) has also reviewed the request and concurs that additional federal dollars should be programmed.

BUDGET IMPLICATIONS: The MSD budget contains funds for staff planning activities to monitor project costs.

POLICY IMPLICATIONS: Authorization of additional federal funds will mean that federal funding for these six projects will increase. The greatest impact will be on programming of any new FAU projects in future years. It is not clear what impact the authorization of additional federal funds will have on currently committed FAU projects. However, with the cost increases, FAU and FAU Replacement funds appear to be adequate to complete committed FAU projects (\$32.6 million in federal funds are available over the next eight years (including left-over funds from last fiscal year) compared

with an outstanding federal funding requirement for committed projects of \$25.7 million). Future inflation on committed projects will reduce this surplus. The amount of reduction depends on the future rate of inflation and the speed at which projects progress.

ACTION REQUESTED: Authorize additional federal funds for the six FAU projects.

CWO:bc
2436A/0033A
2/22/79

ATTACHMENT I
FAU PROJECTS INVOLVING COST OVERRUNS
REQUIRING MSD COUNCIL ACTION

Project #1: East Burnside Road - 223rd to Powell Boulevard.

Purpose: Upgrade East Burnside Road by widening it from a two-lane road with shoulders to a four-lane road with curbs, sidewalks, and parking lanes and a median lane when possible.

Project Cost: The most recent cost estimate indicates that approximately \$212,000 additional funds are needed for this project. This compares with the current funding authorization of \$1,526,000 (a 14 percent overrun).

Source of Cost Overrun: Right-of-way and materials costs have risen on the project faster than the average construction cost index.

Project #2: Sunnyside Road realignment

Purpose: Eliminate two short-radius curves by realigning an "S" curve along Sunnyside Road.

Project Cost: The current total cost estimate for the project is \$208,000. This compares with an authorized cost of \$177,000. The resulting overrun is therefore \$33,000 (a 19 percent overrun).

Source of Cost Overrun: Cost have risen on the project due to the selection of a particular alternative. The alternative was selected because it isolated the least amount of land and as a result of citizen input. However, the alternative also increased right-of-way costs for the project.

Project #3: Sellwood Bridge

Purpose: Eliminate conflicting traffic movements at the est end of the Sellwood Bridge by constructing a new southbound off-ramp.

Project Cost: The current total cost estimate for the project is \$880,000. This is approximately \$387,000 higher than the authorized cost of \$493,000 (a 78 percent cost overrun).

Source of Cost Overrun: The high cost overrun is a result of additional structural work required to accommodate very unstable soil conditions in the area. Other cost increases were caused by a change in the signal arrangement and by increased costs associated with a pedestrian way.

Project #4: 82nd Drive - I-205 to Clackamas Highway

Purpose: Improve access between the Clackamas industrial and commercial area and the Milwaukie Expressway by widening the two-lane road to four lanes.

Project Cost: the most recent cost estimate is \$558,000. This compares with a funding authorization of \$447,000. A cost overrun of \$111,000 is involved (a 20 percent overrun).

Source of Cost Overrun: The cost of materials and labor on this project has risen at a faster rate than average construction costs have.

Project #5: SW Greenburg Road

Purpose: The original project was to widen a two-lane road to four lanes in order to increase capacity and accommodate additional traffic generated by continuing urbanization.

Project Cost: The current total cost estimate for the project is \$757,000. This is approximately \$98,000 higher than the authorized cost of \$659,000 (a 15 percent overrun).

Source of Cost Overrun: The project scope has been slightly increased to include modifications at the Hwy. 217/Greenburg Road ramps in order not to increase congestion on these ramps as a result of the Greenburg widening. Additionally, the project has increased in cost due to the general inflation of construction materials.

Project #6: Progress Interchange

Purpose: The purpose of the project is to construct an off-ramp from the southbound lanes of the Beaverton-Tigard Highway to Scholls Ferry Road. The project also includes the relocation of an existing frontage road connection to Scholls Ferry Road and traffic signal revision.

Project Cost: The current total cost estimate is \$578,000. The existing authorization is \$371,000. The cost overrun is therefore \$209,000 (a 56 percent overrun).

Source of Cost Overrun: Cost overruns are due to increased costs resulting from having to reconstruct a seriously offset intersection relating from the frontage road and an access road.

The cost overruns on the six projects total \$1,036,000. The present authorization for these six projects totals \$3.7 million. This compares with a funding authorization for all committed FAU projects of \$32.6 million.

CWO:bc
2443A
0033A

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of authorizing)
additional federal funds for cost)
overruns on six Federal Aid Urban)
(FAU) Projects

Resolution No. 79-27
At the request of
Rick Gustafson

WHEREAS, The CRAG Board of Directors, in Resolution
BD 780905 adopted procedures and a management system for responding
to cost overruns on Interstate Transfer and Federal Aid Urban (FAU)
System Projects (Oregon); and

WHEREAS, These procedures identified the circumstances
when MSD Council action is necessary to authorize additional federal
funds; and

WHEREAS, MSD has been requested by local jurisdictions to
increase federal funds on six FAU projects requiring Council action;
and

WHEREAS, MSD staff concludes that the additional federal
funds are not a result of changes in project objectives; and

WHEREAS, The Transportation Technical Advisory Committee
(TTAC) concurred the additional funds should be authorized; now,
therefore,

BE IT RESOLVED,

That federal funding authorizations (authorizations as of
September 30, 1978, assuming 86 percent federal funding) are
increased for the following projects:

<u>Project</u>	<u>Current Federal Authorization</u>	<u>Federal Dollar Increase</u>	<u>Revised Total Federal Authorization (Including past Obligations)</u>
1. East Burnside Road	1,312,000	182,000	1,494,000
2. Sunnyside Realignment	152,000	27,000	179,000
3. Sellwood Birdge	424,000	333,000	757,000
4. 82nd Drive	384,000	95,000	479,000
5. SW Greenburg Road	567,000	84,000	651,000
6. Progress Interchange	319,000	180,000	499,000

ADOPTED, By the Council of the Metropolitan Service
District this 22nd day of February, 1979.

Presiding Officer

CWO:bc
2439A
0033A

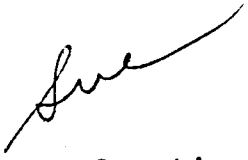
Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: February 21, 1979

To: Denton Kent

From: Sue Klobertanz 

Subject: Council Briefings - Questions and Concerns

Jane Rhodes
2/20/79
9:00 a.m.

Item 5.3 - Are the Councilors covered by liability insurance? May they be sued as individuals for Council actions?

Item 6.2.1 - Has not received financial statement from state yet. Wants to see form prior to meeting. (Burton is bringing a sample copy to meeting.)

Item 6.2.2 - Why are we doing this? Is there a precedent? Is this park in competition with other possible regional parks? Where is the funding coming from?

Corky Kirkpatrick
2/20/79
2:00 p.m.

Item 6.2.2 - Why are we doing this? Does this action set a precedent?

Items 7.7 and 7.4 - What is total cost of Sellwood project? Item 7.7 shows cost of \$880,000 while 7.4 shows cost of \$593,000. (\$593,000 is federal portion of \$880,000 - information is being supplied.)

General Item - Would it be wise to have local representative at meeting to make presentation? i.e. a show of support by local jurisdictions may help the Council attitude toward the transportation agenda items.

Carrie Miller
2/20/79
3:00 p.m.

- only primate context
Last meeting - Requested that "Council be provided with a list of projects requesting a variance based on uniqueness" re. Primate House Project (pg. 9 of the minutes). Has not received list and wishes to do so!

Item 6.2.3 - A general request for more information on the need for MSD's participation in this area.

Time
Item 6.2.5 - Concern over "no item certain" attached to St. Johns exemption.

Item 7.1 - Concerned about loss of gravel operations at site - would gravel withdrawal continue?

Items 7.1 and 7.2 - What is the budget for the necessary studies? Why is the 5th "whereas" included in the resolution (whereas, the MSD's Resource Recovery Facility in Oregon City will commence operation in 1983,)? (Merle is getting budget information together.)

Item 7.5 - What is definition of the "Interstate Transfer funding process?" (last line of first page of management summary). (Gary Spanovich is putting definition together.)

Item 7.4 - Why is Hall and Hwy. 217 being added as a new project (Policy Implication portion of management summary)? (Gary Spanovich is providing information.)

