

C O U N C I L

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

## *Agenda*

*Date:* August 23, 1979

*Day:* Thursday

*Time:* 7:00 p.m.

*Place:* Portland State University  
Smith Center, Room 296  
1825 SW Broadway  
Portland, Oregon

### 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)\*

4.1 Minutes of Meeting of July 26, 1979

4.2 Contracts

### 5. REPORTS

5.1 Report from Executive Officer (7:20)\*

5.2 Council Committee Reports (7:40)\*

5.3 UGB Acknowledgment (8:00)\*

5.4 A-95 Review Report (8:10)\*

### 6. OLD BUSINESS

6.1 A-95 Gresham Plaza Review (8:15)\*

### 7. NEW BUSINESS

7.1 Resolution No. 79-75, Establishing Classification and Compensation Plan for the Metropolitan Service District and Providing a Cost of Living Adjustment for FY 1980 (8:30)\*

COUNCIL AGENDA  
August 23, 1979

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- 7.2 Bid Opening - Primate House Construction (8:50)\*
- 7.3 Resolution No. 79-76, Authorizing Execution of Agreement with Friends of Washington Park Zoo (9:00)\*
- 7.4 Resolution No. 79-77, Amending Interim Transportation Plan (ITP) and Functional Classification Plan (9:10)\*
- 7.5 Resolution No. 79-78, Amending FY 1980 Unified Work Program (UWP) (9:20)\*
- 7.6 Resolution No. 79-79, Amending Transportation Improvement Program (TIP) to Authorize Transfer Funds from Contingency Account (9:25)\*
- 7.7 Resolution No. 79-80, Adopting 1980-1983 Transportation Improvement Program (TIP) and FY 1980 Element (Public Comment) (9:30)\*
- 7.8 Resolution No. 79-81, Requesting Designation of MSD as Metropolitan Planning Organization (MPO) for Transportation Planning, A-95 Clearinghouse, Air Quality Planning Lead Agency, "701" Planning Organization, "208" Planning Agency and Law Enforcement Assistance Administration Planning Agency (9:50)\*

8. ANNOUNCEMENTS

ADJOURNMENT (10:10)\*

\* Times proposed are suggested - actual time for consideration of agenda items may vary.

mec

C O U N C I L

## Metropolitan Service District

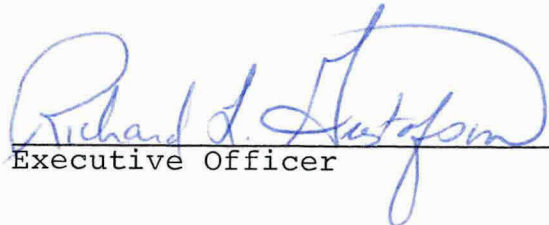
527 SW Hall Portland, Oregon 97201 503/221-1646

### Agenda

Date: August 23, 1979  
Day: Thursday  
Time: 7:00 p.m.  
Place: Portland State University  
1825 SW Broadway, Room 296  
Portland, Oregon

#### 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

4.1 Minutes of Meeting of July 26, 1979

Action Requested: Approve Minutes as circulated.

4.2 Contracts

Action Requested: Approve execution of contracts

mec

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: Contract Review

The following is a summary of contracts reviewed by staff and submitted for Council action in accordance with Resolution No. 79-52:

METROPOLITAN DEVELOPMENT

Contractor: Multnomah County (Circuit Court)

Amount: \$27,200

Purpose: A program to enhance the effectiveness and efficiency of Circuit Court. The first year project concentrated on the development of a procedures manual for Civil, Criminal, Domestic Relations, and Clerk Operations. This second year project will be devoted to developing a procedures manual for administrative services, accounting, records, jury and pre-trial release Support Services.

Contractor: Lutheran Family Services

Amount: \$71,000

Purpose: The project is to provide a system in Washington County which will divert all possible youths from the criminal justice system, including those committing status offenses. The project's aims are to reduce the arrest and detention of juvenile status offenders, provide an effective means of problem solving so that the juveniles will not require further law enforcement contact, and to document the effectiveness of this model through research. It will provide a 6-member, 24-hour, 7 day-a-week crisis intervention team that will intervene at the request of Law Enforcement and will provide counseling and referral services to appropriate agencies.



MANAGEMENT SERVICES

Contractor: Bankers Life Company

Amount: Approximately \$55,000. Administrative costs will be about \$1,600. The balance is paid as a benefit to employees.

Purpose: This contract is for the retirement plan already in force at MSD. Signature of the contract will acknowledge the change in name from CRAG to MSD and allow us to file the plan with the IRS.

ZOO

Contractor: See attached Agenda Management Summary

Amount: Maximum of \$10,000 for initial work.

Purpose: Design contract for the beaver-otter exhibit at the Washington Park Zoo.

PB/gl  
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0033A  
8/23/79

*approved*  
ADOPTED BY THE  
MSD COUNCIL  
THIS 28<sup>th</sup> DAY OF August, 1979  
Mary E. Carder  
CLERK OF THE COUNCIL

AGENDA MANAGEMENT SUMMARY

TO: MSD Council  
FROM: Executive Officer  
SUBJECT: Beaver-Otter Exhibit Contract

BACKGROUND: The Zoo Development Plan calls for construction of a Cascades Exhibit. That exhibit will have many parts, one of which is a Beaver-Otter Exhibit. With the advent of a substantial bequest, it has become possible to begin design of this project. Requests For Proposals (RFP) have been sent out with a return date of August 22, 1979. Those proposals will be screened for oral interviews. The firm selected will be expected to begin work by September 1, 1979, and to complete a design schematic, with estimated budget, by October 1, 1979. At that point, decisions will be made whether to continue to design the exhibit and the scale of the design.

BUDGET IMPLICATIONS: The FY 1980 budget includes \$100,000 which has been earmarked for this project, reimbursable from the bequest. The design contract will commit a maximum of \$10,000 for the design schematic and estimated construction costs. If the project moves forward, additional design fees will be paid within the budgeted figure.

POLICY IMPLICATIONS: By designing and later building the Beaver-Otter Exhibit, MSD will commit itself to development of exhibits in a currently largely undeveloped portion of the Washington Park Zoo.

ACTION REQUESTED: Council authorization for the Executive Officer to execute a design contract for the Beaver-Otter Exhibit with the firm selected as a result of the oral interview process. Council will be notified of the firm selected as soon as possible.

AMR:bc  
4722A  
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8/23/79

*approved*  
ADOPTED BY THE  
MSD COUNCIL  
THIS 28<sup>th</sup> DAY OF August, 1979  
*Mary E. Carden*  
CLERK OF THE COUNCIL

## MEETING REPORT

DATE OF MEETING: July 31, 1979 3:00.p.m.

GROUP/SUBJECT: Solid Waste/Public Facilities  
Council Committee

PERSONS ATTENDING: Councilors Jack Deines, Jane  
Rhodes, and Gene Peterson

Staff: Merle Irvine, Terry Waldele  
and Karen Hiatt

Guests: Bruce Etlinger and Ed Leek

MEDIA: None

### SUMMARY:

The minutes of the July 3, 1979 meetng were approved as submitted. The minutes of July 17, 1979 meeting were approved with the following change: Last sentence of the third paragraph: (after the discussion the committee recommended) the committee discussed the following:

The meeting began with Councilor Perterson distributing draft copies of the By-laws for the Solid Waste Policy Alternatives Committee. After some discussion it was decided that the staff and the Policy Alternative Committee would review the By-laws and submit their comments and recommendations to the Council Committee.

Mr. Waldele distributed copies of the By-laws for the Water Resources Policy Alternative Committee. After some discussion a question arose as to the Policy Alternative Committee reporting procedures contained in article six. The Committee requested that the staff clarify the proper reporting procedures. This item will be discussed again at the August 14 meeting.

Mr. Irvine reviewed a draft resolution stating MSD policy regarding on-site recycling, reuse and recovery programs by industrial generators of material that would otherwise be discarded as solid waste. This draft resolution is in response raised by several industries and the Portland Chamber of Commerce during the discussion of House Bill 2846 that the passage of this bill would prohibit on-site recycling. Councilor Deines expressed concern that as a stated policy in the draft resolution MSD will encourage on-site recovery facilities, i.e. incineration, by the various industries in the MSD area.

SOLID WASTE/PUBLIC FACILITIES COUNCIL COMMITTEE  
Meeting of July 31, 1979  
Page Two

It was the concensus of the Committee that the reference to recovery facilities be eliminated from the resolution. The resolution will be discussed at the next meeting of the Solid Waste Policy Alternative Committee.

Councilor Rhodes reviewed the progress of a Johnson Creek clean-up scheduled for Saturday, August 11, 1979. She indicated that four locations have been selected. They are Gresham, Johnson Creek Park at S.E. 21st and S.E. Clatsop, Tidewater Park at the end of S.E. 37th, and at S.E. May and S.E. 66th in the Clackamas area. According to Councilor Rhodes there appears to be a problem with liability insurance at the Clackamas area clean-up site since the property is owned by Portland Traction Company. If the necessary insurance can not be obtained the Clackamas area clean-up site may have to be abandoned.

Mr. Bruce Etlinger and Ed Leek from the City of Portland Bureau of Neighbor Environment reviewed the City's Neighborhood Enhancement program and their accomplishment during the fiscal year 1978/79. Mr. Etlinger indicated that the purpose of this meeting was information only, however, they would be returning to MSD to seek assistance in the future.

REPORT WRITTEN BY: Merle Irvine

MI:ak

PLANNING AND DEVELOPMENT  
COMMITTEE

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

## Agenda

Date: August 20, 1979

Day: Monday

Time: 7:00 p.m.

Place: Room B

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS
3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS
4. APPROVAL OF MINUTES
5. REPORTS AND BUSINESS
  - 5.1 Discussion of Proposed City of Portland Economic Development Policies\*
  - 5.2 Project Applicant Appeal of Criminal Justice Committee Action\*
  - 5.3 Approval of Criminal Justice Contracts\*
  - 5.4 Proposed Council Resolution on UGB: Responding to LCDC (Material to follow)

Other Material Enclosed: Memo on Recommendations on Metro Study Water Supply Plan Reports and Drainage Management Reports. This matter will be on a future agenda for discussion.

\* Materials attached

JS:lz

## MEETING REPORT

DATE OF MEETING: August 9, 1979

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Charlie Williamson, Chairperson, Donna Stuhr, Betty Schedeen, Dick Carroll, WSDOT; John Frewing, Tri-Met; Donald Clark, Multnomah County; Al Myers, Gresham; Larry Cole, Beaverton; Ted Spence, ODOT; Bill Young, DEQ; Connie Kearney, Clark County; Lloyd Anderson, Port of Portland

Staff: Bill Ockert, Ernie Munch, Dick Arenz, Bebe Rucker, Paul Bay, Bill Pettis, Mike Borresen, Clyde Doctor, Deanna Mueller-Crispin, Bob Haas, Ken Johnson, John MacGregor, Karen Thackston

MEDIA: None

### SUMMARY:

#### 1. CHANGES TO THE INTERIM TRANSPORTATION PROGRAM (ITP)

Multnomah County has requested that certain streets shown in the ITP be redesignated to match the functional classification of Multnomah County. Bob Haas explained that staff was recommending the changes be made to both the ITP and the functional classification system where there was no conflict and the changes were technically sound. Amendments that conflict with bordering jurisdictions were recommended for further study.

Betty Schedeen moved and was seconded to approve the staff recommendation and forward to the Council for adoption. Motion passed unanimously.

#### 2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AIR QUALITY CONSISTENCY STATEMENT

TPAC had recommended that projects be categorized as to whether a detailed air quality analysis is underway or not. If such an analysis is not underway, the results of the sketch-level air quality analysis undertaken by the staff would be presented. If a detailed analysis is underway (or completed), reference would be made to these analyses.

Don Clark asked about the determination on I-205. Bill Young responded that the air quality permit for I-205 issued by EQC was conditional on finding solutions to counter balance the increase in pollution resulting from the highway. Such actions as ramp metering, etc. may be needed. Mr. Young explained that on days when the ozone problem is extreme, the freeway may have to be closed.

Mr. Clark was very concerned about the health factors for people. Discussions centered on alternatives, solutions and trade-offs. It was suggested that staff should look at viable transit alternatives to the trips which would use I-205 in developing the Regional Transportation Plan, the short-range Transportation Development Program, and the Air Quality Transportation Control Plan.

John Frewing moved and was seconded to forward the TIP and Air Quality Determination of Consistency to the Council for adoption with the proviso that I-205 be flagged so the Council is made aware that I-205 will contribute to the region's air quality problem. Motion passed unanimously.

### 3. UNIFIED WORK PROGRAM AMENDMENTS

The proposed amendments are needed to satisfy requirements of the Urban Mass Transportation Administration.

Don Clark read a position statement from Multnomah County concerning the federal requirements on accessible buses and asked that MSD consider making a statement to UMTA. Paul Bay suggested that Tri-Met address these concerns as part of their special transportation studies.

Donna Stuhr moved and was seconded to approve the UWP amendments and forward to the Council for adoption. Motion passed unanimously.

### 4. COST INCREASES

Staff explained that nine committed FAU projects have cost increases totaling about \$4.4 million but that there is only about \$2 million left in this category to cover them. TPAC had recommended cost increases be granted on projects ready to go to bid. Two of the nine projects (Greenburg Road and Scholls/Allen) are about ready to go to bid and total \$168,000 in increases. TPAC also felt that policy options should be reviewed before cost increase decisions are made on other projects. It was decided to call a meeting of the involved jurisdictions (elected officials and staff) to lay out policy options to deal with this problem. Lloyd Anderson suggested the discussions also deal with the broader management problems of getting all funded projects to a point where federal funds can be obligated.

Betty Schedeen moved and was seconded to forward the cost increases on the Greenburg Road and Allen/Scholls projects to the Council for approval. Motion passed unanimously.

5. MPO DESIGNATION

Governor Straub had designated MSD as the MPO, A-95 Clearinghouse and Air Quality Lead Agency through September, 1979. It is now time to request a new designation of Governor Atiyeh.

Donna Stuhr moved and was seconded to recommend Council approval of the designation. Mayor Myers questiond the advisability of MSD continuing their role as the A-95 Clearinghouse. Motion passed with one dissenting vote (Myers).

6. CITIZEN INVOLVEMENT

Application forms were given to JPACT members with the request that they suggest names of possible citizens to sit on TPAC.

REPORT WRITTEN BY: Karen Thackston

COPIES TO: JPACT  
Rick Gustafson  
Denton Kent

KT:bk  
4732A  
D/3



ZOO COMMITTEE

August 16, 1979 - 3:30 P.M.

Zoo's Education Building

A G E N D A

- I. Reading of Minutes
- II. Staff Presentation - Buildings and Grounds (Lee Marshall)
- III. Old Business
  - a. Development Officer - Job Description
  - b. Development Foundation - Organization (Betty)
  - c. Zoo Trip - Warren
  - d. Other
- IV. New Business
  - a. Morgan Berry Memorial
  - b. Other

SPECIAL MEETING

August 22, 1979 - 12:00 P.M.