General Comments - Concerned over management of transportation money - thinks "borrowing system stinks!"

Cindy Banzer - Did not have time to be briefed.

Marjorie Kafoury - ~~Never returned phone calls.~~ Briefing at 6:00 pm Thursday

cc: Marilyn Holstrom

Meeting Thurs MORN

Jim → ACDC contract
for Coordination outside
MSD boundaries?

2/16

Agenda Review

2/22 Meeting

- 1) Executive Officers Report
 - A) Clackamas County - outside of banda
 - B) Budget Schedule
 - C) Report on Kemper contract
 - D) ACDC schedule *

2) Resource Recovery Project - Corby

- 1) Publishers - one only of the several potential users ~~to~~ contacted who responded positively.

Model in the meeting?

Risk of Finding new landfills is a major part of the

3) How are we organized internally to handle the project

- 4) time frame for phase II?

operating to std. of the state

Jennifer - Mgmt Summaries on Councilor requests:

~~Bad move!!~~

~~Exemption of handfills - no triggering device on the Rossmans and St. Johns.~~

~~Cipole~~ - ~~good report!!~~ - back to Council
~~define access problem~~

~~Mira Monte site -~~

~~good report~~

7.7 - ~~too long - detail description of projects~~
~~1st map unnecessary - too much detail~~

7.4 - \$10 mill more (isn't that already included?)
should show them

7.5 OK

7.6 - OK Tri-Met to respond

Chair, Michael →

- A) Ask for staff recommendations on issues which don't have a management summary
- B) Need a motion on Mura-Monte for adding it to ~~as~~ the list of land fill sites
- C) Move ~~to~~ up to the 1st Transp. please

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: February 22, 1979
To: Denton Kent
From: Marilyn Holstrom
Subject: Council Briefings - Questions and Concerns

Betty Schedeen
2-21-79
3:30 PM

Item 6.2.3: Who introduced and signed the original SB 66.

*Betty will vote
against on
6.2.4*

Gene Peterson
2-21-79
3:30 PM

Item 5.1: Why did we zone it rural in the first place?/ Interested in the findings in this particular area. What was the rationale behind Clackamas County rezoning? Are we using the pending energy shortage as an assumption as part of our reason for appealing? If so, we should be completely up-front about it. What are the four or five statewide goals that are mentioned in the management summary that Clackamas County is violating? Gene is against increasing density but feels that we should increase choice for people and allow more options. He referred continually to Cloud 9 planners that he was going to bring back down to earth.

Item 5.2: Gene feels that one of the Councilors should be on the negotiating team. He is nervous about the project without someone from the Council directly involved.

Item 5.3: Case No. 2 on management summary: How did the CRAG board vote on this in the first place. Wants to know who voted for which side, what the final vote was and how it was weighted. Wants to figure out if it would be appropriate for the MSD Council to reconsider it and vote on it again. Feels that Portland might have weighted the vote.

Item 6.2.2: It bothers him that a resolution is put before the Council without any chance of discussion and thought. He will disagree with the resolution for that reason and not for the reason that he disagrees with the idea. He then reversed himself and wanted to know if it is now the position of State Parks & Recreation to establish state parks in metropolitan areas? He feels that Washington County should put it in themselves. Then he and Betty went into this long discourse about how much richer the people were in Washington County and why the state should not be putting state parks in metropolitan areas.

Item 6.2.3: See added wordage in the resolution. He feels it makes it clearer as to our role. He is especially concerned with industrial placement in the region. He is also very concerned with the Port's approach and would like Ray to tell him and the Council how the Port views our proposal and how they will respond and how that will affect what we will want to do.

Item 6.2.4: Would like to know how each member of the Solid Waste Task Force voted or what they recommended. He has had a call into Craig Berkman for days now to get that answer. Offered an alternate resolution (I will give to Andy) for him to offer tonight in place of Craigs in case of a tight vote. He is essentially against the way it is written now and will vote against it.

Item 7.1: Doesn't understand why we should be spending the money for a technical study when we probably won't use the site.

COUNCIL QUESTIONS CONCERNING GOALS AND OBJECTIVES
BRIEFING MARCH 1st

This paper summarizes the major questions and responses from the March 1st goals and objectives Council briefing.

PAST EVENTS (II. A.)

Question:

It appears in a consensus building process that in an attempt to please everyone the inputs become so distilled as to be nearly meaningless. Can you give us any hope that the future might be different?

Response:

Lessons to be learned from the consensus-building process are:

- The process produces a product.
- It is a time-consuming, expensive process.
- Coordination between Plan elements is difficult when they are undertaken at different points in time.
- A product of questionable value may be produced as a result of attempts to please all parties.

The 1972-74 CRAG Comprehensive Planning Process wasn't without fault either. First, the public was overwhelmed with a large number of ideas at the end of the planning process, as there had been no ongoing public involvement program. Second, too much importance was attached to the long term comprehensive plan. Given that the future is uncertain, a long-term plan should be treated only as a guideline and subject to change with greater emphasis being placed instead on short-term action plans for the more certain, immediate future. The long-term plan serves to provide a sense of direction when developing short-term action plans.

If we bear in mind these lessons from the past in developing work programs, there is some cause for optimism that Metropolitan Development Department policies will prove productive.

REGIONAL ISSUES (II. B. 4)

Questions:

1. At what point does a planning issue of interest to Council (e.g., density) cease to be a regional consideration?
2. The public is concerned that MSD does not duplicate local planning efforts. Will MSD define local versus regional responsibilities in a Regional Goals and Objectives Work Program?

Response:

These questions arose prior to discussion of Section II B.4. - the regional role. MSD has in place an instrument for judging regional versus local issues. CRAG attempted to use local jurisdiction data when it was available. In some functional areas such as transportation planning, MSD is ahead of many local jurisdictions. In 1978 the CRAG Board approved a six step process for use in defining the regional role.

THE URBAN GROWTH BOUNDARY (II.C.1)

Question:

Would counties have to go through the whole findings and fact process in adopting an urban growth boundary?

Response:

Technically, counties would have to through the process but they would not have to go through the research if they utilized CRAG findings.

SHORT-TERM GOALS AND OBJECTIVES PROGRAMS (III. A.)

Question:

1. What timeline are we talking about in completing a short-term Goals and Objectives Work Program?

Response:

The work program would be completed this fiscal year or two to three months beyond. The product of this effort will stand for one to three years while a long-term effort is undertaken to develop new goals and objectives.

Questions:

2. Is it going to be difficult to keep Council on track with a short-term work program? What is different about your proposal from that of two years ago? Are we just updating from where we were in 1975?

Response:

If the short-term work program is to succeed, time consuming matters must be deferred to the long-term work program. Some elements of the work program would be undertaken to complete work for which there was insufficient staff in past years, as a result of priority given to the Urban Growth Boundary. Other aspects involve work that it would be necessary to undertake in the future in any event (e.g., unassisted housing allocation). Some of the CRAG goals are not quantified in a fashion

which makes them implementable. Therefore, it is necessary to interpret these goals. The work program would fill in the gaps in existing Goals and Objectives and clarify the target. In some instances updating of work undertaken several years ago may be required. The new organization and its legislation is slightly different from that of CRAG. Therefore, the CRAG goals and policies may have to be amended in some respects to be of maximum use to the new organization.

In summary, the short-term program would identify those things on which there is a consensus or policy direction and make sure that they are in place so that MSD can start using them as policy criteria. The long-term process, conversely, would attempt to build consensus and a broad-based constituency to resolve what people want the region to be in the future.

Question:

3. Given the intent of the short-term work program is it necessary and is it realistic to involve local jurisdictions?

Response:

Staff assumes that the short-term work program will primarily clarify and build upon existing goals and objectives. It is not intended to carve new territory. In the event that new policy questions are raised and Council chooses to address them in the short-term rather than in the long term process, Council would probably want to involve local jurisdictions through the advisory process.

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SCRIPT FOR COUNCIL BRIEFING ON METROPOLITAN
GOALS AND OBJECTIVES (March 1)

II. BACKGROUND

A. DESCRIPTION OF PAST EVENTS

The Columbia Region Association of Governments (CRAG) was established in 1966 as a council of governments. The federal government designated CRAG as the A-95 regional impact review agency, as the Housing and Urban Development (HUD) areawide planning body for land use and housing, as the Metropolitan Planning Organization for transportation and as the EPA "208" Water Quality Review Agency. CRAG's powers were expanded in 1973, when CRAG became a regional planning district under SB 769 and acquired local plan review and coordination functions under SB 100.

A Draft Comprehensive Plan

In September of 1972, CRAG produced the report "Planning in the CRAG Region: An Appraisal and New Direction" in response to a Board decision to replace the Interim Plan with a new Regional Comprehensive Plan. The report contained assumptions about the future, broad goals and policies for conservation and development, and specific goals and policies pertaining to land use. It also included goal statements for transportation, public works and social services.

The report began with the "idea that the job of regional planning is not to piece together local plans or necessarily to accommodate projected growth," (p. 43 CWRCP). Rather, it would attempt to define "quality of life." The July, 1973 report "The Second Step" concluded it wasn't possible to define quality of life in a way which could be used to design a comprehensive plan. "A more practical approach would be to study contrasting settlement pattern concepts, to test their implications for the CRAG region, and to subject them to (public) review" (p. 44 CWRCP). Seven alternative land use patterns were considered which emphasized development:

- 1) contiguous to existing urbanized areas
- 2) in priority areas
- 3) close to the region's center
- 4) in the foothills while preserving agricultural land
- 5) in the outlying cities
- 6 & 7) in combinations of the foregoing.

The alternatives were narrowed down to three concepts: concentration, dispersion and focused growth.

The three alternatives were subjected to public comment and staff evaluation. Faced with limited resources, the Board chose to develop the focused growth concept. This concept involved focusing:

- urban settlement within clearly defined urban services areas;
- higher density urban growth along corridors with potential for public transit development;
- growth within existing communities;
- public investment in facilities in urban service areas; and
- on retention of agricultural lands and conservation of natural resources.

In December, 1974, a discussion draft of the Columbia-Wilamette Region Comprehensive Plan based upon the focused growth concept was released for public comment. The plan's concept of focused growth received relatively little criticism, per se. However, the comprehensive plan overwhelmed public officials and the public at large. As a result, the plan was withdrawn from public discussion.

In retrospect, three problems were associated with the comprehensive planning process. The public was expected to absorb a large number of ideas at the end of the planning process as there had been no ongoing public involvement program. Yet in order to keep its schedule, the agency only had a limited amount of time to get the message across.

Second, a great deal of importance was attached to the plan. It would be the first major produce to be adopted under SB 769. The future is uncertain, especially in the long term. Therefore, there is bound to be some uncertainty in the minds of people as to what actions are best for the future. It appears that too much importance may have been attached to the long term comprehensive plan such that local politicians were unwilling to risk adopting it. Perhaps the plan should only have been emphasized as a guideline, recognizing it will change with time. Importance should be attached instead to short term action plans of say, five years duration.

Third, some of the proposed policy mechanisms to implement the plan (e.g., CRAG must approve all zone changes) were not well reviewed by local jurisdictions. These mechanisms jeopardized acceptance of the plan.

New Goals and Objectives

In March of 1975 the CRAG Board initiated a new approach to the development of a comprehensive plan. Work programs were prepared. A policy framework consisting of goals and objectives would be established as the basis for regional planning. The regional plan would be broken into elements, each of which would address specific goals and objectives. When finally adopted it was determined that the goals and objectives would only be binding on CRAG directly. However, the plan elements would apply to local jurisdictions and CRAG.

The plan work programs addressed the formulation of Goals and Objectives, the preparation of plan elements, and an LCDC requirement for work program or "compliance schedule" to address the 14 Goals.

Between March of 1975 and December, 1976, a major effort was conducted to develop the first plan element - the Land Use Framework Element (LUFÉ). A set of criteria for determining broad land use areas was formulated. The criteria were based upon LCDC goals and some of the analysis from the draft comprehensive plan. All land in the region was classified by local jurisdiction teams and CRAG staff according to these criteria. Committees composed of local politicians and planning staff and citizens then reviewed the lands and reached agreement as to whether individual areas should be classified as Urban, Rural, or Natural Resource. Public hearings were held to review the land use designations. Further committee meetings were held, more hearings, etc., until, finally, in December of 1976, after five versions of the element had been drafted, CRAG adopted the LUFÉ and map. The Board also adopted a new set of Goals and Objectives in December of 1976, after an extensive public participation process.

The LUFÉ was amended as recently as November, 1978.

LUFÉ Features

The LUFÉ is intended to provide a framework for the staging of urban development for a minimum of twenty years. It contains policies which advocate:

- rejection of no-growth or fixed population philosophies
- establishment of a process to monitor the demand for residential land with the supply of residential land
- new urban development contiguous to existing communities to encourage "filling in" and reduction of sprawl

- preservation of options for a rural way of life, provided rural densities do not require urban investments.

The LUFÉ addresses the two issues of:

- (1) The type of land needed for different uses, by means of broad land use designations.
- (2) The amount of land required for future urban development, by means of the UGB.

The LUFÉ requires that all land within the region be designated as either urban, rural or natural resource. One purpose of the rural and natural resource designations is to preserve sufficient quantities of suitable land for natural resource and rural uses - farming, forestry, wilderness, watersheds, parks, and rural estates. A second purpose is to protect these areas from urban level development as they aren't intended to serve as an escape for urban growth. These ends are achieved through restrictions on the type of services permitted (e.g., discourage sewers and water systems) and by setting minimum lot sizes.

Sufficient land to accommodate future urban growth is required. A prime consideration in designating land urban is that services are or could be made readily available. Consideration was given to the total amount of land required for urban development when designating land urban. The UGB project addressed this issue, and is described later in the presentation.

"208" Plan

Section "208" of the 1972 Federal Water Pollution Control Act Amendments has the objective that all streams and rivers be safe for fish and people to swim in. In the fall of 1974, CRAG was designated by the Environmental Protection Agency as the areawide coordination body for water quality management planning. A Waste Treatment Management Plan was undertaken by CRAG to address the "208" water quality objective. The "208" plan was adopted by the CRAG Board in June of 1978. The "208" plan fulfills in part the requirement for a CRAG framework plan element to address the Air, Water and Land Resources Quality Objective and the Public Facilities and Service Objective.

Solid Waste Goals and Objectives

In December of 1977 the MSD Solid Waste Division produced a report outlining their mission statement, goals and objectives. The purpose of this effort was to:

- develop a preliminary two year plan containing goals and objectives from which all individual work plans would be developed
- develop a strategy for determining MSD priorities
- improve communication and work among staff.

Lessons From the Framework Element

Several lessons can be learned from the "framework" planning process and its products. First, a consensus building process such as that employed in the LUFÉ and the "208" element can result in products. Second, it is a time consuming process and thus expensive. Third, care must be taken to keep participants on track in order to produce a usable product. Four, coordination between plan elements is difficult when they are undertaken at different points in time, because it is hard to achieve significant resolution of conflicts or connections between complimentary aspects of the various elements.

B. Key issues on which past events were based.

1. Prioritization or emphasis of state goals

LCDC's Statewide Planning Goals and Guidelines have been in effect since January 1, 1975. They have never been formally prioritized. However, Goals #1, citizen involvement, #3, Agricultural lands, and #14, Urbanization, were the focus of most planning work during 1975, 1976 and 1977. This emphasis occurred for several reasons. First, support for SB 100 which created LCDC emerged out of concerns for dealing with rapid urbanization and loss of agricultural land. At the same time, it was recognized that public support for land use planning could be gained only through an open process with strong citizen involvement. Second, the specificity of Goals #3 and #14 drew special attention to them. These goals require implementation through Exclusive Farm Use (EFU) zoning and Urban Growth Boundaries (UGB). Other goals call for programs or inventories to be prepared but do not specify implementation tools. Third, Goal #1 quickly came to the fore because it is an integral part of all planning work. Also, a citizen involvement program was a prerequisite to compliance schedule and grant approval. Fourth, though all of the goals are interrelated, consideration of some goals (#11 and #12 for example) is partially dependent on the establishment of the UGB. The UGB has become the central point to land use planning because many issues converge around its establishment.

The prominence of Goals #1, #3 and #14 has been reflected in the extensive attention given them in litigation by DLCD. Goal #3 and #14 violations have overwhelmingly dominated appeals to LCDC. In response, DLCD has devoted much staff time to clarifying those goals and providing assistance in areas of conflict.