Ringside Restaurant in Gresham

- I. Primate Construction Bid Award

Zoo Committee (MSD Council)

Minutes: August 2, 1979  
3:30 p.m., Education Building  
Washington Park Zoo

NEXT MEETING

Thursday, August 16, 1979  
3:30 p.m., in the Zoo's  
Education Building

Those present: Cindy Banzer, Chairperson; Councilor Betty Schedeen.  
Staff: Warren Iliff, Kay Rich, Judy Henry.  
Guest: Marilyn Holstrom

I. Minutes: The minutes of July 19, 1979, were approved as published.

II. Old Business

- a. Zoo/FOZ Agreement: Chairperson Banzer presented the agreement to the FOZ Board of Trustees on July 24. FOZ objected to Item Ten under the section "FOZ AGREES" stating that they publish a detailed monthly financial statement and that an independent audit would be prohibitively expensive.

Motion: Councilor Schedeen moved that Item Ten under "FOZ AGREES" be struck and that Item Eleven then become Item Ten.  
Motion carried.

The Zoo/FOZ Agreement will be presented to the MSD Council on August 23 with an accompanying resolution prepared by Warren Iliff.

Chairperson Banzer stated that in her opinion it is essential there be a MSD representative in attendance at FOZ Board meetings; she also requested that copies of the FOZ minutes be routinely mailed to Zoo Committee members.

- b. Foundation: At the moment we are asking only that the MSD Council authorize the creation of a development foundation. Should that be approved, the guidelines will be established and authorization sought for the initial funding (\$20,000 which will probably come from the Zoo's contingency budget). Warren Iliff is to come back to this committee with drafts of a job description and position requirements for the development officer. The position should be advertised by the first of September and filled by mid-October.

Councilor Schedeen distributed by-laws of the Mt. Hood Community College District Foundation (see attached) and will bring to the next meeting materials on the setting up of foundations.

- c. Public Hearings: Marilyn Holstrom, the member of the MSD staff whose job it is to put together public hearings, was in attendance. She stated that she and her staff are very experienced in putting together public hearings and that they

would very much like to do those for the Zoo if only the Zoo Committee would allow them to be of service. The committee apologized for going ahead without assistance and requested that the following criteria be observed in the course of scheduling the hearings: the meetings be held on four Wednesday evenings in October; they be held in those general areas outlined in the committee minutes of July 19; that the meeting places be easily accessible to the public; and that Jack McGowan be consulted on this and that he heavily publicize these meetings.

The idea of doing a poll/questionnaire was again discussed. Kay stated that Jack McGowan is very much against having this done as he feels it could create negative feedback. The committee members, however, felt that a very simple, positive statement requesting public response would elicit positive feedback and would also enable us to determine what improvements the public wishes to see. Kay distributed a sample statement/questionnaire prepared by Jack McGowan which the committee liked very much. Kay is to take the sample back to Mr. McGowan for some minor reworking and then bring it back to the next meeting.

- d. Special Meeting Location: The special Zoo Committee meeting scheduled for noon on August 22 will be held at the Ringside Restaurant in Gresham.
- e. Seattle Zoo Trip: Chairperson Banzer and Councilor Schedeen will be in Seattle on August 26 and 27 for the purpose of visiting the Seattle Aquarium and the Woodland Park Zoo.
- f. Zoo Trip: The committee members scheduled the California trip for September 14 - 17. They plan to fly into Los Angeles where they will view the Los Angeles Zoo, and will then rent a car and drive to San Diego to visit the San Diego Zoo, the Wild Animal Park and Sea World. Warren Iliff will accompany the committee members and will make all scheduling and travel arrangements.

### III. New Business

- a. Morgan Berry Memorial: Discussion on this was postponed to the next meeting.
- b. Contracts: Kay stated that Harold Mehlig has done the Zoo's electrical work for many years, and in fact is probably the only person who knows the layout of the Zoo's entire electrical system. We would like to place him on a retainer contract to do all of the emergency electrical work for the Zoo at a cost of \$22.50 per hour for him and \$12.50 per hour for his assistant.  
Motion: Councilor Schedeen moved that the retainer contract as outlined by Kay Rich be approved.  
Motion carried.

## MEETING REPORT

DATE OF MEETING: August 21, 1979

GROUP/SUBJECT: Ways and Means Committee

PERSONS ATTENDING: Couns. Kirkpatrick, Burton, Stuhr  
Staff: Denton Kent, Charlie Shell, Paul Breed

MEDIA: None

SUMMARY:

Chairman Corky Kirkpatrick called the meeting to order at 5:10 p.m. and opened discussion on contract and grant procedures. Coun. Burton questioned the Council policy requiring review of contracts over \$2,500. Mr. Shell explained the procedures were to be the continuing guidelines for the staff and that any Council policy would supersede the Rules. Coun. Burton recommended that an amendment to the procedures be written stating the Council policy on contract review which could be voided if and when the Council changed the policy.

Coun. Burton raised a question about how the Council's role in contract reviews would be stated when MSD became its own contract review board. Mr. Paul Breed explained that the Council would adopt its own rules at that time.

Mr. Shell explained that the grant procedures were established to coordinate the administration of grant applications. The key time for Council review of grant programs would be in the budget process. The grant review procedures would insure that actual grant applications were consistent with the budget.

Coun. Stuhr stated that she would be interested in reviewing the impact statements which were a required part of the grant process. Mr. Denton Kent stated that these statements could be made available to the Council.

Mr. Shell noted that the contract and grant procedures were brought to the Committee for review and comment and that no specific action was requested.

Coun. Kirkpatrick then proceeded to a discussion of the pay and classification plan. Mr. Shell stated that the plan had been distributed to all staff members. In response to questions from the Council, Mr. Shell stated that, while the plan had not received a strong endorsement from the staff, specific dissatisfaction was limited to relatively few positions. Mr. Kent noted that the employees were supportive of the proposed cost of living increase.



Since the Employees Committee had not been notified that this item was on the agenda Coun. Kirkpatrick suggested that Coun. Burton be aware that employees might want to appear before the Council to express their views at the August 23 meeting.

The Committee noted that the impact of the plan would be to considerably reduce the contingency in the Planning and General Funds. Mr. Kent noted that, while there would be less than \$8,000 remaining in the Planning Fund contingency, MSD would receive an additional \$29,000 in unanticipated revenues in this fund which would help increase the fund balance. Mr. Shell noted that ending fund balances for FY 1979 would be available at the end of September.

The Committee voted to recommend approval of the Plan.

Coun. Kirkpatrick introduced a memorandum she had prepared suggesting guidelines on allowable Council expense. She recommended that guidelines for Councilors be reasonably consistent with the guidelines established for employees.

The main issues discussed were what type of expenses should be absorbed as part of the per diem allowance and which items should be included in expenses. Coun. Kirkpatrick stated that in her opinion the per diem should include personal expenses such as babysitting, membership in community organizations, subscriptions and special supplies. The \$1,500 allowance for expenses should cover the actual cost a Councilor incurs in the course of serving in the position.

Coun. Stuhr stated that she felt dues for community organizations should be included in Council expenses. She noted that there were three Chamber of Commerce organizations in her district which she felt obligated to join.

Mr. Kent explained that MSD will pay the membership for one professional organization for employees.

Coun. Kirkpatrick suggested that a similar guideline be adopted establishing either payment for one organization or a dollar limit.

The Committee agreed to recommend a \$100.00 limit.

Coun. Stuhr stated that cost of such items as babysitting and cleaning should not be an allowable expense, but would be absorbed as part of the per diem. This view was supported by Coun. Burton.

Coun. Kirkpatrick stated her view that Councilors newsletters should not be an allowable expense but if there were not support for this position, she would recommend guidelines similar to those used by State Legislators. These guidelines prohibit the distribution of newsletters two months before an election in which the legislator is a candidate. This view was supported by the Committee members.

Coun. Burton requested that the staff draft a report based on the Committee discussion which would recommend a policy on the use of per diem and guidelines for Council expenses.

Coun. Kirkpatrick discussed a report she was preparing on the Council retreat, as had been recommended by the consultant.

The Committee then reviewed a draft of a Charge to the MSD Task Force on Long-term Financing. Coun. Kirkpatrick stated that the charge should be very specific in explaining the Council's expectations. She did not want the Council to be in the position of having to deal with a report prepared by a highly influential Committee which the Council was not prepared to respond to. The charge would limit the role of the Task Force to providing recommendations on replacing the dues assessment and the serial levy and providing a list of issues on the long-term development of MSD for further Council consideration.

The Committee suggested that revisions to the proposed draft be discussed at a September 4 Ways and Means Committee meeting.

Mr. Shell introduced a request for exemption of two positions from the hiring freeze and asked for a Committee position on exemptions for predominantly grant funded positions. After Committee discussion, Coun. Burton stated that he would be prepared to introduce a resolution exempting fully grant funded positions and positions requiring no more than \$1,000 annually in local match funds.

REPORT WRITTEN BY: Charlie Shell

COPIES TO: Ways and Means Committee  
Rick Gustafson

CS/gl  
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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: UGB Acknowledgment

**BACKGROUND:** The Council has been presented background information on the UGB acknowledgment on several previous occasions. (See July and August agendas.) Since the August 9 meeting, staff has continued discussion with the DLCD staff and local government representatives.

The purpose of these efforts was to prepare for the Council and LCDC an adequate set of policies to gain acknowledgment of the Urban Growth Boundary. Key issues which the Council may be asked to address are as follows:

1. A 10 acre minimum lot size for future parcelization within the Boundary until the following conditions are met:  
  
Proposed development meets the density assumptions contained in the Urban Growth Boundary Findings and it can be provided sewer and water facilities and services. (Three or more residential units per net acre on septic tanks or cesspools would be permitted.) Also, transportation facilities and services supporting future development must be coordinated with regional transportation planning.
2. Prohibition of low-density (under three residential units per net acre) development on septic tanks or cesspools.
3. Should single family dwellings using septic tanks or cesspools be permitted on lots of record within the Urban Growth Boundary.
4. Should there be a line within the Urban Growth Boundary separating immediate from future urban lands which only the MSD designates and amends. Alternative: "...which MSD designates but is amended by local jurisdictions, and/or Boundary Commission according to MSD criteria.
5. Should some adjustment of the Boundary be anticipated as soon as late 1979 or early 1980 to redress Boundary location problems in Clackamas County.
6. Should uncommitted land in the Agricultural Soft Areas be removed from the Boundary or remain in the Boundary, but be reserved for "last option use" by application of zoning and a Fasano-type demonstration of need prior to conversion to urban use.

7. Will MSD assume an active, coordinative or passive role with local jurisdictions in implementation of the policies adopted. (The role assumed by MSD may be instrumental in gaining LCDC's positive evaluation of our response to their concerns).

BUDGET IMPLICATIONS: Prolongation of the UGB acknowledgment continues to divert staff from assignments planned for the 1979-80 program.

The policy and implementation choices selected by MSD and accepted by the LCDC could impact further this year's budget and future budgets.

POLICY IMPLICATIONS: The policy proposals being prepared seek to gain UGB acknowledgment; manage efficiently urban land for urban growth; control development in areas outside the Boundary; and provide for timely well-considered future amendments to the Boundary as necessary.

ACTION REQUESTED: Informational Item. Final proposals will be forwarded the week of August 20, prior to the Council meeting August 23.

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8/23/79



REPLY TO LCDC QUESTIONS REGARDING  
IMPLEMENTATION OF THE UGB

APPROVED BY THE MSD COUNCIL  
August 23, 1979

- I. "MSD commitment and timetable to complete functional plan elements on housing, transportation and public facilities and services."

The following provides information about and estimates of time for MSD's regional planning. Since the regional products will have an influence on land use in the region, including the issues in question in the Urban Growth Boundary acknowledgment, this presentation is timely. It is not, however, offered as a formal compliance schedule.

A. The MSD is guided by statute to:

1. "Adopt land-use planning goals and objectives for the district consistent with goals and guidelines adopted under ORS 197.005 to 197.430."
2. Define and apply a planning procedure which identifies and designates areas and activities having significant impact upon the orderly and responsible development of the metropolitan area, including, but not limited to, impact on:
  - a. Air quality; and
  - b. Water quality; and
  - c. Transportation.
3. Prepare and adopt functional plans for those areas designated under subsection (1) of this section to control metropolitan area impact on air and water quality, transportation and other aspects of metropolitan area development the Council may identify.
4. Review the comprehensive plans in effect on the operative date of this 1977 Act or subsequently adopted by the cities and counties within the district which affect areas designated by the Council under subsection (1) of this section and recommend or require cities and counties, as it considers necessary, to make changes in any plan to assure that the plan and any actions taken under it conform to the district's functional plans adopted under subsection (2) of this Section.

- B. Goals and Objectives: A program designed to update and strengthen MSD's goals and objectives has been started. We anticipate a first product focusing on selected key issues to emerge for Council consideration late fall or winter of 1979. A longer-term, more extensive effort will follow the initial product. Regional housing policies will be addressed as goals and objectives rather than a functional plan. MSD has a set of Initial Housing Policies which speak to the areas of LCDC interest as contained in Goals #10 and #14. A description of current

work on a market-level housing allocation has been prepared. The MSD has already adopted a housing opportunity plan for assisted housing. Each of these housing documents is contained in the Appendix.

- C. Functional Plans: The MSD has or is preparing functional plans as described below.

MSD planning has been based upon the assumption that regional determination of basic urban and rural/natural resource land use designations should precede final determination of sewer, water, and transportation facilities and services. While these basic land use designations have and should reflect the location of existing facilities and services and the feasibility for future installation, final, full-scale facility and service planning should follow and support the land use designations.

1. Air Quality: As the designated lead agency for air quality planning, MSD has prepared (with DEQ) and adopted a State Air Quality Improvement Plan. Work is continuing at this time on the planning and implementation measures needed to attain federal air quality standards within the requisite 1982 and 1987 timeframes. Land-use impacts and implementation options will be considered in this process.
2. Water Supply: A water supply study for the region is being prepared at this time by the Corps of Engineers and MSD. The plan will document water supply resources and management available to the region, especially the urban portion. This work will likely be completed and adopted by mid-1980.
3. Transportation: A fully revised regional transportation plan is now being prepared. It addresses both highway and transit transportation. The planning area coincides with the Urban Growth Boundary with few minor exceptions. The planning program has provided updated and improved regional population and employment forecasts, which were used in the Urban Growth Boundary work. The analytic methodology, particularly in the allocation of where people will live and work, heavily incorporated both transportation and land-use information, policies and considerations. To support the whole effort, a complete inventory of 14 land-uses and vacant land was produced. The same information was used in the Urban Growth Boundary work.

The transportation plan will likely be concluded by July, 1980.

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"Undeveloped land" shall mean in Policy Guidelines #2 and #3 land which can support a planned public, residential, commercial or industrial use and is shown as vacant on the MSD land use inventory. Industrial and commercial development shall not occur without assurance of urban services.

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\*Future residential developments are forecast to increase in the Urban Growth Boundary Findings from 5.9 to 6.0 units per net acre. This forecast is based on what already exists in the metropolitan area and on the current past trends to increase large-lot residential zoning. The Urban Growth Boundary Findings are based on regional averages regardless of present zoning and differences in local development patterns. Therefore, density assumptions in the Findings cannot be directly applied to the review of existing local plans or zoning.

When local plans are reviewed for compliance with LDCD Goals #10 and #14, the overall density in a city or county should meet or exceed those for new development in the Findings with few exceptions. These densities are 4.04 units per net acre for single family residential and 13.26 for multi-family and developed at a ratio of 1 multi-family for each single family unit.

Clearly, not all cities (usually very small cities) will be in strict conformance with these averages. Criteria for exceptions will be based on whether the land use plan shows an overall increase in densities and provides sufficient land for multi-family housing to meet the year 2000 housing mix.

In the event that a local jurisdiction desires to approve residential development prior to acknowledgment of their comprehensive plan at densities less than those described above, the approving authority must enter in the record their findings for why the MSD densities should not be met.



Urban Growth Boundary Findings if a local plan has not met MSD Goal #10 and #14 review, except for land with unique topographic or natural features, and c) sewer and water facilities and services are assured concurrent with final approval of the development proposal. Sewer, water and transportation facilities and services for such development must be coordinated with corresponding regional planning.

Policy Guideline No. 4:

Development on septic tanks and cesspools shall be prohibited within the Urban Growth Boundary except when:

1. septic tanks or cesspools are permitted by a local jurisdiction and DEQ for a) three (3) or more units per net acre, or b) for lots of record legally recorded prior to the adoption of this policy guideline; or
2. local plans identify lands with unique topographic or other natural features which make sewer system extension impractical, but which are practical for large lot home-sites; or
3. an area is under a sewer moratorium, with sewerage services five years or more away, and a local comprehensive plan provides for the orderly use of septic tanks as an interim development measure and the same comprehensive plan adequately assures that future delivery of sewerage services is planned.

Local plans and ordinances allowing interim septic tank development must insure that such interim development be within a sewerage service district, must provide for the installation of on-site sewerage lines capable of being connected to a future sewerage system, except in the case of a single housing unit on lots of records, and must insure land use intensification when the sewerage system is available.

Supporting Local and Boundary Commission Policies

Land-use has historically been a local government responsibility and it is with local government that the most effective growth management controls can be implemented. Land use controls, public facility extension policies, building design standards and public land investment policies are all coordinated to control how and where growth occurs.

Inside of the regional Urban Growth Boundary the 27 affected local governments have adopted or will adopt new plans and ordinances to accommodate growth. Each of the three counties, who control the unincorporated vacant land inside of the Urban Growth Boundary, have adopted or proposed policies to control the timing and placement of new developments. Washington County designates "future" and



"immediate" growth areas; Clackamas County has proposed the use of conversion policies with criteria to designate "immediate urban" areas; Multnomah County uses "urban future" plan designations and conversion policies.

Cities coordinate the extension and provision of public facilities and services as well as land use controls.

The Boundary Commission judges urban service and city boundary changes within the metropolitan area. The Commission reviews annexation to sewer, water, lighting, recreation, etc., districts and city annexations. The Commission considers the Urban Growth Boundary and comprehensive plans in their decision-making process.

III. "MSD and County policy statements on control of development within the Tri-County area and outside the urban growth boundaries."

A. Two current MSD policies in the Land Use Framework Element (LUFE) address this concern. The first is found in Article V, Section 2 (a) (1):

"Areas shown on the Regional Land Use Framework Map as "Rural Areas" indicate where the following land uses may be located and allowed:

"a. Housing at densities compatible with the character of designated Rural Areas. Minimum residential site sizes for all housing types are to be determined before January 1, 1979, by local jurisdictions based upon the following planning considerations:

"1. The need to preserve and conserve all agricultural and forestry land not otherwise exempted through exception procedures of Statewide Goal #2, Part II, of the Land Conservation and Development Commission."

A priority is established by this policy for agricultural and forestry land in non-urban areas. MSD has acted on behalf of this policy through the staff report and Board (CRAG) action on the Clackamas County Rural Plan Amendment I; by appealing several Clackamas County subdivisions in rural areas and by recommending requirements for a minor land partition ordinance and application of Goal #3 to building permits within rural Washington County. Such actions will be taken in the future if circumstances warrant.

The second existing policy is found in Article I, Section 2 (c):

"The Land Use Framework Element is to be implemented without substantial adverse effect on the housing industry's ability to provide housing within the income levels of the region's existing and future population."

Timely availability of serviced, buildable land must be assured for the normal 2-5 year development cycle to meet this policy. The MSD has included in the 1979-80 budget and program a new project on "development assistance" which will lend regional support on behalf of capital improvement, permit procedure improvement, and other similar efforts needed to assure availability of land. Our Land Market Monitoring Project will augment the Development Assistance Project.

Also important to meeting this policy is control of development outside the Boundary. Extensive development in rural areas will undermine the Boundary without benefiting all family income levels in the housing market. We have already mentioned actions taken by the MSD to help slow down rural development. But, since most of the region's non-urban land is outside the district, strong leadership must be given by the LCDC and counties for full realization of this goal. The MSD will continue and improve upon doing its part. Item B following is one additional proposed action.

- B. Concern over the negative impact of extensive rural area development on the viability of the Urban Growth Boundary leads to a need for better understanding of what is meant by "extensive rural development." MSD staff is proposing to the Council that by December 1, 1979 definitions of urban and rural be prepared by MSD and adopted. The definition will be intended and designed for use in judging when rural area development is, in fact, urban development. The MSD would then be in an improved position to consult with counties on regional policies regarding urban and non-urban densities; to appeal rural land use actions which are inconsistent with the definition and to make comment on local comprehensive plans, ordinances and land use actions in the rural areas.
- C. The MSD will use plan review powers to open local plans for amendment and when warranted use its goals, objectives and functional plans as the chief means to implement these policies. In so doing, we are operating under Section 17 of HB 2070, which states:

"(2) Review the comprehensive plans in effect on the operative date of this 1977 Act, or subsequently adopted by the cities and counties within the

district and recommend or require cities and counties, as it considers necessary, to make changes in any plan to assure that the plan conforms to the district's metropolitan area goals and objectives and statewide goals;

"(3) Coordinate the land-use planning activities of that portion of the cities and counties within the district; and

"(4) Coordinate its activities and the related activities of the cities and counties within the district with the land-use planning development activities of the Federal Government, other local governmental bodies situated within this state or within any other state and any agency of this state or another state."

Under Section 19 the MSD performs the LCDC coordination and review functions.

"SECTION 19. (1) For the purposes of ORS 197.190, the district formed under ORS chapter 268 shall exercise within the district the review, advisory and coordinating functions assigned under subsection (1) of ORS 197.190 to each county and city that is within the district."

IV. "MSD policy/procedure for amendment of the Urban Growth Boundary."

A. The Urban Growth Boundary Findings adopted by the MSD Council state the policies that will guide future amendments to the Boundary:

"1. The Urban Growth Boundary is assumed to be a long-term instrument that will stabilize future land-use policies.

"2. The efficiency of land-use, preservation of prime agricultural lands for agricultural use and improved efficiency of public facilities and services comprise the objectives of the Urban Growth Boundary."

In keeping with these policies MSD expects to make only small changes to the Boundary in response to petitions from government agencies and individuals. Proposed changes will be considered annually. Chapter 2.3, Section 7 (b), of the Rules and Regulations provides for this type of change.

"Any agency or individual within the CRAG region may at any time, petition the Board of Directors to amend the plan or elements thereof. Such petition shall be in writing on a form provided by, and submitted to, the Executive Director. At or during a specified time each year, simultaneously with or immediately following annual review of Goals and Objectives, all completed petitions shall be considered by the Board of Directors."

MSD is obligated to review comprehensively the Urban Growth Boundary every four years as provided by Chapter 2.3, Section 7 (a):

"The plan, or adopted elements thereof, shall be regularly and comprehensively reviewed and, if necessary, revised every four (4) years. Such review shall include a staff review and report to the Board of Directors, committee recommendations, receipt of comments and proposals from members and an opportunity for citizen participation. Such review should be conducted simultaneously with, or immediately following, comprehensive review of the Goals and Objectives."

- B. MSD has also committed to monitoring the Urban Growth Boundary. Article I, Section 2 (b), of the Land Use Framework Element provides that "...a constant monitoring process will be established...." This monitoring process is divided into two sections, a land-use data section and a policy impact evaluation section. The first is designed to collect and display changes in land use for the whole SMSA and more specifically for the area inside of the Urban Growth Boundary. Data will include shifts in zoned vacant land, building and subdivision activity, public facilities, vacant land consumption and other related data. All data series will be categorized by census tracts, city limits, county, and by MSD subdistricts, and will be updated at least annually.

The second section, policy impact evaluation, explains why changes are occurring, particularly with respect to land prices. The price, and hence use of land, varies in response to private market conditions and in response to public policies such as land-use controls, taxation and public facility availability. The purpose of this section is to determine, through sampling land sales, which variables most affect the price of land. This will include an evaluation of the Urban Growth Boundary as well as other local land use controls.

The monitoring system will not in itself provide a final answer for when to change the Boundary, but it will help identify when and how the Boundary, and other land-use controls, affect the cost and availability of land.

- C. MSD will further define its amendment process to establish criteria for expansion of the Urban Growth Boundary and this will be completed by December 1, 1979. The criteria will include the following provision.

Policy for Amending  
The Urban Growth Boundary

Any demonstration of need to expand the Urban Growth Boundary may be based upon an analysis of at least that portion of a county within the MSD and must be evaluated by MSD to assure that there are no better alternatives within the regional Urban Growth Boundary. Goal #14 considerations as interpreted by the DLCDC must be followed.

(Metropolitan counties with cities outside the Urban Growth Boundary are responsible for coordinating the establishment and change of urban growth boundaries for those cities.)

MSD agrees to consider at its next amendment period a request from Clackamas County to make adjustments, including expansion, of the Boundary.

V. Examination of Agricultural Soft Areas (ASA)

The Agricultural Soft Areas (ASA's) were initially identified for their location (between the IGA and proposed UGB), prime agricultural soil quality, size (over 2 square miles) and proximity to areas of prime agricultural lands outside of the Urban Growth Boundary. Each area was evaluated for agricultural and urban uses and staff recommendations were made to the former CRAG Board. Two whole ASA's and parts of 3 others were recommended for exclusion from the Urban Growth Boundary by staff. The CRAG Board approved the 2 whole ASA areas and part of another for exclusion. The remaining 6 areas were judged by either CRAG staff or the Board to be either committed to urban development or necessary for future urban development.

As a result of a re-examination conducted by the MSD and DLCDC staffs, portions of the 6 remaining ASA's have tentatively been identified as mostly productive, prime agricultural land. However, final identification should be delayed until a more thorough examination can be conducted with local staff and officials through field investigations.

The MSD Council voted unanimously on August 23, 1979 to support the following position on the ASA's:

1. Leave the ASA's in the Boundary, but apply special

protective regulations to areas identified as productive, prime agricultural land.

2. Approve as policy guidelines:

- a. Prohibition of residential development for 10 years.
- b. Permission of industrial/commercial uses (especially those requiring large parcels) upon establishing substantial findings that no alternative lands exist within the Boundary for the proposed industrial/commercial uses.

MSD will provide assistance to local jurisdictions regarding adoption and implementation of these policies. The schedule and responsibilities for enforcement of policy guidelines as described on page 5 shall apply to these policy guidelines.

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6. Maintain regular media information process.

B. Local Government

1. MSD would take a lead in coordinating with local governmental officials.
2. Conduct regular Interagency Coordinating Committee (ICC) meetings to review progress.
3. Review progress with TPAC and JPACT on a regular basis.
4. Establish forum of elected officials in the corridor which would meet periodically to review progress and advise on policy matters.
5. Meet periodically on a jurisdiction-by-jurisdiction basis with local elected officials in the Corridor to review progress and obtain advice on policy matters.

C. MSD Council

1. Review progress with JPACT on a periodic basis.

2. Review progress with the MSD Council on a periodic basis.
3. Involve Council members from the Corridor in the forum of elected officials.

D. Tri-Met

1. Review progress with the Tri-Met Board on a periodic basis.
2. Involve selected Tri-Met Board members in the forum of elected officials.

E. State

1. Involve selected OTC member and Governor's staff in the forum of elected officials.
2. Develop strategy for involving key state legislators.

F. USDOT

1. Review progress with USDOT officials on a periodic basis.



2. Progress reports should be given to key congressmen and their staff at appropriate times.

REPLY TO LCDC QUESTIONS REGARDING  
IMPLEMENTATION OF THE UGB

RECOMMENDED TO THE MSD COUNCIL

AUGUST 21, 1979

- I. "MSD commitment and timetable to complete functional plan elements on housing, transportation and public facilities and services."

The following provides information about and estimates of time for MSD's regional planning. Since the regional products will have an influence on land use in the region, including the issues in question in the Urban Growth Boundary acknowledgment, this presentation is timely. It is not, however, offered as a formal compliance schedule.

A. The MSD is guided by statute to:

1. "Adopt land-use planning goals and objectives for the district consistent with goals and guidelines adopted under ORS 197.005 to 197.430."
2. Define and apply a planning procedure which identifies and designates areas and activities having significant impact upon the orderly and responsible development of the metropolitan area, including, but not limited to, impact on:
  - a. Air quality; and
  - b. Water quality; and
  - c. Transportation.
3. Prepare and adopt functional plans for those areas designated under subsection (1) of this section to control metropolitan area impact on air and water quality, transportation and other aspects of metropolitan area development the Council may identify.
4. Review the comprehensive plans in effect on the operative date of this 1977 Act or subsequently adopted by the cities and counties within the district which affect areas designated by the Council under subsection (1) of this section and recommend or require cities and counties, as it considers necessary, to make changes in any plan to assure that the plan and any actions taken under it conform to the district's functional plans adopted under subsection (2) of this Section.

- B. Goals and Objectives: A program designed to update and strengthen MSD's goals and objectives has been started. We anticipate a first product focusing on selected key issues to emerge for Council consideration late fall or winter of 1979. A longer-term, more extensive effort will follow the initial product. Regional housing policies will be addressed as goals and objectives rather than a functional plan. MSD has a set of Initial Housing Policies which speak to the areas of LCDC interest as contained in Goals #10 and #14. A description of current

work on a market-level housing allocation has been prepared. The MSD has already adopted a housing opportunity plan for assisted housing. Each of these housing documents is contained in the Appendix.

- C. Functional Plans: The MSD has or is preparing functional plans as described below.