With the UGB established, attention has more recently turned to the critical problems of housing and economic development. Their emergence is due partially to concerns with the impact of the UGB but also is an indication of changing priorities and new areas of attention in the ongoing planning process. Other goals which are becoming points of interest are Goals #6, air quality, and Goal #11, Public Facilities.

2. Balancing state goals

To date, the primary means of balancing state goals has been through specific goal provisions that require consideration of broad interrelated issues. For example, Goal 14 (Urbanization) calls for consideration of housing and employment needs, efficient provision of public facilities, energy and social consequences and retention of agricultural land in setting urban growth boundaries. Also, LCDC's Goal #2 requirements for a strong factual base and documentation of the decision making process are a factor in evaluating and identifying trade-offs between goals.

CRAG's processes have paralleled the state in emphasizing an adequate factual base (land use inventory). To evaluate the impact of the UGB and balance the considerations in its implementation, a UGB monitoring process is being undertaken. CRAG's Goals and Objectives also demand citizen participation for integrating the various goal considerations.

Four approaches to balancing goals which have not been fully explored or utilized are monitoring, consensus building, modeling, and alternatives evaluation. Initially in decision making, monitoring provides the policy maker with a data base for evaluating competing needs and demands. Following implementation, it allows for policy adjustments based on factual feedback. The first rigorous effort to apply this technique at MSD is in the Land Market Monitoring Program now underway.

Second, consensus building is an attempt to establish goal priorities by identifying the predominant values and preferences of the community (LUFE map). CRAG

and MSD have always had citizen involvement efforts, but a commitment to this approach would require a much broader level of participation. This would include citizen surveys workshops and extensive citizen contacts. Experiences of jurisdictions such as Portland and Washington County indicate this can be a tedious and time consuming process.

Third, modeling is an integral part of specific MSD projects in the Transportation, Metropolitan Development and Public Facilities Departments. Development of these models has been coordinated internally. According to consultant estimates, an agencywide impacts assessment model for determining trade-offs would be very expensive (\$500,000) and may take over three years to establish. Fourth, alternatives evaluation would draw on monitoring, consensus building and project modeling to determine the alternative providing the best balance between goals.

3. Growth limitation, management or accommodation.

CRAG's policies were aimed at an accommodation or management of growth. Land Use Framework Element policies specifically reject the no-growth or fixed population philosophies (Article I, Section 2a). Both the Framework Plan and "208" Plan are oriented to accommodating projected growth. Rounds One and Two of the growth allocation process also build on the assumption that growth will continue in this region. Managed growth is the phrase that best describes CRAG's growth policy. In accordance with LCDC goals, CRAG's policies require timely, orderly and efficient development. All formally adopted policies call for designation of urban lands to meet urban population needs forecast for a minimum of 20 years.

A growth management strategy including identification of immediate growth and future urbanizable areas and service areas was incorporated in the Framework Plan. This strategy was repealed in November, 1978. Since then, there has been no new policy direction on growth management formulated through this remains an issue for Council and staff consideration.

4. The metropolitan (regional) role in planning, servicing and regulating

Definition of the regional role has evolved in a haphazard manner. Policies, programs, plans and actions have been in response to statutory requirements, local government needs, requests for involve-

ment and funding availability. There has not been a thorough, systematic analysis of the regional role.

Last year, research was conducted on this subject which culminated in the CRAG Board's approval of a process to define the regional role.

The approved process involves a six step evaluation to be applied uniformly in the analysis of any potential regional function. A checklist of regional criteria form the foundation of the process. As an ongoing point of debate and source of misunderstanding, the role of MSD deserves the kind of attention that could be accomplished by a systematic application of this process for definition.

C. STATUS AND DESCRIPTION OF MAJOR PROJECTS AT METROPOLITAN SERVICE DISTRICT (AS APPLICABLE TO DEVELOPING NEW GOALS AND OBJECTIVES)

1. a. Urban Growth Boundary (UGB)

One purpose of the CRAG UGB is to reduce the extent of urban sprawl. This is accomplished by limiting at any one time the total supply of urban land. While this may make urban land more expensive it also has the effect of promoting smaller lot sizes which in turn make better use of urban services. A second purpose of the UGB is to help preserve good agricultural land, a scarce resource. This is accomplished by restricting urban development to poorer agricultural land where possible. A work of caution is in order. If rural development policies of local jurisdictions are lax, rural areas will serve as an escape for urban growth, thus defeating the purpose of the UGB to contain growth.

It is important for Council to have contingency plans ready in the event there is a negative declaration to the UGB powers of MSD or if the UGB acknowledgement drags for a year or more (e.g., acknowledgement process, appeals to LCDC, appeal of LCDC actions to the courts). One alternative would be to forewarn the counties that they may have to look after an UGB and include it in their plans. Hopefully this would not involve much staff time if the counties utilized MSD findings.

A second complementary response would involve MSD preparation of growth management policies and programs. These policies and programs would

respond to immediate development problems such as affordable housing and an adequate supply of residential land. Positive steps can be taken to address development problems such as:

- streamline the development approval process.
- develop sewer and water bonding programs.
- improve MSD monitoring capabilities to provide early information as to what is happening in the market and to identify problems.
- develop programs to make it easier for people to buy their first home.

What should MSD's future role, if any, be regarding the UGB, agricultural land preservation and limitation of rural development? This issue will be debated in the months ahead.

b. The CRAG Urban Growth Management Policies (High lights from a paper by Peter MacIver)

Common Urban Development Problems

Four types of problems have been identified which affect many urban areas in the region. They are:

1. Rapid growth
2. Inefficient development patterns, termed "urban sprawl"
3. Inefficiencies in the development process which result in higher building costs
4. Inability to provide the full range of urban services to meet demand

In some situations the problems are inter-linked. For example, in the absence of strong development controls rapid population growth frequently results in urban sprawl. The four problems are manifested in many ways:

- Rapid growth has caused the cities of Beaverton, Gresham and Gladstone to respond by imposing building moratoriums as a result of difficulties in meeting current service commitments, let alone undertaking new commitments.

- Scattered development can result in the provision of services over a large area at great public expense (e.g., Somerset West and Aloha, Gresham). Urban sprawl can also result in situations where only partial urban services are provided in some areas (e.g., the City of Portland "Hook" area, Errol Heights).
- As the number of areas being serviced increase as a result of sprawl, the task of coordination between service providers becomes more complex.
- The inefficient utilization of public services associated with sprawl results in higher installation and operating costs than necessary. For example, sprawl results in situations where water or sewer lines are extended past vacant fields in order to serve isolated pockets of development (e.g., Riviera Motors, the Powell Butte Area).
- Long fingers of land in the city of Tigard jut into the county and county land into the city, as a result of annexations of land into the city. These long fingers of land make it difficult for the city to provide sewer service efficiently. They lead to confusion as to whether people should contact the county or city offices for police and planning services.
- In 1975, Washington County took six months on the average to process plans for subdivisions. In 1977, the average processing time had increased to 11 months.

Urban Growth Management Strategy Elements

CRAG prepared UGM Policies to respond to the three problems of urban sprawl, rapid growth in urbanizing areas, and inefficiencies in the development process. There are three major policy elements:

- 1) Encourage both the efficient provision of services and use of land in urbanizing areas.
- 2) Encourage the proper timing of urban development with urban services in areas designated urban.

- 3) Ensure that coordination occurs between those jurisdictions and agencies which plan for and or provide urban services to a particular area.

Responsibility for implementing the UGM Policies is shared between CRAG and local jurisdictions. A number of measures can be used to address the three policy elements, several of which will be introduced. (The interested reader is referred to the source document for a description of the measures.)

Encourage the Efficient Provision of Services and Use of Urban Land

The purpose of encouraging efficiency in the provision of services and the use of land is to respond to those inefficiencies which lead to urban sprawl and expensive development. Four measures to implement this element are: the Urban Growth Boundary, a land market monitoring system, capital improvement programs, and the coordination of comprehensive, secondary plans (for specific areas in which development will occur within the next two years) and CIP plans.

Proper Timing

Given limited public resources, growing jurisdictions need to set priorities as to those areas which should receive urban services first and those areas which should be serviced later.

It takes time to plan and construct public facilities. Therefore, the rate at which public facilities can be expanded limits the amount of development which a jurisdiction can accommodate in a particular period of time.

The element of proper timing of urban growth can be addressed in at least three ways through CIP, financial impact assessments, and the land use designation of immediate and future growth areas.

Ensure Coordination Occurs

The third UGM policy element is to ensure that coordination occurs between jurisdictions and agencies which plan for and or provide urban service to a particular area. Coordination is necessary to ensure that all relevant factors are considered and that they come together when needed. The success of elements one and

two - "efficiency" and "timing" - is partially dependent upon the success of the third element - "coordination."

COMMENT: Just producing a new set of goals and objectives isn't going to help MSD manage growth until: 1) they are translated into policies which are then implemented, 2) local jurisdiction actions are monitored to ensure that they are consistent with regional objectives.

C.2 DATA BASE

The agency's data base influences the extent to which objectives can be expressed in quantitative terms. The type of data available limits what can be done in the way of developing alternatives in response to the agency's goals and objectives.

Functional Area

Data Description

1. Housing

Historical data is available for the SMSA and in some cases, counties, for population, households, income, tenure, housing units, vacancy rates, value and cost of occupied housing, and substandard units.

a. Assisted Housing

Number of owner and renter occupied housing units which are substandard, suitable for rehabilitation and standard. Information on vacant units and vacancy rate is available. Number of households which are elderly/handicapped, family, large family as well as female and minority heads. The household information is broken down according to owner or renter occupied, households in need, and low-income. All information is available for cities over 20,000 people and by county for 1978. Some projections of need are available for 1981.

b. Unassisted Housing

A housing market analysis by county and SMSA is available for 1978-81. It contains estimates of demand and supply for housing by rent level, price level and house type. Labor, employment, population, household, tenure, and vacancy trend information is available.

2. Transportation

Extensive transportation information is available in the form of survey information and traffic statistics as well as traffic forecasts. The data includes descriptions of the regional highway and transit network in terms of traffic and passenger volumes, pavement widths and rights-of-way, performance characteristics, accident statistics, and commitments of funds for construction and maintenance.

Travel characteristics information by major employment type and household is available for the region at an 80 district level. It includes information on the purpose of trips, where people are travelling, the routes they use and their mode of travel. Information on auto air pollution emissions is available.

3. Public Facilities

a. Sewer Systems

Sewage treatment information is available for jurisdictions and special districts as to plant capacity in gallons, the population which can be served, the method of treatment, and the type of units connected.

b. Water Systems

Information is available for jurisdictions and special districts as to the fire rating and district, reservoir capacity, average and maximum levels of use, the number of units served and method of treatment.

c. Air Quality

Emission information on hydro carbons (NO), carbon monoxide, and total suspended particulates is available by two kilometer grid squares for the region. Regionwide ozone emission concentrations are also available.

4. Population

Annual population is available by county and census tract. Some population information is available by age group, sex, ethnicity, education and income. However, recent information isn't always available nor complete information by census tract. Four sets of regional population forecasts have been produced by CRAG at five year intervals to the year 2000.

5. Economic

Employment information by type (SIC) by place of work is available by census tract. Other economic information such as labor force and unemployment statistics, wage rates and sales is available for larger geographical units such as counties. Four sets of CRAG regional employment forecasts at five year intervals to the year 2000 are available.

6. Land Use

Land use acreages are available by census tract for 14 general land use classes, including residential, non residential, public, vacant land, transportation and water classes. Vacant land area measurements are available by census tract by steep slopes and flood plain and by six planning and zoning categories. Land use framework element area measurements are available by census tract for

land and water areas in each LUFÉ class including urban, rural, natural resource and study areas. Building permit data is the basis for data covering population, housing units by structure type and construction cost by type for census tracts, cities and counties.

C.3 CURRENT PROJECTS WHICH MAY PROVE HELPFUL IN FORMULATING GOALS AND OBJECTIVES

The project descriptions are structured according to the stages of the planning process which apply to them. For purposes of discussion, the multi-stage planning process can be compressed to four basic stages:

- 1) Problem identification and need assessment
- 2) Formulate and prioritize goals and objectives
- 3) Develop policy alternatives which appear capable of achieving the goals and objectives. Test the alternatives and select the most appropriate alternatives for implementation.
- 4) Implement the selected policy alternatives. Monitor the implementation process to ensure that the objectives are being achieved and the problems resolved.

The Stage Two formulation and prioritization of goals and objectives is influenced in part, by Stage One, Three, and Four. The Stage Two goals and objectives respond to the problems and needs identified in Stage One. Final prioritization of the goals in Stage Two is influenced in part by the Stage Three policy alternatives analysis. In the course of implementing the goals and objectives in Stage Four, experiences may suggest the need for reformulation of some goals and objectives.

Areawide Housing Opportunity Plan(s) (AHOP)

The CRAG Board adopted the "Initial Housing Policies" in March of 1978 to guide areawide housing planning, as a plan review aid, and to provide direction for the HOP. The HOP is concerned with publicly assisted housing options. The HOP project transcends the four planning process stages of:

- Assesses need
- Establishes short term housing goals, i.e.,
- Develops Policy (a "fair-share" procedure to distribute funds in response to needs)
- Identifies activities to implement the short term housing goals (e.g., site suitability criteria for publicly assisted housing, removal of legal barriers)

The HOP project responds in part to CRAG Objective #6 (Housing) and LCDC Goal #10. The HOP is scheduled for adoption in March 1979.

Housing Element Formulation

It would address all four steps. This project is intended to bring together all areawide policies and plans concerning housing. Such aspects of non-assisted or market-level housing that are judged to have significant metropolitan area impacts would be covered. Previously adopted Initial Housing Policies would be reviewed and possibly revised.

The objectives of the project are to:

- Review and revise, as necessary, assumptions to forecast short-term and long-term housing needs and demands.
- Establish short-term and long-term forecasts of new housing demands (including land needs).
- Establish policies and plans concerning the market aspects of housing that will enable cities and counties in MSD to be in full compliance with areawide requirements of LCDC Housing Goal #10.

The Housing Element is intended to complete all responsibilities necessary to retain MSD eligibility to receive HUD "701" Planning Funds as well as meet the requirements of LCDC Housing Goal #10.

Land Market Monitoring Project

This project provides information of potential value in two stages of the planning process:

- development of land use alternatives, (3) and
- policy implementation, (4)

by monitoring the effects of public policies, such as the urban growth boundary, on land prices. This project is intended to: (1) evaluate the effects of the Urban Growth Boundary and other public policies on land market, (2) help MSD formulate regional land-use policies, and (3) help MSD manage the Urban Growth Boundary.

The Land Market Monitoring Project results from MSD commitments to the private sector, local governments and DLCD to evaluate the effects of the Urban Growth Boundary on land prices and availability.

Alternative Population and Employment Forecasts

This project provides information of value in three steps of the planning process:

- Need Assessment (1)
- Establishment and Prioritization of Objectives (2)
- Development of Implementation Policies (3)

The project was instituted for two reasons. First, CRAG was in the process of developing a regional comprehensive plan. It was not clear what the year 2000 land use pattern and population and employment distribution would look like or should look like. A number of "futures" were possible depending on public policies and the way in which peoples' aspirations and values change. Until an allocation model was complete, the agency had

no way of testing the effect of public policies on the distribution of land use, population and employment. The allocation process was one way of relating such diverse activities of interest to the agency as transportation, land use, population, housing and employment. Second, it produces year 2000 population and employment estimates by geographic area which the transportation models require to operate.

The following objectives of the allocation project have been achieved:

- . Capable of evaluating many policy alternatives
- . Identifies location factors which influence the distribution of population and employment at the regional level
- . Recognizes that the relative importance of location factors change over time as peoples' values change. The models also allow for the addition and subtraction of location factors.
- . The models contain checks to ensure that the number of people/jobs allocated to a district doesn't exceed the available acreage.
- . Allows for phased development through the use of three time periods 1977-84, 1985-92, 1993-2000.
- . The allocation process and the models which comprise it are one component of a three part system of models. The second system of models consists of a series of transportation models. The third system of models consists of a series of air quality models. The first system drives the second system which drives the third system. Feedback between the systems is possible.

The distribution models are descriptive; they do not make decisions or provide optimal plans. They simply identify the effects of a set of planning assumptions. The information for each round is then submitted to an evaluation process. An impact evaluation process has as yet to be developed.

This project commenced in FY 1978 and has produced the first set of forecasts.

Regional Transportation Systems Improvement: Analysis of Alternatives (7.1)

This project provides information of value in three stages of the planning process:

- Need Assessment (1)
- Establishment of Objectives (2)
- Alternatives Development and Selection (3).