MSD planning has been based upon the assumption that regional determination of basic urban and rural/natural resource land use designations should precede final determination of sewer, water, and transportation facilities and services. While these basic land use designations have and should reflect the location of existing facilities and services and the feasibility for future installation, final, full-scale facility and service planning should follow and support the land use designations.

1. Air Quality: As the designated lead agency for air quality planning, MSD has prepared (with DEQ) and adopted a State Air Quality Improvement Plan. Work is continuing at this time on the planning and implementation measures needed to attain federal air quality standards within the requisite 1982 and 1987 timeframes. Land-use impacts and implementation options will be considered in this process.
2. Water Supply: A water supply study for the region is being prepared at this time by the Corps of Engineers and MSD. The plan will document water supply resources and management available to the region, especially the urban portion. This work will likely be completed and adopted by mid-1980.
3. Transportation: A fully revised regional transportation plan is now being prepared. It addresses both highway and transit transportation. The planning area coincides with the Urban Growth Boundary with few minor exceptions. The planning program has provided updated and improved regional population and employment forecasts, which were used in the Urban Growth Boundary work. The analytic methodology, particularly in the allocation of where people will live and work, heavily incorporated both transportation and land-use information, policies and considerations. To support the whole effort, a complete inventory of 14 land-uses and vacant land was produced. The same information was used in the Urban Growth Boundary work.

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Appeals alleging violation of this policy shall utilize the normal LCDC or Land Use Court option for appeal.

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1. septic tanks or cesspools are permitted by a local jurisdiction and DEQ for a) three (3) or more units per net acre, or b) for lots of record legally recorded prior to the adoption of this policy guideline; or
2. local plans identify lands with unique topographic or other natural features which make sewer system extension impractical, but which are practical for large lot home-sites; or
3. an area is under a sewer moratorium, with sewerage services five years or more away, and a local comprehensive plan provides for the orderly use of septic tanks as an interim development measure and the same comprehensive plan adequately assures that future delivery of sewerage services is planned.

Local plans and ordinances allowing interim septic tank development must insure that such interim development be within a sewerage service district, must provide for the installation of on-site sewerage lines capable of being connected to a future sewerage system, and must insure land use intensification when the sewerage system is available.

Supporting Local and Boundary Commission Policies

Land-use has historically been a local government responsibility and it is with local government that the most effective growth management controls can be implemented. Land use controls, public facility extension policies, building design standards and public land investment policies are all coordinated to control how and where growth occurs.

Inside of the regional Urban Growth Boundary the 27 affected local governments have adopted or will adopt new plans and ordinances to accommodate growth. Each of the three counties, who control the unincorporated vacant land inside of the Urban Growth Boundary, have adopted or proposed policies to control the timing and placement of new developments. Washington County designates "future" and "immediate" growth areas; Clackamas County has proposed the use of conversion policies with criteria to designate "immediate urban"

areas; Multnomah County uses "urban future" plan designations and conversion policies.

Cities coordinate the extension and provision of public facilities and services as well as land use controls.

The Boundary Commission judges urban service and city boundary changes within the metropolitan area. The Commission reviews annexation to sewer, water, lighting, recreation, etc., districts and city annexations. The Commission considers the Urban Growth Boundary and comprehensive plans in their decision-making process.

III. "MSD and County policy statements on control of development within the Tri-County area and outside the urban growth boundaries."

A. Two current MSD policies in the Land Use Framework Element (LUFE) address this concern. The first is found in Article V, Section 2 (a) (1):

"Areas shown on the Regional Land Use Framework Map as "Rural Areas" indicate where the following land uses may be located and allowed:

"a. Housing at densities compatible with the character of designated Rural Areas. Minimum residential site sizes for all housing types are to be determined before January 1, 1979, by local jurisdictions based upon the following planning considerations:

"1. The need to preserve and conserve all agricultural and forestry land not otherwise exempted through exception procedures of Statewide Goal #2, Part II, of the Land Conservation and Development Commission."

A priority is established by this policy for agricultural and forestry land in non-urban areas. MSD has acted on behalf of this policy through the staff report and Board (CRAG) action on the Clackamas County Rural Plan Amendment I; by appealing several Clackamas County subdivisions in rural areas and by recommending requirements for a minor land partition ordinance and application of Goal #3 to building permits within rural Washington County. Such actions will be taken in the future if circumstances warrant.

The second existing policy is found in Article I, Section 2 (c):

"The Land Use Framework Element is to be

implemented without substantial adverse effect on the housing industry's ability to provide housing within the income levels of the region's existing and future population."

Timely availability of serviced, buildable land must be assured for the normal 2-5 year development cycle to meet this policy. The MSD has included in the 1979-80 budget and program a new project on "development assistance" which will lend regional support on behalf of capital improvement, permit procedure improvement, and other similar efforts needed to assure availability of land. Our Land Market Monitoring Project will augment the Development Assistance Project.

Also important to meeting this policy is control of development outside the Boundary. Extensive development in rural areas will undermine the Boundary without benefiting all family income levels in the housing market. We have already mentioned actions taken by the MSD to help slow down rural development. But, since most of the region's non-urban land is outside the district, strong leadership must be given by the LCDC and counties for full realization of this goal. The MSD will continue and improve upon doing its part. Item B following is one additional proposed action.

- B. Concern over the negative impact of extensive rural area development on the viability of the Urban Growth Boundary leads to a need for better understanding of what is meant by "extensive rural development." MSD staff is proposing to the Council that by December 1, 1979 definitions of urban and rural be prepared by MSD and adopted. The definition will be intended and designed for use in judging when rural area development is, in fact, urban development. The MSD would then be in an improved position to consult with counties on regional policies regarding urban and non-urban densities; to appeal rural land use actions which are inconsistent with the definition and to make comment on local comprehensive plans, ordinances and land use actions in the rural areas.
- C. The MSD will use plan review powers to open local plans for amendment and when warranted use its goals, objectives and functional plans as the chief means to implement these policies. In so doing, we are operating under Section 17 of HB 2070, which states:

"(2) Review the comprehensive plans in effect on the operative date of this 1977 Act, or subsequently adopted by the cities and counties within the district and recommend or require

cities and counties, as it considers necessary, to make changes in any plan to assure that the plan conforms to the district's metropolitan area goals and objectives and statewide goals;

- "(3) Coordinate the land-use planning activities of that portion of the cities and counties within the district; and
- "(4) Coordinate its activities and the related activities of the cities and counties within the district with the land-use planning development activities of the Federal Government, other local governmental bodies situated within this state or within any other state and any agency of this state or another state."

Under Section 19 the MSD performs the LCDC coordination and review functions.

"SECTION 19. (1) For the purposes of ORS 197.190, the district formed under ORS chapter 268 shall exercise within the district the review, advisory and coordinating functions assigned under subsection (1) of ORS 197.190 to each county and city that is within the district."

IV. "MSD policy/procedure for amendment of the Urban Growth Boundary."

A. The Urban Growth Boundary Findings adopted by the MSD Council state the policies that will guide future amendments to the Boundary:

- "1. The Urban Growth Boundry is assumed to be a long-term instrument that will stabilize future land-use policies.
- "2. The efficiency of land-use, preservation of prime agricultural lands for agricultural use and improved efficiency of public facilities and services comprise the objectives of the Urban Growth Boundary."

In keeping with these policies MSD expects to make only small changes to the Boundary in response to petitions from government agencies and individuals. Proposed changes will be considered annually. Chapter 2.3, Section 7 (b), of the Rules and Regulations provides for this type of change.

"Any agency or individual within the CRAG region may at any time, petition the Board of Directors to amend the plan or elements thereof. Such petition shall be in writing on a form provided by, and submitted to, the Executive Director. At or during a specified time each year, simultaneously with or immediately following annual review of Goals and Objectives, all completed petitions shall be considered by the Board of Directors."

MSD is obligated to review comprehensively the Urban Growth Boundary every four years as provided by Chapter 2.3, Section 7 (a):

"The plan, or adopted elements thereof, shall be regularly and comprehensively reviewed and, if necessary, revised every four (4) years. Such review shall include a staff review and report to the Board of Directors, committee recommendations, receipt of comments and proposals from members and an opportunity for citizen participation. Such review should be conducted simultaneously with, or immediately following, comprehensive review of the Goals and Objectives."

- B. MSD has also committed to monitoring the Urban Growth Boundary. Article I, Section 2 (b), of the Land Use Framework Element provides that "...a constant monitoring process will be established...." This monitoring process is divided into two sections, a land-use data section and a policy impact evaluation section. The first is designed to collect and display changes in land use for the whole SMSA and more specifically for the area inside of the Urban Growth Boundary. Data will include shifts in zoned vacant land, building and subdivision activity, public facilities, vacant land consumption and other related data. All data series will be categorized by census tracts, city limits, county, and by MSD subdistricts, and will be updated at least annually.

The second section, policy impact evaluation, explains why changes are occurring, particularly with respect to land prices. The price, and hence use of land, varies in response to private market conditions and in response to public policies such as land-use controls, taxation and public facility availability. The purpose of this section is to determine, through sampling land sales, which variables most affect the price of land. This will include an evaluation of the Urban Growth Boundary as well as other local land use controls.

The monitoring system will not in itself provide a final answer for when to change the Boundary, but it will help identify when and how the Boundary, and other land-use controls, affect the cost and availability of land.

- C. MSD will further define its amendment process to establish criteria for expansion of the Urban Growth Boundary and this will be completed by December 1, 1979. The criteria will include the following provision.

Policy for Amending  
The Urban Growth Boundary

Any demonstration of need to expand the Urban Growth Boundary may be based upon an analysis of at least that portion of a county within the MSD and must be evaluated by MSD to assure that there are no better alternatives within the regional Urban Growth Boundary. Goal #14 considerations as interpreted by the DLCD must be followed.

(Metropolitan counties with cities outside the Urban Growth Boundary are responsible for coordinating the establishment and change of urban growth boundaries for those cities.)

MSD agrees to consider at its next amendment period a request from Clackamas County to make adjustments, including expansion, of the Boundary.

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## V. Examination of Agricultural Soft Areas (ASA)

The Agricultural Soft Areas (ASA's) were initially identified for their location (between the IGA and proposed UGB), prime agricultural soil quality, size (over 2 square miles) and proximity to areas of prime agricultural lands outside of the Urban Growth Boundary. Each area was evaluated for agricultural and urban uses and staff recommendations were made to the former CRAG Board. Two whole ASA's and parts of 3 others were recommended for exclusion from the Urban Growth Boundary by staff. The CRAG Board approved the 2 whole ASA areas and part of another for exclusion. The remaining 6 areas were judged by either CRAG staff or the Board to be either committed to urban development or necessary for future urban development.

As a result of a re-examination conducted by the MSD and DLCD staffs, portions of the 6 remaining ASA's have tentatively been identified as mostly productive, prime agricultural land. However, final identification should be delayed until a more thorough examination can be conducted with local staff and officials through field investigations. Four alternative actions have been identified for dealing with these areas once they are defined:

### Alternative Actions

- Alternative 1: Leave the ASA's inside the Boundary.
- Alternative 2: Leave the ASA's in the Boundary, but apply special protective regulations to areas identified as productive, prime agricultural land.
- Alternative 3: Remove the areas identified as productive, prime agricultural land from the Boundary.
- Alternative 4: Remove all of the ASA land from the Boundary.

If Alternative 2 is selected, optional protective regulations have been discussed.

- Option A: Zone these lands Exclusive Farm Use (EFU) and allow conversion to urban uses only as last option. Conversion could occur following establishment of findings that no alternative lands exist in the Boundary for the proposed urban use.
- Option B: Prohibit residential development for 10 years. Permit industrial/commercial uses (especially those requiring large parcels) upon establishing substantial findings that no alternative lands exist within the Boundary for the proposed industrial/commercial uses.

Alternatives 2 and 3 have received most support as compromises in MSD and DLCD staff discussions and among Council members (mostly Planning and Development Committee members). Alternatives 1 and 4 are the respective starting positions of the MSD and DLCD staffs.

ACTION REQUESTED

The reply to LCDC in September should either:

1. Request acknowledgment based upon one of the alternatives outlined above (or upon some other specific actions), with the understanding that the final definition of productive, prime agricultural land and details of any protective regulations will be concluded by a time certain, (e.g., 6 months or local compliance dates); or
2. Support a time certain for acknowledgment, (e.g., 6 months and commit to resolve the ASA issues within that time).

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# Home Builders Association of Metropolitan Portland

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Broadway /  
Portland, Oregon  
97232 /  
Telephone  
288-0121

## TESTIMONY ON URBAN GROWTH BOUNDARY POLICIES

Before the Metropolitan Service District, August 23, 1979  
By Home Builders Association of Metro Portland

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WILLIAM C. COOLEY

We appreciate the opportunity to address the Council tonight, and ask that you follow our comments by turning to the MSD document entitled "Reply to LCDC Questions Regarding Implementation of the UGB" which is dated 21 August, 1979.

### Page One

In sub B. on page one, a significant change has been made in MSD policy. In previous documents and material submitted to LCDC, housing has been identified as one of several functional plans that would be completed by MSD. Under the proposal in sub B., housing will become a subject for goals and policies, and not functional plans. While we agree that most areas of housing do lend themselves to goals and objectives, we would ask how is MSD going to develop housing allocations by goals and objectives? You will recall that LCDC in Seaman v. Durham and in a subsequent letter from the LCDC Director, Wes Kvarsten, indicated that a market level housing allocation plan would have to be developed by MSD. Our question is not a criticism; we simply are not sure how the housing allocation project will fit into the MSD proposals concerning housing.

### Page Four

We strongly support the procedure given for "opening" comprehensive plans of the metro area local governments. One of the most difficult problems that we face is trying to implement the plans and policies that are developed at the regional and state level. Local governments are constantly being asked to change plans that we made based upon valid assumptions at the time, in order to accomodate new policies and goals. The process described on page four appears to be a fair way to implement the new policies, and makes it very clear to local governments that there will be changes in the future.

Page Five

We appreciate and support the changes made in Policy Guideline No. 1, of the urban sprawl guidelines with only one exception: The word "Transit" has been added to the last line of the policy, and frankly, we don't know what the work means in relation to development proposals. If the word means that future developments must not only have all key public facilities as defined by LCDC, but also be on a transit route, then we must object.

Our objections are based on two facts:

1. Encouraging development along existing transit routes will result in strip development in major portions of Washington and Clackamas County. While it is certainly appropriate to zone high density areas as close to transit routes as possible, it makes little sense to encourage strip development for all types of housing.
2. Since transit routes that presently exist are few and far between in vast areas of Washington County, the policy would effectively reduce the available land for development, and the boundary would somehow have to be changed to reflect the shortage of land.

Further, it doesn't appear to make a great deal of sense to have Tri-Met be the actual regional agency that makes the land use decisions in the metro area. A strong regional policy on densities and road development will do more to facilitate mass transit than a policy that seems to say that wherever Tri-Met is presently is where future growth should go.