It produced data describing current and future travel-related problems such as the location and severity of congestion, the level of transit accessibility to job sites and the amount of air pollution emitted by autos and trucks (1).

A study of the underlying causes of critical transportation problems was conducted from which a draft set of objectives was produced (2). This work has been done in cooperation with local jurisdictions.

Sophisticated tools have been developed to estimate the effect of transportation proposals on such factors as travel desires, transit patronage, reductions in traffic volumes and changes in travel time (3).

Transportation alternatives which respond to the draft objectives, including transitway proposals for major corridor travel movements, are being identified. The most promising transportation alternatives will then be selected and pursued in more detail.

Regional Transportation Plan (7.4)

This project involves the Stage of Alternatives Development and Selection (3) and could involve the Stage of Objective Establishment and Prioritization (2). An Interim Transportation Plan (ITP) has been adopted and annually reviewed. Work has been ongoing to develop a technical basis for a new regional Transportation Plan. The Regional Transportation Plan update is to be based on the technical findings of the systems analysis and other policy factors. A consensus among jurisdictions, implementing agencies and regional decision makers on plan recommendations is essential.

Air Quality (3)

The air quality planning program at MSD falls into two stages:

- Problem/need identification (1)
- Alternatives development and selection (3)

The program addresses both the current CRAG Goals and Objectives on Air, Water and Land Quality and the LCDC Goal (#6). It also addresses the transportation goals. It will partially fulfill all of these goals. An air quality plan will be produced which will implement all of these goals. The plan is scheduled for adoption in July, 1980 (a portion of the state plan is to be completed by MSD in March, 1979, but it will not be a "functional plan" in the true sense because it is basically a work plan).

Water Quality (3.2)

The water quality planning program is similar to the air quality program. It addresses all the same goals and objectives except those for transportation. It also addresses CRAG's Public Facilities Goals and Objectives IX and LCDC's Goal (#11). It will partially fulfill all these goals. The Wastewater Management Component of the Public Facilities Element, or "208" Plan, implements all of the aforementioned goals. The "urban stormwater runoff project" implements the Plan.

Energy (3.3)

The MSD energy planning program is currently inactive, pending refinement of the work plan. It will address the CRAG Goal and Objective IV on energy and the corresponding LCDC Goal (#13). It is expected to fall into the stages of:

- problem/need identification (1) and
- alternative development (3)

It also partially fulfills transportation goals (2), but it is not clear as to whether an actual plan will be produced.

Water Supply, Drainage and Others

Public Facilities Department projects such as water supply planning, drainage planning, the mineral aggregate study and hazard area protection, partially fulfill other goals, but it is not clear as to whether they will implement the goals.

Shelter, Income and the Environment Impacts'Assessment

CRAG's programs and projects are often complex and technical. This makes it difficult to relate the benefits of the agency's work to the individual citizen and to demonstrate its value to decision makers. This complexity has also made it difficult to evaluate the effects of CRAG programs.

To remedy this situation, CRAG established the agencywide focuses of shelter, income and environment. These provide the dual benefits of a common framework for measuring impacts of agency programs and actions and an understandable way of relating CRAG policies and products to the needs and interests of the public. Impacts assessment would be undertaken for all programs, using shelter, income and environment as a focus.

The assessment of program impacts will be helpful in several ways. The effort will provide feedback for identifying where existing policies should be revised or new ones formulated. Impacts assessment also furnishes a means of evaluating and setting funding priorities. Decision makers will be able to use the information to identify the critical considerations in

a decision. With time, this work will result in measures of program progress which will provide more accountability for CRAG's programs and actions.

In the course of developing a work program it was estimated that project implementation would cost approximately \$500,000 and take three years to complete. These funds aren't available and work on the project has been suspended.

C.4 SPECIAL ASSIGNMENT: WHAT IS REGIONAL

A six step process has been developed and approved by the CRAG Board for the purpose of defining the regional role. The intent of the process is to provide a systematic, uniformly applied approach to sorting local and regional responsibilities. A regional checklist forms the foundation of the analysis of each function or potential functions. The process was approved in November, 1978 and has yet to be utilized. It could be helpful in keying areas of regional concern for development of Goals and Objectives.

C.5 POLICY DEVELOPMENT

A catalogue of CRAG policies was assembled in August, 1978. All policies have been categorized as goals, objectives and targets or strategies, tactics and standards. Aside from providing a complete, indexed reference document, the catalogue is helpful in identifying weak policy areas.

III. TECHNIQUE FOR CONDUCTING A GOAL AND OBJECTIVES PROGRAM

A. In the Short Term, Build Upon the Current Goals and Objectives, the Policy Catalogue and Current Data Source Base

Program Purpose

While the general purposes of Goals and Objectives remain the same over the short and long-term, the emphasis can change. The prime purposes of a Goal and Objectives Program in the short term might include:

- a. Provide guidance to the implementation of MSD's policies on the provision of sewer, transportation, and waste disposal service over the next five years.
- b. Clarify and/or elaborate current goals and objectives so that they:
 - . can be used by staff to evaluate whether local jurisdiction actions are consistent with regional policies.
 - . can serve as plan review criteria.
- c. Until UGB issues are resolved, develop interim policies based upon current goals and objectives as a substitute for the UGB.
- d. Provide the setting for a long-term regional planning effort.

Constraints in the Goals and Objectives Formulation Process

Some common constraints faced in a Goals and Objectives Formulation Process are:

- a. There are a number of complex issues to deal with such as growth management, affordable housing, waste disposal, environmental quality, public suspicion of government, and public finance.
- b. Peoples' perceptions and value sets differ. Consequently, establishing goal and objective priorities can prove controversial.
- c. It takes time to establish goals and objectives, as a result of the complex issues involved. It takes time to achieve consensus as to priorities. It takes time to involve the public in the planning process. Public expectations and agency commitments may not afford as much time for goals and objectives formulation as might be preferred.

The above considerations limit the amount and type of work which can be undertaken in a short term Goals and Objectives Formulation Work Program of one year's duration. A long term effort would be required to address public involvement considerations, prioritization of goals, and establishment of new goals and objectives.

Short-Term Approach

- a. Identify agency policy priority areas for the next one to two years.

Agency policy priority areas for the next two years should be identified. These might include for example: growth management, affordable housing, fossil fuel forms of energy conservation, waste disposal, maintenance of environmental quality, etc. Subsequently, a limited number of key issues within each of these policy areas should be selected for short term agency action. This will focus attention on issues of most immediate concern.

- b. Review policies to ensure priority issues are addressed

Review agency policies with a view as to their adequacy in addressing the priority issues. Identify policy deficiencies and refine policies

in response. For example, current policies in the area of growth management are vague as to what the agency should be trying to accomplish in the next 2-3 years.

c. Identify policy inconsistencies and weak areas.
Clarify existing policies

In August, 1978, a catalogue of existing CRAG policies was prepared which categorizes all policies in a common format.

The Policy Catalogue can be used for several purposes. First, areas of weak or nonexistent policy direction can be identified. At this time these include air quality, drainage and flood control, energy, economic development, and water supply. Second, unclear policies can be noted and reworded or made more specific. For example, guidelines are required to help the public and staff interpret the meaning of some sections of the Land Use Framework Element. Third, inconsistent and complementary statements can be recognized and either rectified or reinforced. Fourth, the need to establish quantified targets has been raised. The organization of the Policy Catalogue has emphasized areas lacking such targets. These include nearly all program areas.

d. Provide setting for a long-term Goals and Objectives formulation effort

This might consist of:

- . Identify regional needs and problems by function. (Much of this work has been done in the case of some functions such as transportation.)
- . Identify data needs and deficiencies.
- . Continue to monitor effects of current MSD and local jurisdiction policies.
- . Review alternatives analysis approaches. Identify limitations of approaches in current use by MSD.
- . Brief Council and staff as to the alternative approaches available for goal and objectives formulation.

- Prepare a long-term work program for formulating goals and objectives.

2. Develop a System to Monitor Development

The CRAG Board concluded that the price of raw land needs to be monitored. The factors affecting raw land price and their relative influence need to be identified. They include:

- the UGB
- local jurisdiction restrictions, such as zoning, on the supply of land for development

Serviced land prices should also be monitored throughout the region as they contribute to the cost of housing. Serviced land prices are affected by such factors as:

- system development charges. Are these charges just or are they gouging?
- subdivision design standards. Are they all necessary? (The Province of Ontario concluded that many subdivision design standards are excessive and add to the cost of housing.)
- the time and cost of processing plans of subdivision are included in the serviced land cost
- service financing. Are sewer and water extension costs capitalized in the house purchase price or are they included on the tax rolls?

Bottlenecks in the development process should be identified by area. This includes the inability of some local jurisdictions to respond to the need for housing (e.g., staff shortages, voter levy approval).

3. Devise a System to Balance Trade-offs Between State and Local Goals

In the course of addressing this item it may be found to have a long-term dimension.

B. In the long term

1. Test and select a preferred model such as the following:

a. Interagency Policy Coordination

- . Recognize several agencies possess policies and implementation measures impacting the region (e.g., MSD, Tri-Met, Port, Boundary Commission, HSA, DEQ, the Counties, Portland, HUD, FHA, State Agencies, Corps)
- . Synthesize and supplement the agencies policies and activities into a unified statement of metropolitan goals and objectives.
- . Establish agreement on a process and schedule for maintaining and upgrading goals and objectives.
- . Utilize regular community participation processes and groups.
- . It is essentially a political process. The results depend upon cooperation and trade-offs among the several governmental and semi-public agencies and the numerous elected and appointed officials.
- . In this model existing data sources should suffice for the most part.

b. Citizen Commission

- . A Metropolitan Citizen Council.
- . Government Commitment, key political leadership.
- . Widespread citizen participation program
 - Community groups
 - Media
 - Plebiscites
 - Community displays depicting "alternative futures:
 - Opinion polls
 - Electronic projects
- . Consensus
- . Data Information: There is a moderate requirement for data, as it is used to determine broad public preferences regarding the future.

Data information is used to inform the public of planning constraints and fiscal limitations to measure impacts, and the consequences of alternatives.

c. Centralized Study

- . MSD based
 - MSD staff
 - Selected participants; heavy reliance on professionals and technicians
- . Regular citizen participation program
- . Style: Rigorous Analysis and Testing
 - Emphasis upon objectivity and rational decision making
 - Identification and testing of policy alternatives
- . May include a process for reviewing and upgrading goals and objectives.
- . Data information: Extensive reliance, considerable research, data collection.

d. Combination of the above models.

2. Apply the model to an approach such as the following:

- a. Extend the short term goals and objectives to greater quantification, clarification, suitability for enforcement and implementation and to broader subject matter (if desired).
- b. Develop and test alternative metropolitan futures, leading to selection of the preferred future goal (described in broad but definitive terms).
- c. Do "b" above, and extend to more specific, quantifiable objectives and implementation measures.

3. Determine the extent of involvement of local governments, citizen organizations and individuals in all phases of the Goals and Objectives Program.

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Saul

~~NOW, THEREFORE, BE IT RESOLVED,~~

1. That any county with a population of at least 100,000 (enough to cover Clackamas, Multnomah and Washington counties) shall have in operation, or be

~~NOW, THEREFORE, BE IT RESOLVED:~~

1. That any county with a population of at least 100,000, located in an SMSA of over 400,000, (enough to cover Clackamas, Multnomah and Washington Counties) shall have in operation or be prepared to operate, a sanitary landfill *region plan* capable of accepting food waste within 18 months of the date of enactment of the legislation.
2. That such landfills shall have a minimum life expectancy of five years.
3. That if the county has failed to approve a site, or have in operation a site within 18 months, the task of siting the landfill would rest with MSD.
4. That the counties could themselves turn over siting authority to MSD within the 18 month period.
5. That regional emphasis be given to *siting of sanitary landfills*
6. That the counties work with staff to *site such landfills*
7. *That landfill siting shall* Dovetail with existing legislation
8. *That counties* Can have landfill in another county.
9. *that* Local governments can agree to *site* one or more landfills
10. *that* MSD can site one or more landfills for *the* region but *need site* not one in each county.

SUBJECT: PROPOSED SCHEDULE FOR 1979-80 Budget Process

The following is the proposed schedule for the 1979-80 fiscal year budget process.

February 15	Budget forms and instructions distributed to Departments.
February 15 to March 15	Budget proposals are developed and coordinated by Departments. Internal time frame for Divisions to submit budget proposals to the Department Head may be established by Department Heads.
March 19	Department proposed budget draft submitted to Budget Officer.
April 2	Budget Officer prepares final budget draft and forwards to Budget Committee members.
April 3 - 13	Budget Committee meetings with staff.
April 26	Submittal copy of budget to MSD Council, no action.
May 10	Council action on submittal copy of budget and approval of budget document transmitted to TSCC for processing.
June 1 - 10	Tax Supervising and Conservation Commission hearing.
June 14	If TSCC hearing completed and budget approved, first hearing on budget ordinance.
June 28	Council holds final hearing on budget ordinance and adopt 1979-80 budget (declare an emergency if June 14 hearing is not held).

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: February 21, 1979

To: MSD Council

From: Executive Officer

Subject: APA Exemption: Response to Henry Kane

Several months ago, when the Council-elect was determining the contents of its 1979 legislative package, it was suggested by staff that the MSD seek an exclusion from the state Administrative Procedures Act (APA). The Council subsequently approved the staff suggestion and it was included in HB2328, the MSD bill.

The suggestion was originally based upon the following facts:

1. The MSD is the only special district in the state subject to the APA; neither the Port of Portland nor Tri-Met are so subject and are free to design their own procedures within the law.
2. The MSD is the only unit of local government subject to the APA; cities and counties are exempt and are free to design their own procedures within the law.
3. The APA is a set of procedures designed especially for state agencies, agencies with statewide interest and activities. It was not designed for, nor tailored to the various types of special districts and local governments.
4. The APA is designed for administrative-type agencies not legislative agencies. Though the MSD has some "administrative" type powers, just as do cities and counties, the MSD is essentially a legislative body. Legally and customarily, legislative acts are not subject to the same regulations as administrative acts.
5. The MSD would be best served if it were allowed, like cities, counties and other special districts, to adopt procedural rules tailored to its own needs rather than being subject to rules designed for a different kind of agency.

6. Most, if not all of the safeguards provided in the APA are required as a matter of constitutional law and case law anyway. Thus, exemption from the APA would not constitute a reduction in procedural safeguards but merely would allow the MSD to determine its own procedures for carrying out the safeguards which are necessary in any event.

Since the staff made the suggestion for exemption from the APA, the idea has precipitated rather substantial criticism. Editorials against the suggestion have appeared in at least four newspapers in the region including the Oregon Journal.

The staff continues to believe that exemption from the APA would be in the best interest of the district and would cause no appreciable difference in procedural safeguards for the citizens of the district.

Mr. Kane, in his recent report to the Council on this matter, suggested that the APA offers citizens protection which would not otherwise exist. His major contention is that only the APA insures effective judicial review of MSD actions. His position is curious since there are more legal remedies from a non-APA agency than from an agency under the APA. Persons aggrieved by the actions of a non-APA agency (city, county or special district) may sue for mandamus, writ of review or declaratory judgement. Review of an act by a state agency, however, must go directly to the Court of Appeals. Though it may be argued that direct access to the Court of Appeals is less expensive and time consuming, it is also more limited in terms of scope of review and the limitation is in favor of the agency, not the aggrieved party.

Mr. Kane also suggests that non-APA agencies lack subpoena power. He is correct. It is the staff's position, however, that the power to subpoena witnesses is a little used, offensive and unnecessary power. Forcing a person, under threat of prosecution, to attend a land use hearing, for example, is perceived by staff as a highly undesirable way to do business.

Finally, Mr. Kane seems to believe that the APA provides safeguards to citizens which would not otherwise exist. This is not correct. The APA requirements for notice and hearings, for example, are required of local jurisdictions as a matter of constitutional law anyway (see Fasano v. Washington County and its progeny). In addition, statewide goals require effective citizen participation in all land use related matters. Even if the APA did not apply to the MSD, the MSD would nevertheless be constrained to adopt and apply procedures substantially similar to the APA.

Philosophically, it seems odd that Mr. Kane or anyone else would suggest that a local government, whether it be a city, county or special district, should be subject to any more state regulation than is necessary. The cry for more "local control" is constantly heard and is based upon a strong public desire to have decisions made by elected officials at the lowest possible level with as little state regulation as possible. In the face of such public sentiment, Mr. Kane advocates state regulation of the MSD which is a local government of locally elected officials. Staff suggests, on the other hand, that such state regulation of the locally elected officials of MSD contravenes the public interest and is unnecessary.