We would ask that the word "Transit" be removed, and that you stay with the key facilities and services as defined by LCDC.

The policy concludes with a statement that MSD will not hear appeals of builders or anyone who believes that the policy has been violated. Does this prohibition of appeal to MSD apply to all policies, or just to policy one? A pessimist might state that MSD doesn't want to become involved in enforcing it's own policies.

Page Six

Policy Guideline No. 3(b), creates a problem relating to appeals and the normal development process. We do not oppose the policy, but wonder what would happen if a

developer applies for a subdivision with the appropriate density, but is given approval by the local government for a lower density that violates the MSD density policy. Is the developer in limbo? Can he develop or not, and who does he apply to for the answer? This question would of course only apply in those areas that have not had their plans approved by MSD, however, we believe some areas are perhaps years away from compliance, and the situation described is very likely.

There also appears to be no exemption from the policy where natural hazards prohibit development at the required densities. While other MSD policies address natural hazards and slopes, it is not clear whether or not they apply in these specific cases, and does not explain who is responsible for taking exceptions and how it is to be accomplished.

Subsection C of the policy also includes the statement: "...services are assured concurrent with approval of the development proposal." The language is not clear if the approval that counts is the preliminary, zoning approval or final plat or building permit approval. Obviously, very little land has services all laid out and waiting for a developer. In almost all cases what a developer looks for is a service lateral that can be connected to the system that the developer will build when he develops his project, AFTER several various approvals.

We would suggest that the word "final" be inserted before approval in the sentence. After all, what is important is whether or not all various permits and approvals have been gained by the development, and that the project will have the full range of urban services before it is allowed to be placed on the market.

#### Page Seven

We have no objection to the reliance of the MSD on the boundary commission process to resolve many of the service area designation problems that will occur. We would however, strongly suggest that MSD become involved in the boundary commission process and monitor the results of the boundary commission decisions for compliance with the regional development policies.

#### Page Nine

We strongly support the statements with regard to assisting the provision of services on a timely basis. The single most important issue in managing growth is whether or not local jurisdictions and in some cases regional agencies can provide needed services. Probably the greatest error made in the LCDC program was to not require Capitol Improve-

ment Programs for all local governments. We cannot believe that cities will be able to meet the demands of growth, and be able to house all the people who will be concentrated within cities as a result of all the land use policies without knowing how they are going to provide the services. The need for MSD to assume a dominant role in service provision is clear, and we hope that the Council will aggressively begin working on the problem.

Page Ten

The process for making boundary amendments appears to assume that the line as drawn does not cut across any property lines or cross any existing service extensions. We believe that MSD will receive numerous requests for very small boundary amendments that will not need the review and hearings of a major boundary change. We would suggest that MSD set up a "major" and "minor" boundary change process that would allow minor changes more often than once a year. A property owner who finds his parcel cut in half will not be receptive to the argument that he must be judged on "regional criteria".

Also, as you may or may not know, the Home Builders Association has formally requested MSD to amend the urban growth boundary in Clackamas County. We would appreciate knowing when the next review period is, and would ask that as soon as possible we be advised of what process MSD will use for reviewing boundary amendments.

Page Twelve

The Policy for Amending the Urban Growth Boundary found on page twelve has been reworded and we support the new language. And we further appreciate the language indicating MSD's commitment to examine the Urban Growth Boundary in the Clackamas County area. We would continue to urge the Council to resolve the Clackamas County issue as soon as possible in order to have a firm, defensible boundary. Continuing the question will only continue the litigation surrounding the boundary, and result in delaying a boundary.

As a final comment on boundary amendments, we would urge the Council to request LCDC approval for the boundary as soon as possible, and not wait six months or longer. We believe the issue in Clackamas County can be resolved quickly, once all parties know that MSD is serious and demands an answer from the County. Findings to support the addition have existed for over a year. It's time for action.

In conclusion, we would urge the Council to adopt the policies that you believe are appropriate for the metro

region, and not allow yourselves to be shoved in a direction that LCDC staff or anyone else wants. You are elected representatives of the region, not an advisory committee organized to implement the suggestions of LCDC. The goals of LCDC must be met, but it is up to you to determine how to meet them.

While we are talking philosophy, it doesn't hurt to remind ourselves of why the urban growth boundary, a twenty year boundary, was created in the first place: It was created to separate urban uses from agricultural and rural uses. The Home Builders Association has supported LCDC because we agreed that development should not occur on farm lands whenever possible and because we believed that within the UGB we would be allowed to develop without all the hassles that drive the price of housing beyond the average person. To a certain extent we feel lied to. Here we are in a hearing discussing how to restrict growth within the Urban Growth Boundary. At times in the process it has appeared to us to be easier to develop on farm lands than to develop in urban areas.

Housing will occur, it is a non-negotiable necessity like food and water. Your task is to facilitate orderly growth within the boundary, not drive people and their housing into rural and farm areas. If you want housing in a particular area, you should adopt policies that make it easier for the housing to be there rather than harder.

We ask that you keep our comments in mind, and that you act with the courage we believe you have. Thank you.

# Metropolitan Service District

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

## Memorandum

Date: August 14, 1979  
 To: MSD Council  
 From: Executive Officer  
 Subject: A-95 Review Report

*Approved*  
 ADOPTED BY THE  
 MSD COUNCIL  
 THIS 23<sup>rd</sup> DAY OF August, 1979  
 CLERK OF THE COUNCIL *Mary G. Earle*

The following is a summary of staff responses regarding grants not directly related to MSD programs.

1. Project Title: Vietnamese Refugee Language Training and Employment Placement Program (#796-17)  
Applicant: Huong-Dao Viet-Nam Hai-Ngoai  
Project Title: Program would provide Occupational English Training and Self-Job-Placement Packages to Vietnamese refugees in the United States via the mail  
Federal Funds Requested: \$95,436 (Social Security Administration)  
Staff Response: Conditional Approval (see letter attached)
2. Project Title: Community Mental Health Center (#797-1)  
Applicant: Clackamas County  
Project Summary: Grant to provide operating funds for the Clackamas County Mental Health Center, which is in its second year of operation  
Federal Funds Requested: \$725,147 (Dept. of H.E.W., Public Health Service)  
Staff Response: Favorable Action
3. Project Title: Risk Factor Reduction Project (#797-2)  
Applicant: Multnomah County  
Project Summary: Development and Coordination of community information services and education programs for adults on Hypertension, Smoking, Alcoholism, Nutrition and Stress Management. Program would serve adult residents of Multnomah County.  
Federal Funds Requested: \$69,000 (Dept. of H.E.W., Center for Disease Control)  
Staff Response: Favorable Action
4. Project Title: Troutdale Mini-Farm (#797-9)  
Applicant: Parkrose United Methodist Church  
Project Summary: Funds would be used to purchase a 2.6 acre farm with established fruit and nut trees, berries, Christmas trees, etc. to be used as a rehabilitation

facility for mentally and emotionally disabled persons in the Portland Metropolitan Area.

Federal Funds Requested: \$100,000 (Dept. of H.E.W., Office of Human Development Services)

Staff Response: Favorable Action

5. Project Title: Head Start Program (#797-10)  
Applicant: Albina Ministerial Alliance  
Project Summary: Funds to operate a full year, full day head start program to serve 228 children in the City of Portland  
Federal Funds Requested: \$442,200 (Dept. of H.E.W., Office of Human Development Services)  
Staff Response: Favorable Action
6. Project Title: Renovation of the Chinese Consolidated Benevolent Association Building (#797-10)  
Applicant: Chinese Consolidated Benevolent Association (CCBA)  
Project Summary: Funds would be to restore and renovate the CCBA hall in Portland's Skidmore/Old Town District. The building will be used as a language school and community center.  
Federal Funds Requested: \$325,000 (Heritage Conservation and Recreation Service)  
Staff Response: Favorable Action
7. Project Title: Administration of Senior Center (#797-23)  
Applicant: Community Action Team, Inc.  
Project Summary: Operating grant for Senior Center to serve residents of Columbia County  
Federal Funds Requested: \$146,400 (Community Services Administration)  
Staff Response: Favorable Action
8. Project Title: General Programming Grant (#797-17)  
Applicant: Urban Indian Council, Inc.  
Project Summary: Funding to be used for community analysis, contact and referral, housing, cultural identity, emergency food and Indian youth programs.  
Federal Funds Requested: \$87,500 (Community Services Administration)  
Staff Response: Favorable Action
9. Project Title: Administration of Oregon Safe Employment Act (#797-18)  
Applicant: State of Oregon  
Project Summary: Funds to be used to administer the Oregon Safe Employment Act which involves building codes, fire marshal, safety division and the Bureau of Labor.  
Federal Funds Requested: \$2,575,580 (U.S. Dept. of Labor)  
Staff Response: Favorable Action

# MSD METROPOLITAN SERVICE DISTRICT

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

July 31, 1979

Rick Gustafson,  
Executive Officer

Professor Mai Lieu  
Huong-Dao Viet-Nam Hai-Ngoai  
Indo-Chinese Refugee Services  
P.O. Box 4944  
Portland, Oregon 97208

MSD Council

Mike Burton,  
Presiding Officer  
District 12

RE: Areawide Clearinghouse Review  
Occupational English Language and Employment  
Placement Program  
MSD #796-17

Donna Stuhr,  
Deputy Presiding  
Officer  
District 1

Charles Williamson  
District 2

Dear Professor Lieu:

Craig Berkman  
District 3

Corky Kirkpatrick  
District 4

Jack Deines  
District 5

Jane Rhodes  
District 6

Betty Schedeen  
District 7

Caroline Miller  
District 8

Cindy Banzer  
District 9

Gene Peterson  
District 10

Marge Kafoury  
District 11

Review of numerous federally assisted projects is required by Circular A-95 Revised of the federal Office of Management and Budget. MSD is the designated areawide clearinghouse for the Portland metropolitan area. The primary purpose of this review is to assure coordination of proposed projects with state, regional and local plans and programs. This assists federal agencies in the allocation of federal tax dollars in a way that is as consistent as possible with local views.

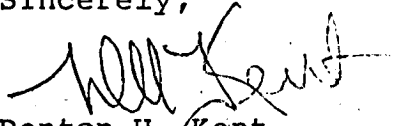
The proposed project has been reviewed by MSD staff and interested and affected jurisdictions and agencies in the region. Although the project has not been found to be inconsistent with regional or local plans, we do question the potential effectiveness of a language training and vocational placement program to be conducted through the mail. This concern is shared by the Tri-County Community Council (see comment attached). We therefore recommend that unless the applicant can satisfactorily address this concern in its application to the funding agency, the limited funds available be used to fund programs to provide more direct, personalized services to refugees.



Professor Mai Lieu  
July 27, 1979  
Page 2

Please let us know if we can provide additional information or assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Denton U. Kent", written over the printed name.

Denton U. Kent  
Chief Administrative Officer

cc: Dept. of Health, Education and Welfare,  
Social Security Administration  
Tri-County Community Council

LB:bk  
4480A  
D/4

## ISSUE PAPER

### MCLOUGHLIN CORRIDOR PROJECT DEVELOPMENT

#### Introduction

An improvement strategy for addressing transportation problems in the McLoughlin Corridor was recently approved by the MSD Council. This strategy, based on an extensive analysis of corridor problems and travel characteristics, calls for the MSD to take the lead in evaluating a number of alternative solutions within a systems context. These alternatives include possible actions along McLoughlin Boulevard such as adding lanes for either use of buses, HOV vehicles, or autos as well as other actions such as intersection improvements, traffic signal interties, circulation improvements which would allow better transit and auto access to a McLoughlin improvement, or park and ride lots. MSD is working closely with Tri-Met to ensure close integration of these systems analyses with Tri-Met efforts to analyze and possibly restructure bus services within the corridor. This paper describes a number of issues relating to institutional, political, and management considerations.

## Institutional Considerations

The planning process appears to be clearly laid out. MSD's current role is to lead a multi-jurisdictional team effort to evaluate the system effects of a number of alternatives.

Because a "major" transit project is not involved, FHWA project development procedures can be followed. Once the system alternatives are evaluated and funding arrangements established, ODOT or Tri-Met would like to lead in conducting the Preliminary Engineering/DEIS process.

## Political Considerations

### A. Background

To successfully develop a project of this scale, a number of actions must be involved. Included are affected citizens, state and local government officials, the MSD Council, and US DOT.

### B. Issues

The same type of issues facing the westside corridor must be faced in the McLoughlin Corridor. They are:

## Citizen Involvement

1. How can affected citizens be brought into the planning process?
2. How can citizen concerns be dealt with?
3. How can a base of citizen support for a project be developed?

## Local Governments

1. How can effective officials be involved so as to achieve a consensus on a project from affected local governments?
2. How can local staffs be involved in the planning effort so as to achieve compatibility of a project with local plans?

## MSD Council

1. How can the Council be involved to achieve support for a project?

### Tri-Met

1. How can the Tri-Met Board be involved to achieve support for a project?
2. How can the Tri-Met staff be involved so as to ensure consistency with operational and financial plans?

### State

1. How can the appropriate state officials be involved to achieve support for a project?
2. How can ODOT staff be involved so as to ensure consistency with the state highway system?

### USDOT

1. How can modification to the Alternatives Analysis process be brought about?
2. How can communications with US DOT be improved to bring about better turn-around in federal decision making?

## ATTACHMENT A

### PROPOSED STRATEGY FOR ACHIEVING POLITICAL SUPPORT

#### A. Citizen Involvement

1. Complete citizen involvement work program.
2. Establish a McLoughlin Corridor Citizen Advisory Committee (CAC) which would:
  - a. Suggest additional citizen contacts
  - b. Provide indications of major controversies
  - c. Provide a basis for citizen support of a project.
3. Explain decision-making schedule and review promising alternatives with CAC.
4. Maintain regular (monthly) contact with CAC throughout Systems Phase.
5. Contact various citizen and business groups in the McLoughlin Corridor, as appropriate.

3. How can communications with key congressmen be organized?

C. Strategy for Addressing Issues

A general strategy for addressing these issues is attached (Attachment A).

Management Considerations

A. Background

The Systems Phase of the McLoughlin Corridor study is led by a MSD project director. The work is being undertaken by a team composed of analysts from Clackamas County, the City of Portland, MSD, and ODOT. Support for Tri-Met is to be provided upon request. The Interagency Coordinating Committee (ICC) provides a management and coordination overview.

The major management issue is the amount of staff resources available to complete the Systems Phase in the next several months considering demands on staff to make progress in the Westside Corridor and write the Regional Transportation Plan.

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:     Classification and Compensation Plan and Cost of Living  
              Increase

BACKGROUND: Since the merging of CRAG into the MSD in January of this year, we have had to continue two separate pay schedules pending a complete analysis and development of a common classification and pay system. The Local Government Personnel Institute was selected to assist Management in the task. All positions were evaluated to ascertain adequacy of job descriptions, identification of internal relationships, and comparability of levels of work responsibility related to both internal and external compensation levels.