AJ:pj

COMMITTEE MEETING TITLE Council

DATE Feb. 22, 1979

NAME

AFFILIATION

THOMAS VANDERZANDEN
Wm. Ockert

CLACKAMAS COUNTY
MSD

F. GORDON ALLE
Michael A Tesko

WASH CO. CHAPTER OF COPM
The Oregonian.

MERLE IRVING

MSD

Judith Bisberle

MSD

Keith Lawton

MSD.

FRED LEGGON

OREGON JOURNAL

Margaret
Cecilia Williamson

Metro, League of Women Voters

Peg Henwood

MSD

Lloyd Gilbertson

CPO-5 Washington County ^{Tigard/Seaside}

Harold Schmidt

CPO-5 WASH.

May M. Fischbech

C.P.O. 5 WASH. Co.

Chester Fischbech

C.P.O. 5. Wash Co.

Dick Hemmerling

Private - (Wash. Co. or S. Wilsonville)

Sue Klobertanz

MSD

Jeanne Thomas

citizen of Portland - PSU student

Delmar Walgrave

CPO-5 Wash.

Ruth Walgrave

CPO-5 Wash

Leo Mandel

CPO-5 Wash

Margaret Coyle

C.P.O. 5 Wash.

Sharon Deslerian

Durham City Planning Comm,
Durham Action Comm,

Lorraine M. Withers

Durham Council +

HENRY KANE

CAC
Private citizen

COMMITTEE MEETING TITLE

Council

DATE

Feb 22, 1979

NAME

AFFILIATION

Jim Castles

Citizen

Irene Waxson

C.P.O.S. Washington Co

John Waxson

C.P.O.S. Washington Co

Jerry Fisher

Washco Commissioner

Dinda Brentano

MSD

George D. Ward

CONSULTING ENGINEER

David A Phillips

Clackamas County S.W.

Ronald Watson

ATTORNEY - LAND RECLAMATION INC

Amelia Lanick

M.S.D.

Clyde Scott

MSD

Ed Stritzke

Self

Norman Colwin

id

Harold Harvey

C.P.O.S. Wash. Co

Carol Harvey

C.P.O.S. Wash. Co.

NANCY VAREKAMP

FIXED TIMES

Barbara Fisher

MSD

Bob Keil

Cowles Malloy

City of Portland

Maxene Leahy

Wa Co Comm Va Dug Liaison

Marilyn Holstrom

MSD

Tom O'Connor

Self

George Hubel

Self

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

7.4 Case matter

2-22-79

AYE

NAY

DISTRICT 6

Jane Rhodes

X

DISTRICT 7

Betty Schedeen

X ~~_____~~

DISTRICT 8

Caroline Miller

_____ *Caroline*

DISTRICT 9

Cindy Banzer

X

DISTRICT 10

Gene Peterson

X

DISTRICT 11

Marge Kafoury

X

DISTRICT 12

Mike Burton

X

DISTRICT 1

Donna Stuhr

X

DISTRICT 2

Charles Williamson

X

DISTRICT 3

Craig Berkman

X

DISTRICT 4

Corky Kirkpatrick

X

DISTRICT 5

Jack Deines

X

Total

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

79-15
as amended

DISTRICT 4

Corky Kirkpatrick

AYE

NAY

X

DISTRICT 5

Jack Deines

X

DISTRICT 6

Jane Rhodes

X

DISTRICT 7

Betty Schedeen

X

DISTRICT 8

Caroline Miller

X

DISTRICT 9

Cindy Banzer

X

DISTRICT 10

Gene Peterson

X

DISTRICT 11

Marge Kafoury

X

DISTRICT 12

Mike Burton

X

DISTRICT 1

Donna Stuhr

X

DISTRICT 2

Charles Williamson

X

DISTRICT 3

Craig Berkman

X

Total

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

*Res. 79-15
Amendment*

2-22-79

AYE

NAY

DISTRICT 12

Mike Burton

X

DISTRICT 1

Donna Stuhr

X

DISTRICT 2

Charles Williamson

X

DISTRICT 3

Craig Berkman

X

DISTRICT 4

Corky Kirkpatrick

X

DISTRICT 5

Jack Deines

X

DISTRICT 6

Jane Rhodes

X

DISTRICT 7

Betty Schedeen

X

DISTRICT 8

Caroline Miller

X

DISTRICT 9

Cindy Banzer

X

DISTRICT 10

Gene Peterson

X

DISTRICT 11

Marge Kafoury

X

Total

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

79-22
Mira Monte

no roll call

2-22-79

AYE

NAY

DISTRICT 5

Jack Deines

DISTRICT 6

Jane Rhodes

DISTRICT 7

Betty Schedeen

DISTRICT 8

Caroline Miller

DISTRICT 9

Cindy Banzer

DISTRICT 10

Gene Peterson

DISTRICT 11

Marge Kafoury

DISTRICT 12

Mike Burton

DISTRICT 1

Donna Stuhr

DISTRICT 2

Charles Williamson

DISTRICT 3

Craig Berkman

DISTRICT 4

Corky Kirkpatrick

Total

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Res 79-4

Feb 22-1977

AYE

NAY

DISTRICT 6

Jane Rhodes

X

DISTRICT 7

Betty Schedeen

X

DISTRICT 8

Caroline Miller

X

DISTRICT 9

Cindy Banzer

X

DISTRICT 10

Gene Peterson

X

DISTRICT 11

Marge Kafoury

X

DISTRICT 12

Mike Burton

X

DISTRICT 1

Donna Stuhr

X

DISTRICT 2

Charles Williamson

X

DISTRICT 3

Craig Berkman

X

DISTRICT 4

Corky Kirkpatrick

X

DISTRICT 5

Jack Deines

X

Total

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Rollcall

2-22-79

	<u>AYE</u>	<u>NAY</u>
<u>DISTRICT 3</u> Craig Berkman	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 4</u> Corky Kirkpatrick	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 5</u> Jack Deines	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 6</u> Jane Rhodes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 7</u> Betty Schedeen	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 8</u> Caroline Miller	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 9</u> Cindy Banzer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 10</u> Gene Peterson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 11</u> Marge Kafoury	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 12</u> Mike Burton	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 1</u> Donna Stuhr	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 2</u> Charles Williamson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total	<input type="checkbox"/>	<input type="checkbox"/>

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

*Ord. 69-67 Plan
Crem. Dist Plan*

2-22-79

AYE

NAY

DISTRICT 11

Marge Kafoury

X

DISTRICT 12

Mike Burton

X

DISTRICT 1

Donna Stuhr

X

DISTRICT 2

Charles Williamson

X

DISTRICT 3

Craig Berkman

X

DISTRICT 4

Corky Kirkpatrick

X

DISTRICT 5

Jack Deines

X

DISTRICT 6

Jane Rhodes

X

DISTRICT 7

Betty Schedeen

X

DISTRICT 8

Caroline Miller

X

DISTRICT 9

Cindy Banzer

X

DISTRICT 10

Gene Peterson

X

Total

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

79-26

MEETING DATE

2-22-79

AYE

NAY

DISTRICT 5

Jack Deines

X

DISTRICT 6

Jane Rhodes

X

DISTRICT 7

Betty Schedeen

ab

DISTRICT 8

Caroline Miller

X

DISTRICT 9

Cindy Banzer

X

DISTRICT 10

Gene Peterson

X

DISTRICT 11

Marge Kafoury

ab

DISTRICT 12

Mike Burton

X

DISTRICT 1

Donna Stuhr

X

DISTRICT 2

Charles Williamson

X

DISTRICT 3

Craig Berkman

X

DISTRICT 4

Corky Kirkpatrick

X

Total

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Res. 79-23

2-22-79

AYE

NAY

DISTRICT 4

Corky Kirkpatrick

X

DISTRICT 5

Jack Deines

X

DISTRICT 6

Jane Rhodes

X

DISTRICT 7

Betty Schedeen

X

DISTRICT 8

Caroline Miller

X

DISTRICT 9

Cindy Banzer

X

DISTRICT 10

Gene Peterson

X

DISTRICT 11

Marge Kafoury

X

DISTRICT 12

Mike Burton

X

DISTRICT 1

Donna Stuhr

X

DISTRICT 2

Charles Williamson

X

DISTRICT 3

Craig Berkman

X

Total