The proposed salary schedule includes a cost of living increase effective July 1, 1979, based on a factor of \$350.00 plus a 6% increase. This increase will mean an average increase of 8%. A more detailed summary of the study recommendations and related costs is contained in the attached report.

BUDGET IMPLICATIONS:

The total cost of both the Classification Plan increases and the cost of living recommendations can be absorbed within the contingencies appropriated in each fund. Since the current year budget was planned on the assumption that the Classification Plan would be implemented in the past fiscal year, that portion of the increases which are retroactive (\$2,900 in the General Fund only), can be covered by anticipated increases in fund balances carried forward. (See chart on following page).



Agenda Management Summary  
 Classification and Compensation Plan  
 and Cost of Living Increase  
 Page 2

Cost Schedule of Proposal

A. Retroactive Cost:

General Fund: \$2,900

B. Remaining FY 1980 Costs

<u>Fund</u>	<u>General</u>	<u>Waste</u>	<u>Zoo</u>	<u>Planning</u>	<u>Total</u>
Classification Plan	\$8,588	\$ 2,431	\$17,921		\$ 28,940
Cost of Living	44,566	8,417	35,471	67,039	155,493
Step, Merit & Fringe	<u>27,289</u>	<u>4,728</u>	<u>21,243</u>	<u>43,032</u>	<u>96,292</u>
Total	80,443	15,576	74,635	110,071	280,725
Less Turnover	(10,915)	(1,891)	(8,497)	(17,213)	(38,516)
Net Additional Cost	69,528	13,685	66,138	92,858	242,209
Contingency	79,177	97,011	333,107	100,656	
Balance	9,649	83,326	266,969	7,798	

The total impact of these increases will be spread over the full fiscal year, leaving funds to be invested during the year; for example, the General Fund additional expenditure resulting from these increases will be \$12,900 for the first quarter and \$16,300 for the second quarter. Planning Fund increased expenses will be \$12,800 for the first quarter and \$16,750 for the second quarter. The balance remaining in the General Fund Contingency at mid-year will be approximately \$50,000 and the balance in the Planning Fund will be approximately \$70,000.

The FY 1979 records are being closed now and revised fund balances will be available at the end of September. Until those figures are available, the fund balances and contingencies in the FY 1980 budget will be the best available estimate.

POLICY IMPLICATIONS: With adoption of this proposal, MSD will have created a single Classification and Compensation Plan, and cost of-living increase for all regular non-union employees, and

Agenda Management Summary  
Classification and Compensation Plan  
and Cost of Living Increase  
Page 3

will have provided an 8% cost-of living increase together with a modified classification system for temporary employees.

ACTION REQUESTED: Council approval of the attached Resolution No. 79-75.

RRM/gl  
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8/23/79

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# Metropolitan Service District

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

## Memorandum

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Date: August 23, 1979  
To: MSD Council  
From: Executive Officer  
Subject: Classification and Compensation Plan and Cost of Living

BACKGROUND: Since the merging of CRAG into the MSD in January of this year, we have had to continue two separate pay schedules pending a complete analysis and development of a common classification and pay system. The Local Government Personnel Institute was selected to assist Management in the task. All positions were evaluated to ascertain adequacy of job descriptions, identification of internal relationships, and comparability of levels of work responsibility related to both internal and external compensation levels.

Special attention and in-depth interviews were made in all cases where positions had significantly changed as a result of the merger, where new positions had been created, and where incumbents had indicated a significant change of responsibility since the last personnel survey. In addition, all personnel were provided an opportunity to appeal their proposed job descriptions and classifications to an Employee's Review Committee -- of 17 appeals considered, 2 resulted in reclassifications, 6 allocated to a higher classification, 7 denied higher classification, and 10 job descriptions modified. See Appeals Chart Summary on page 10 of the consultant's report.

Finally, a common salary matrix or schedule was developed establishing the base upon which all non-union employees are to be paid by classification of equal pay for equal work. The salary plan maintains the system of an initial six (6) month probationary period of which the satisfactory completion results in a 5% salary increase. The recommendation of the Executive Officer is that the merit range begin after 18 months of continuous service. A merit increase may vary from 0 - 8%. This differs from current practice and the consultant's recommendation of giving a 5% increase at the successful completion of 18 months of service. The merit range provides approximately 16% for salary growth. An additional 3% potential is provided under the incentive step to be used to reward and retain, on a year to year basis, those outstanding employees who would otherwise leave for lack of further growth potential.

The only departure from our current salary schedule contained in the proposed Compensation Plan as shown on page 41 of the consultant's report are those resulting from including a cost of living increase effective July 1, 1979, of \$350.00 plus 6%; and, the deletion of the Step "A" and "B" column of figures. This will mean an average 8% increase. In place of those figures, the Administrative Guidelines for the pay plan have been modified to provide the single probationary step as described above before reaching the merit range. See pages 54 - 56 of the consultant's report for Administrative Guidelines, compared to the Administrative Procedures attached to Resolution No. 79-75.

### Summary Findings and Related Costs

#### A. Classification of Positions

Since both former MSD and CRAG agencies had recently undergone updated job descriptions there was minimal work to be done in this area and emphasis could, therefore, be turned to developing a common classification system by comparable levels of responsibility. Only CRAG had recently gone through and had in place a uniform classification and compensation system. It was, therefore, possible to concentrate attention upon the Zoo and Solid Waste Departments. The other major area of effort was in regard to the general Clerical and Secretarial groups.

##### 1. Zoo and Solid Waste Classifications

Since neither the Zoo nor Solid Waste Departments had a classification system in place, all non-union positions had to be allocated to a classification, and incumbents assigned to their appropriate class. This involved analysis of 32 positions, 25 of those in the Zoo. Upon applying both internal relationship factors and external salary survey data to these positions, 11 positions at the Zoo were increased in salary at a total additional cost of \$17,196 and 1 position increased in Solid Waste for a cost of \$2,577. See pages 45 and 46 of the consultant's report for chart summarizing results and cost impacts.

##### 2. Clerical and Secretarial Classifications

This portion of the study was given particular attention because of the variety of work responsibilities found in various positions in spite of the basic common thread of responsibilities running through this Clerical-Secretarial group. The task

was further complicated by positions which had significantly changed on an incremental basis over time rather than as a result of the shorter-term merger process.

A special explanatory section of how the consultant dealt with this group of employees is contained in his report on pages 11 and 12. That section also addresses the classification results of the Clerk of the Council, the Office Manager, and the 2 Accountant Technician positions.

The end result of the analysis of all 14 secretarial type positions throughout the agency is that the 2 Word Processing Operator positions were allocated 1 range higher from salary range 3 to 4; the Lead Word Processing Operator was changed from salary range 3.5 to 5; 2 Administrative Aide/Secretary positions were reclassified downward to Secretary I positions changing the salary ranges from 5 to 4; and 2 secretarial positions at the Zoo were allocated upward to range 5. All other secretarial position salaries remained the same.

Total Additional Costs in FY 1980 of the Secretarial-Clerical classification and salary adjustments will be \$2,403.00. (See pages 44 - 46 of the report for Classification Cost Impact).

### 3. General MSD Classifications

This grouping of employees embraces the departments of Metropolitan Development, Public Facilities, Transportation, Management Services, Executive Management, and Local Government and Citizen Involvement. Because of the unique nature of the positions, and the lack of comparable positions to study, Executive Officer, Executive Aide, Administrative Aide to the Executive Officer, and the Chief Administrative Officer, were not included in the classification portion of the study.

Of 52 positions (not including the Management positions nor the Secretarial/Clerical positions previously described herein) 11 positions were allocated to higher classifications with corresponding salary adjustments. The total additional costs in FY 1980 for these changes will be \$8,305. See page 44 of the report. Three of these salary

adjustments will be retroactive to that date upon which the new and additional responsibilities began. These positions are the Director of Local Government and Citizen Involvement, the Administrative Assistant, and the Public Information Specialist. An associated cost of retroactive pay from the date of effectiveness to July 1, 1979, will be approximately \$2,904.

B. Cost of Living Recommendation

The technique recommended for cost of living salary adjustments provides a flat \$350 annual increase and a 6% salary increase. The two together results in an overall payroll average increase of 8%. It affords lower income positions a greater amount than would a straight percentage increase.

The Employees Association had recommended that in addition to the normal step and merit increases of the pay plan, a variable cost of living increase be provided as follows:

9%	for employees earning less than \$20,000
8%	" " " " " 20,000 - 30,000
7%	" " " " " more than 30,000.

In addition, the Association recommended that the difference of cost of living increment between any two salary ranges not exceed 1%, the highest salary range not receive less than 6.5%, and the lowest not receive less than 8%. These particular limits were met, even though a slightly different approach was taken.

The current recommended cost of living adjustment results in an approximate increase of:

8.8%	for salaries under \$20,000
7.4%	" " \$20,000 - \$30,000
7.0%	" " over \$30,000.

Consideration of the Portland metropolitan area "All Items" CPI through March of 1979 showed a 13% increase.

Consideration of the results of negotiated salary increases compared to our proposed 8.0% showed:

Beaverton - Firefighters

8%

Clackamas County

General Courthouse Employees	9% + 1% benefits
Management Employees	7% to 9%

<u>Lake Oswego</u>	9%
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<u>Milwaukie</u>	7%
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Multnomah County

Courthouse Employees	7.67%
Management Employees	7%

Portland

DCTU*	10%
Police and Fire	7.9%
Non-represented employees	7.9%

Port of Portland

Adjustment to compensation plan:

8% on minimum step
9% on salary line
9% on maximum step

\*District Council of Trade Unions

BUDGET IMPLICATIONS: Summary of All Costs By Fund

The total cost of both the Classification Plan increases and the cost of living recommendations can be absorbed within the contingencies appropriated in each fund. Since the current year budget was planned on the assumption that the Classification Plan would be implemented in the past fiscal year, that portion of the increases which are retroactive (\$2,900 in the General Fund only), can be covered by anticipated increases in fund balances carried forward.

Cost Schedule of Proposal

A. Retroactive Cost:

General Fund: \$2,900

B. Remaining FY 1980 Costs

<u>Fund</u>	<u>General</u>	<u>Waste</u>	<u>Zoo</u>	<u>Planning</u>	<u>Total</u>
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Total	80,443	15,576	74,635	110,071	280,725
Less Turnover	(10,915)	(1,891)	(8,497)	(17,213)	(38,516)
Net Additional Cost	69,528	13,685	66,138	92,858	242,209
Contingency	79,177	97,011	333,107	100,656	
Balance	9,649	83,326	266,969	7,798	

The total impact of these increases will be spread over the full fiscal year, leaving funds to be invested during the year; for example, the General Fund additional expenditure resulting from these increases will be \$12,900 for the first quarter and \$16,300 for the second quarter. Planning Fund increased expenses will be \$12,800 for the first quarter and \$16,750 for the second quarter. The balance remaining in the General Fund Contingency at mid-year will be approximately \$50,000 and the balance in the Planning Fund will be approximately \$70,000.

The FY 1979 records are being closed now and revised fund balances will be available at the end of September. Until those figures are available, the fund balances and contingencies in the FY 1980 budget will be the best available estimate.

POLICY IMPLICATIONS: With adoption of this proposal, MSD will have created a single Classification and Pay Plan, and cost of living increase, for all regular non-union employees; and will have provided an 8% cost-of-living increase together with a modified classification system for temporary employees. As provided in the proposed Temporary Employment Program, the Executive Officer is required to transition those temporary employees who have worked 2,080 hours within an 18 month period into "regular employee" status, or terminate them. The initial analysis and recommendations on this requirement must be



Memorandum  
August 23, 1979  
Page 7

completed by the end of September 1979 for subsequent action by Council in October. As a part of that recommendation, we will include a proposal to create a new entry level planning position which will be a logical position to transition to.

ACTION REQUESTED: Council approval of Resolution No. 79-75.

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BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. 79-75
A CLASSIFICATION AND COMPENSATION	)	
PLAN FOR THE MSD AND PROVIDING A	)	At The Request Of
COST OF LIVING ADJUSTMENT FOR	)	Rick Gustafson
FY 1980	)	

WHEREAS, Ordinance No. 79-73 adopted Personnel Rules of the Metropolitan Service District which requires the establishment of a Position Classification Plan and a Compensation Plan for non-union MSD Regular and Temporary employees; and

WHEREAS, Said Ordinance requires an annual salary adjustment review to reflect consideration of cost-of living changes and classification changes; and

WHEREAS, The Local Government Personnel Institute was retained to assist in meeting this requirement through the conduct of extensive interviews, job analysis, internal relationship and external salary survey data; and

WHEREAS, Said study has resulted in a proposed Position Classification Plan and a proposed Compensation Plan; and

WHEREAS, Reclassifications and cost-of living adjustments should be retroactive to the beginning of FY 1980, July 1, 1979; now, therefore,

BE IT RESOLVED,

1. That pursuant to Section 26 of the Personnel Rules, the Temporary Employment Program dated July 1, 1979, and attached hereto, is adopted as Appendix "A" to the Personnel Rules of the MSD.

2. That pursuant to Section 30 (g) of the Personnel Rules, the Salary Plan and Administrative Guidelines dated

July 1, 1979, and attached hereto, is adopted as Appendix "B" to the Personnel Rules of the MSD.

3. That the Position Classification Plan attached hereto is adopted pursuant to Section 20, Position Classification Plan, of the Personnel Rules of the MSD.

4. That the Compensation Plan attached hereto is adopted pursuant to Section 26 and 27, Pay Plan, of the Personnel Rules of the MSD.

5. That the Executive Officer is hereby authorized and directed, on behalf of the MSD, to implement the Position Classification Plan, the Compensation Plan, and the related provisions contained in Appendix "A" and "B" of the Personnel Rules of the MSD, retroactive to July 1, 1979.

ADOPTED By the Council of the Metropolitan Service District this 23rd day of August, 1979.

\_\_\_\_\_  
Presiding Officer

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## TEMPORARY EMPLOYMENT PROGRAM

### Preamble

In order to establish a consistent, equitable program for temporary employees; and to overcome dissimilarities of temporary employment provisions between the former CRAG and MSD agencies before merger in January 1979, the following Temporary Employment Program provisions shall apply.

### Definition: Temporary Employee

Any employee hired under the Temporary Employment Program to perform a specific task or to participate in a series of specific projects for a period not to exceed 2,080 hours over an eighteen (18) month period. This definition excludes interns, CETA, and Work Study students.

### Status of Temporary Employees

Temporary employment will be expected to terminate upon completion of the task or project. No commitments will be made by MSD to retain the employee past the termination date of the project in question. The term of employment in any case may not exceed twelve (12) months without approval of the Executive Officer who may grant up to a six (6) month extension provided, however, accrued hours shall not exceed 2,080 over an eighteen (18) month period. Continuation of employment beyond said point may only occur upon appointment to a regular position authorized under a currently approved budget.

### Benefits

Benefits required by law such as Workers' Compensation and Social Security will be paid for all temporary employees. No additional benefits will be paid to temporary employees working less than a regular forty (40) hour week except for designated holidays as provided for regular employees in the Personnel Rules. If a designated holiday occurs on the employee's work day, then the employee will be compensated for that day on the basis of the number of hours normally worked. Should a temporary employee be required to work on a designated holiday, the employee shall be allowed time off computed at the overtime rate of one and one-half (1-1/2) times the hourly rate for time actually worked.

Two (2) floating holidays a year shall be provided temporary employees working a forty (40) hour week who have completed a minimum of six (6) months of full-time continuous service. Six (6) months of full-time continuous service for each floating holiday shall be prerequisite to earning such a floating holiday.

#### Benefit Guidelines

Benefits, in addition to those required by law, will be paid to temporary employees working a forty (40) hour week on the following scale depending on length of employment. Time spent in previous temporary part-time positions (less than forty (40) hours per week) may not be counted in accumulating employment time.

A. Under three (3) months:

Regular paid designated holidays as described under above Benefits.

B. Over three (3) months:

1. Regular paid designated holidays as described in "A" above.
2. Sick leave at the same rate as for regular employees with accrual starting with the fourth (4th) month.

C. Over six (6) months:

1. Regular paid designated holidays as provided in "A" above.
2. Sick leave as provided in "B" (2) above.
3. Vacation and floating holidays, after six (6) months employment, at the same rate as for regular employees with accrual starting with the seventh (7th) month.
4. Health benefits at the same level as regular employees, but limited to the employee only.

#### Other Considerations

A temporary employee working forty (40) hours per week will be allowed to compete for regular positions on a preferred basis along with other regular employees. If hired into a regular position, employment time spent in previous full-time temporary positions may be counted toward the accumulation of vacation and personal holiday time.

## Implementation

These guidelines become effective on July 1, 1979. Time spent in temporary positions of forty (40) hours per week prior to this date will be counted in qualifying for benefits by a full-time temporary employee, but with accrual starting on July 1, 1979, except that vacation and personal holiday benefits shall accrue based upon time worked including service preceding July 1, 1979. Prior service shall also be counted towards the work in the Temporary Employment Program. A termination date will be set for each temporary employee on the payroll as of July 1 of each year provided, however, that initially the Executive Officer shall have until September 30, 1979 to determine termination dates and identification of which temporary positions are to be converted over to regular positions.

## Application of Other Personnel Rules

All other Personnel Rules including the pay and classification procedures will apply to temporary employees.

## Classification

In order to reduce the number of special titles and the possibility of confusion between regular and temporary staff, the following temporary classes are created. The Staff Assistant I and II classes provide for a career ladder which recognizes growth and skill development and increased value to MSD. The Extra Help class provides the Executive Officer with flexibility to deal with unanticipated and/or special needs.

### STAFF ASSISTANT I

Definition: Entry level staff assignments to assist regular staff in research; statistical compilations; organization of data for development of reports; perform various office related duties.

Qualifications: One (1) year of college level education or comparable work experience.

### STAFF ASSISTANT II

Definition: Same as Staff Assistant I, but with broader responsibilities and operates under less supervision.

Qualifications: 1,500 hours of work experience as a Staff Assistant I, and a total of eighteen (18) months of college level education.

### EXTRA HELP

Definition: A general work assignment which may be

skilled or unskilled, designed to provide office, clerical and related duties in assisting professional and office staff in specific projects.

Qualifications: Some general office, research, or related work experience; education can be substituted; generally the skills, knowledge, and ability of the individual are related to the work assignment to be performed.

#### Salary Plan

	<u>Entry Step</u>		<u>Growth Step</u>		<u>Merit Step I</u>		<u>Merit Step II</u>
Staff Assistant I	4.28	5% (3 mos.)	4.49	5% (6 mos.)	4.71	5% (6 mos.)	4.95
Staff Assistant II					5.40	5% (6 mos.)	5.67
	<u>Salary Range</u>						
Extra Help*	4.29						10.80

#### General Salary Administration Policy

Hiring: All persons should be hired at the Entry Step of the Staff Assistant I level. Exceptions approved by the Executive Officer may be made allowing hiring at the Growth Step.

Promotion: Eligibility for promotion to Staff Assistant II level shall be when said employee has served in the capacity of Staff Assistant I for a minimum of 1,500 hours. Said promotion shall be based on: 1) growth in skills, knowledge and abilities, 2) growth in work assignments, 3) upon recommendation of Department Director and approval of Director of Management Services.

#### Administration Policy for Salary Increase

Growth Step: Completion of the equivalent of three (3)

\*Salary set on basis of individual qualifications; work assignment; past salary earning capacity; present salaries being paid to other Extra Help performing similar duties or full-time staff performing same duties and having equal qualifications. Six (6) month evaluations are required together with review and adjustment of salary to maintain consistency with above criteria and related considerations. The intent of the required six (6) month reviews is to assure that the "temporary" status of the employee is being maintained.

## Administration Policy for Salary Increase (continued)

months of full-time, satisfactory service at the Entry Step, unless the Department Director recommends that the increase be withheld, but not for more than one (1) month.

Merit Step I: Completion of the equivalent of six (6) months of full-time, satisfactory service at the Growth Step, upon recommendation by the Department Director, with a performance evaluation submitted to the Manager of Personnel and Support Services for approval.

Merit Step II: Completion of the equivalent of 1,500 hours of full-time, satisfactory service at Merit Step I, upon recommendation of the Department Director, with a performance evaluation submitted to the Manager of Personnel and Support Services for approval.

NOTE: Use same procedure as above for the Staff Assistant II Merit Step increases using "six (6) months with evaluation."

If an employee in any of these categories works on an assignment that is also being performed by a CETA employee their salary rates should be equalized.

### Evaluation Process

Use the present form for evaluation; place forms in personnel file; use form for evaluation if and when employee is considered for full-time employment. Evaluation may be made as deemed appropriate by Department Heads and/or the Executive Officer.

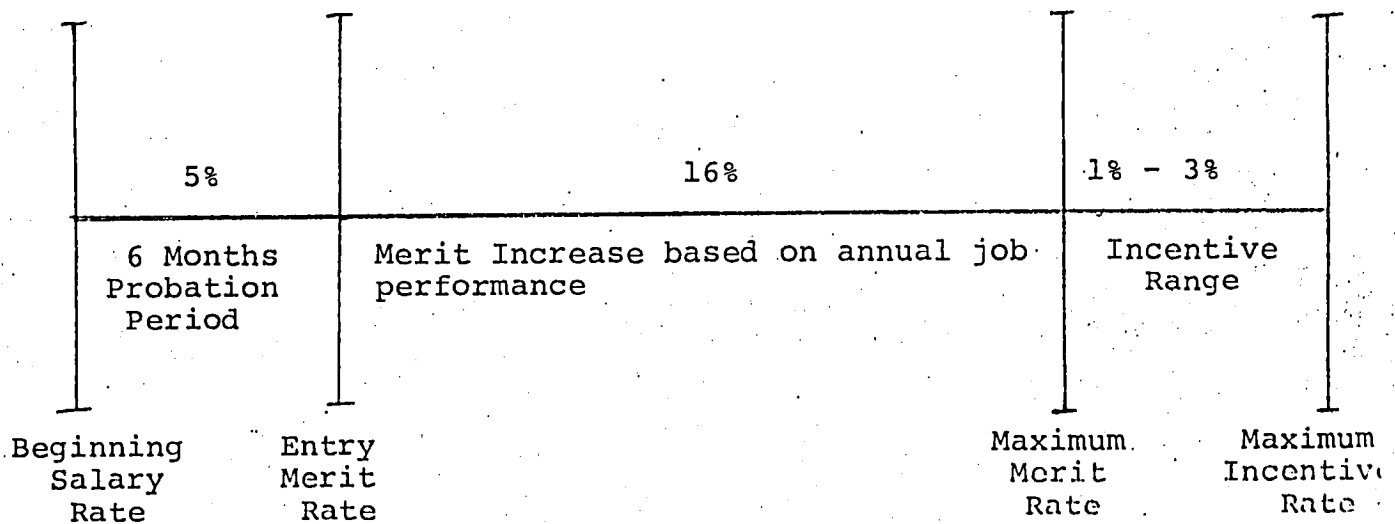
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SALARY PLAN AND ADMINISTRATIVE GUIDELINES

This salary plan is designed to allow an employee the opportunity for growth and adjustment to a new position, and to earn salary increases on a planned basis. In addition, taking into account the differences in individual growth and development of employees, this salary plan also provides for flexibility in earning salary increases. The combination approach allows for employees to become adjusted to a new position without emphasis on performance; however, after six months, it is expected that the employee has adjusted to the new position, and is capable of earning salary increases based on performance.

Salary Range:



All salary increase actions require the Supervisor's recommendation, and the approval of both the appointing authority and Personnel Manager prior to providing said increase to the employee.

## ADMINISTRATIVE PROCEDURES

- . Employees hired or promoted to the beginning Step of a salary range receive a normal growth salary increase of five (5) percent in six (6) months of continuous service to the entry merit range.
- . The Normal Growth Step increase of 5% to the entry merit range is initiated by Personnel on the appropriate dates unless an appointing authority provides Personnel with a negative performance evaluation and a request to temporarily withhold said increase, but for no longer than sixty (60) days. This does not absolve the appointing authority from performing an evaluation at the point the employee reaches the entry merit range.
- . After an employee has reached the entry merit range, he/she is eligible for salary increases in one (1) percent increments up to and including the maximum salary shown for the assigned salary range. Criteria for providing the increases are on the following pages.
- . The Incentive Salary Rate of one (1) percent to three (3) percent is to be administered by the Executive Officer in conjunction with the Personnel Manager and the appropriate Department Head. This salary is deemed to be used in terms of rewarding outstanding employees and/or to assist in retaining employees.
- . All merit increases have to be authorized and approved by the appointing authority and reviewed by the Personnel Manager prior to implementation.
- . The normal growth salary increases (except as noted in the second paragraph of this section) and the merit and incentive increases must be submitted to Personnel with an employee evaluation form.
- . The Maximum Merit Rate is considered the rate which is set annually by the Council according to agency salary policies relating to comparable and competitive rates of pay found in the labor market for similar work, and which rate reflects the impact of the cost-of-living for the Portland metropolitan area. When the Maximum Merit Range rate is adjusted, the entire salary range must be adjusted and the individual's salary should be adjusted by the same rate. This adjustment will maintain the internal balance between salary ranges for each class and maintain the employee's salary within the assigned salary scale.

It will be general practice to hire new employees at the Beginning Step, but promoted employees may have to be assigned a salary within the appropriate category in line with MSD Personnel Rules and policies.

Criteria to be considered in recommending and granting merit salary increases should include but not be limited to:

- . Length of service
- . Competency
- . Growth in handling job responsibilities
- . Attitude
- . Specific actions toward self-improvement
- . Recognition of excellence
- . Productivity increases of tangible quantities and qualities
- . Creative and innovative contributions
- . Cost and budgetary savings realized

This criteria shall apply to salary increases given in the merit range of the Salary Schedule. The Personnel Manager shall review the Supervisor's and appointing authority's merit salary increase actions, and shall assure that the above criteria are essentially met in whole or in part, that there is consistency as to application of the merit increase concept, that there is availability of funds, and that the following points are applied:

- . Employees who are just performing their work as assigned should not be granted merit salary increases
- . Employees who are showing progressive and continual growth are eligible to receive no more than a three (3) percent merit salary increase at the time that they are evaluated
- . Employees performing at an exceptional and outstanding level are eligible to receive no more than an eight (8) percent merit salary increase at the time that they are evaluated
- . Employees will be considered for merit increases upon the anniversary date on which they reached the entry merit rate.

The Executive Officer, upon request by the appointing authority and supported with proper documentation of all relevant issues, may reduce an employee's merit salary. Such decrease cannot go below the entry merit rate. All such reductions shall be subject to the Grievance Procedure.

#### MANAGEMENT OF INCENTIVE RANGE

The Incentive Range of three (3) percent should be managed exclusively by the Executive Officer. Request for incentive increases by appointing authorities should be sent directly to the Executive Officer.

The major use of this part of the salary plan should be for outstanding performance, retention and/or assignment of an additional project of agencywide importance. Other reasons as deemed appropriate by the Executive Officer can be applied. This increase is considered to be for no longer than one year. The Personnel Manager shall assist the Executive Officer with the implementation and management of this provision.

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Position Classification Plan

Effective July 1, 1979

<u>Level</u>	<u>Classification Title</u>
1.0	Clerk Typist
1.5	
2.0	Clerk Typist II
2.5	
3.0	Receptionist Clerk Offset Printing Machine Operator
3.5	
4.0	Data Input Clerk Storekeeper Secretary I Word Processing Operator
4.5	
5.0	Lead Word Process Operator Engineer Technician Nutrition Technician Secretary II Secretary/Information Services Assistant Secretary/Volunteer Coordinator
5.5	Cartographer Graphics Designer Photographer Public Information Assistant
6.0	Accountant Technician Office Manager
6.5	Regional Planner I Computer Programming Specialist I Local Government Assistant I Gift Shop Supervisor
7.0	Clerk of the Council Administrative Assistant Engineer Planner I Public Information Specialist Solid Waste Technician
7.5	

<u>Level</u>	<u>Classification Title</u>
8.0	Concession Supervisor Environmental Technician Veterinary Technician
8.5	Regional Planner II Education Services Specialist Graphics/Exhibits Specialist Public Involvement Program Coordinator Local Government Assistant II Computer Programming Specialist II
9.0	Engineer Planner II
9.5	
10.0	Regional Planner III Local Government Assistant III Research Coordinator Animal Keeper Foreman Solid Waste Engineer Senior Accountant
10.5	Engineer Planner III Public Relations Coordinator/Zoo
11.0	Educational Services Manager Research and Policy Development Officer Solid Waste Coordinator Visitor Services Manager
11.5	Implementation and Compliance Manager Building and Grounds Manager Senior Regional Planner
12.0	Director of Public Information Services Director of Local Govm't & Cit. Involvement Urban Economist Manager of Personnel and Support Services Veterinarian
12.5	Curator Engineering and Analysis Manager
13.0	Principal Regional Planner Director of Criminal Justice Planning
13.5	Finance Director Assistant Zoo Director
14.0	

LevelClassification Title

14.5

Director of Solid Waste  
Director of Public Facilities  
Director of Metropolitan Development  
Zoo Director  
Director of Management Services  
General Counsel

15.0

Director of Environmntl & Technical Services  
Director of Transportation Planning

RRM:bc  
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0053A

Compensation Plan

Effective July 1, 1979

<u>Salary Range Number</u>	<u>Entry Rate</u>	<u>Maximum Merit Rate</u>	<u>Maximum Incentive Rate</u>
1.0	\$ 8,215	\$9,911	\$10,208
1.5	8,586	10,388	10,700
2.0	8,957	10,865	11,191
2.5	9,434	11,395	11,737
3.0	9,911	11,925	12,283
3.5	10,388	12,561	12,938
4.0	10,865	13,197	13,593
4.5	11,395	13,886	14,303
5.0	11,925	14,575	15,012
5.5	12,561	15,317	15,777
6.0	13,197	16,059	16,541
6.5	13,886	16,854	17,360
7.0	14,575	17,543	18,069
7.5	15,317	18,497	19,052
8.0	16,059	19,451	20,035
8.5	16,854	20,458	21,072
9.0	17,543	21,465	22,109
9.5	18,497	22,525	23,201
10.0	19,451	23,585	24,293
10.5	20,458	24,857	25,603
11.0	21,465	26,129	26,913
11.5	22,525	27,401	28,223
12.0	23,585	28,673	29,533
12.5	24,857	30,210	31,116
13.0	26,129	31,747	32,699
13.5	27,401	34,132	35,156
14.0	28,673	34,927	35,975
14.5	30,051	36,623	37,722
15.0	31,535	38,531	39,687
15.5	33,549	40,651	41,871

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- . 1978-79 MSD salary schedule has been adjusted by adding \$350 and 6 percent to each entry rate and merit maximum rate.
  - . 20.6 to 21.9 percent between entry rate and maximum merit rate.
  - . 3 percent between maximum merit rate and maximum incentive rate.

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**CLASSIFICATION AND COMPENSATION STUDY**

**METROPOLITAN SERVICE DISTRICT**

**August 1979**

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CLASSIFICATION AND COMPENSATION STUDY  
METROPOLITAN SERVICE DISTRICT

August, 1979

INTRODUCTION

The report is the result of an extensive study of Metropolitan Service District job classification systems and salary plan initiated at the request of MSD to expand upon a portion of the personnel systems work completed by Gary Foss during the transition period of the MSD/CRAG merger.

The study emphasis was placed on an analysis of MSD and CRAG positions which were modified by the merging of organizations. However, all current MSD positions, including those at the Washington Park Zoo and those former CRAG positions unaffected by the merger were reviewed for purposes of determining the internal relationships among classifications and recommending a comprehensive salary plan.

STUDY RECOMMENDATIONS

In response to the stated objectives and work plan, the specific recommendations include:

- The preparation of new or revised classification descriptions for positions modified by the merger and for positions which have changed since the last job evaluation studies were conducted.
- The establishment of the internal relationship of all MSD classifications on the basis of job duties, levels of authority and responsibility, and necessary minimum knowledge, skills, abilities, experience and training.
- The allocation of all current MSD employees to the appropriate classification.
- The establishment of salary ranges for each classification which provide minimum and maximum salaries that are competitive with prevailing rates and which recognize the appropriate internal salary relationship among classifications.
- The minor modification of the existing salary plan concept and administrative procedures to accommodate more uniform salary adjustments during the normal growth period.

LGPI was also requested to review the current rules and procedures associated with the management of the classification and salary plans. Based on that evaluation, LGPI concludes that no modifications are necessary in those rules and procedures. Specific procedures for the implementation of the LGPI recommendations have been written to guide the salary placement of employees whose status has been modified by the classification study. These procedures are intended only for use during the implementation stage of LGPI's study. Future decisions regarding maintenance of the classification and salary plans should be made using the existing rules and procedures.

## CLASSIFICATION STUDY RECOMMENDATIONS

### METHODOLOGY

To insure that the objectives of the classification study were met, it was necessary to actively involve the employees. The following specific tasks were completed to assure that the proposed plan is comprehensive, equitable and realistic.

Meeting with Employees. At the outset of the study, the consultant met with the employees to explain the purpose and process of the study and to respond to questions about the study.

Employees Completed Position Description Questionnaires. All employees whose positions were affected by the merger or whose duties have changed since the last job evaluation studies were asked to complete a position description questionnaire. The questionnaire provided the employees with an opportunity to describe the duties, responsibilities and other conditions of their employment. The questionnaires were reviewed by supervisors and department heads, then given to the consultant for detailed analysis.

Employees Interviewed. Following analysis of the written questionnaires, the consultant interviewed employees to obtain further insight into the duties and responsibilities of the various positions.

Class Specifications Drafted. Utilizing the questionnaires and data obtained in interviews, the consultant drafted tentative class specifications and allocated employees to an appropriate classification. The drafts were reviewed by employees, supervisors and department heads. Based on comments obtained during this review, final class specifications and employee allocations were drafted.

Employees with extensive concerns about the draft classification descriptions were provided an opportunity to make a formal appeal to an MSD appeals committee. The committee's recommendations were forwarded to LGPI for re-study. The disposition of appeals is contained on page 10 of this report.

Establishment of Classification Plan. Through a job evaluation process, LGPI developed an internal relationship table which reflects the relative positions of MSD job classifications to one another. Employees who questioned the placement of their classifications were allowed to formally appeal their placement. The disposition of those appeals is on page 10.

### JOB EVALUATION PROCESS

Job evaluation is an analytical process for ranking jobs in order of their relative importance or value. The analysis is based on the factors detailed on page 3. The internal relationship of classifications is presented on pages 4 - 6. As stated previously, the internal relationships reflect the "relative worth" of positions to one another and to MSD on the basis of their respective duties, complexity, scope, responsibility and required knowledge, skills, abilities, experience and training. Positions assigned to the same level may be rated higher or lower than one another with respect to one specific job analysis factor. However, the placement of positions within the same level is based on evaluating jobs as a whole. No single factor determines the relationship of positions.

While the internal relationship table is developed using professional job analysis techniques, it is by its nature a somewhat subjective and idealistic relationship in that it is not possible to assess the absolute internal relationship among positions and it does not take into account unique labor market influences on actual salaries.

The internal relationship table is a necessary working instrument in the establishment and maintenance of a salary plan. Some salaries must be set on the basis of internal relationships where comparable external salary data is not available. This is particularly true in organizations such as MSD where organizational uniqueness precludes sound salary comparisons in many instances.

The overall internal relationship of positions should be weighed along with external salary data in establishing salary ranges because the maintenance of a fair and lawful salary plan combines internal position equity with external salary parity.

#### JOB EVALUATION FACTORS

The analysis of jobs which resulted in the ranking of positions was based on the following factors:

- Complexity (initiative, creativity, analytical skill, problem solving, judgment)
- Variety and Scope (recurrence of tasks, non-repetitive tasks, new tasks and problems)
- Responsibility (direction provided, accountability, freedom to act)
- Planning (development, recommendation, approval, breadth)
- Interpersonal Relationships (internal, external, criticality, influencing, cooperation, tact)
- Managerial Responsibilities (personnel, budget)
- Supervision of Employees (complexity, span of control, diversity of subordinate work)
- Experience (minimum type and length required)
- Education (minimum level required)

INTERNAL RELATIONSHIP TABLE

<u>Level</u>	<u>Classification Title</u>
1.0	Clerk Typist
1.5	
2.0	Clerk Typist II
2.5	
3.0	Receptionist Clerk Offset Printing Machine Operator
3.5	
4.0	Data Input Clerk Storekeeper Secretary I Word Processing Operator
4.5	
5.0	Lead Word Process Operator Engineer Technician Nutrition Technician Secretary II Secretary/Information Services Assistant Secretary/Volunteer Coordinator
5.5	Cartographer Graphics Designer Photographer Public Information Assistant
6.0	Accountant Technician Office Manager
6.5	Regional Planner I Computer Programming Specialist I Local Government Assistant I Gift Shop Supervisor
7.0	Clerk of the Council Administrative Assistant Engineer Planner I Public Information Specialist Solid Waste Technician
7.5	
8.0	Concession Supervisor Environmental Technician Veterinary Technician

<u>Level</u>	<u>Classification Title</u>
8.5	Regional Planner II Education Services Specialist Graphics/Exhibits Specialist Graphics Coordinator Public Involvement Program Coordinator Local Government Assistant II Computer Programming Specialist II
9.0	Engineer Planner II
9.5	
10.0	Regional Planner III Local Government Assistant III Research Coordinator Animal Keeper Foreman Solid Waste Engineer Senior Accountant
10.5	Engineer Planner III Public Relations Coordinator/Zoo
11.0	Educational Services Manager Research and Policy Development Officer Solid Waste Coordinator Visitor Services Manager
11.5	Implementation and Compliance Manager Building and Grounds Manager Senior Regional Planner
12.0	Director of Public Information Services Director of Local Government and Citizen Involvement Urban Economist Manager of Personnel and Support Services Veterinarian
12.5	Curator Engineering and Analysis Manager
13.0	Principal Regional Planner Director of Criminal Justice Planning
13.5	Finance Director Assistant Zoo Director
14.0	
14.5	Director of Solid Waste Division Director of Public Facilities Director of Metropolitan Development Zoo Director Director of Management Services General Counsel



<u>Level</u>	<u>Classification Title</u>
15.0	Director of Environmental and Technical Services Director of Transportation Planning

ALLOCATION OF EMPLOYEES

<u>Level</u>	<u>Classification Title</u>	<u>Employee</u>
3.0	Offset Printing Machine Operator Receptionist/Clerk	J. Willworth
4.0	Storekeeper Secretary I  Word Processing Operator	R. Venzke J. Henry P. Juett A. Knowlton K. Thackston L. Zimmerman B. Chidester G. Haskins B. Kasten
5.0	Lead Word Processing Operator Nutrition Technician Secretary II  Secretary/Information Services Assistant Secretary/Volunteer Coordinator	G. Logan D. Hillard C. Nelson J. Hixon M. Nelson  B. Higbee N. Sims
5.5	Graphics Designer  Photographer Public Information Assistant	C. Day J. Kennedy S. Ford E. Brown
6.0	Accountant Technician  Office Manager	J. Gregg V. Grimes M. Daniels
6.5	Computer Programming Specislist I Gift Shop Supervisor Regional Planner I	J. Booth S. Grossman L. Blackburn B. Burnett M. Sherrett N. Van Horn
7.0	Administrative Assistant Clerk of the Council Public Information Specialist Solid Waste Technician	P. Breed M. Carder K. Haitt J. Parr
8.0	Concessions Supervisor Environmental Technician Veterinary Technician	D. Saeland T. Anderson A. Schmidt

<u>Level</u>	<u>Classification Title</u>	<u>Employee</u>
8.5	Computer Programming Specialist II Education Services Specialist  Graphics Coordinator Graphics/Exhibits Specialist Local Government Assistant II  Public Involvement Program Coordinator Regional Planner II	A. Lloyd S. Plaisance R. Yerke A. Holsted J. Agnew L. Brentano M. Huie G. Wolfe R. Boling R. Brandman J. Giesecking B. Hass J. Hinckley
10.0	Senior Accountant Animal Keeper Foreman Local Government Assistant III  Regional Planner III    Research Coordinator Solid Waste Engineer	S. Klobertanz T. O'Conner D. Bolen D. Hegdahl D. Karnuth N. Miller T. Moore B. Pettis D. Walker J. Mellen W. Copple
10.5	Engineer Planner III Public Relations Coordinator/Zoo	E. Kushner J. McGowan
11.0	Educational Services Manager Visitor Services Manager Research and Policy Development Officer Solid Waste Coordinator	J. Delaini D. Flatley J. Sims P. Ressler
11.5	Building and Grounds Manager Senior Regional Planner	L. Marshall J. LaRiverie R. McIver G. Spanovich
12.0	Director of Local Government and Citizen Involvement Director of Public Information Services Manager of Personnel and Support Services Urban Economist Veterinarian	M. Holstrom J. Bieberle  R. McAbee R. Bartlett M. Schmidt
12.5	Curator Engineering and Analysis Manager	S. McCusker C. Ketterling

<u>Level</u>	<u>Classification Title</u>	<u>Employee</u>
13.0	Director of Criminal Justice Planning Principal Regional Planner	J. Bails H. Beals K. Lawton S. Siegal
13.5	Assistant Zoo Director Finance Director	M. Rich J. Gregory
14.5	Director of Management Services Director of Metropolitan Development Director of Public Facilities Director of Solid Waste General Counsel Zoo Director	C. Shell J. Sitzman T. Waldele M. Irvine A. Jordan W. Iliff
15.0	Director of Transportation Planning	B. Ockert

# EMPLOYEE APPEALS

The following employees presented formal appeals regarding the draft classification descriptions and/or their internal relationship allocation. The disposition of the appeal is in the outline and further explanation of LGPI secretarial/clerical recommendations is presented on the following page.

<u>Name and Title</u>	<u>Proposed Title</u>	<u>Job Description Appeal</u>	<u>Internal Relationship Allocation Appeal</u>	<u>Disposition of Appeal</u>
Administrative Aide/Sec. Karen Thackston	Secretary I	X	X	Job description revised, allocation not changed.
Zoo Admin. Secretary Judy Henry	Secretary I	X	X	Job description revised, allocation not changed.
Information Services Asst Barbara Higbee	Secretary II	X	X	Separate job classification prepared, allocation not changed.
Secretary Leigh Zimmerman	Secretary I	X	X	Separate job classification prepared, allocation not changed.
Zoo Secretary II Carol Nelson	Secretary I	X	X	Moved to Secretary II, reallocated upward one level.
Admin. Aide/Secretary Pam Juett	Secretary I	X	X	Job description revised, allocation not changed.
Zoo Secretary II Nicola Sims	Left out of classification. Secretary I	X	X	Separate job description prepared, reallocated upward one level.
Zoo Admin. Secretary Marie Nelson	Secretary II	X	X	Job description revised, allocation not changed.
Accountant Technician Vickie Grimes	Accountant Tech.	X	X	Job description revised, reallocated upward one-half level.
Accountant Technician Julie Gregg	Accountant Tech.	X	X	Job description revised, reallocated upward one-half level.
Clerk of the Council Mary Carder	Clerk of the Council	X	X	Job description not revised, reallocated upward one level.
Zoo Visitor Serv. Mgr. Don Flatley	Visitor Services Mgr.		X	Reallocated upward one-half level.
Zoo Assistant Director Kay Rich	Zoo Asst Director		X	Reallocated upward one-half level.
Zoo Concessions Manager Dee Saeland	Concessions Supervisor		X	Reallocated upward one-half level.
Zoo General Curator Steve MuCusker	Concessions Supervisor		X	Reallocated upward one-half level.
Zoo Nutrition Technician David Hillard	Nutrition Technician		X	Reallocated upward one-half level.
Zoo Director Warren Iliff	Zoo Director		X	Allocation not changed.

Classification descriptions for Secretary I and II were revised to better reflect the different nature of job duties and required knowledge, skills and abilities.

EXPLANATION OF CLASSIFICATION AND INTERNAL  
RELATIONSHIP RECOMMENDATIONS FOR SELECTED  
SECRETARIAL AND ACCOUNTING POSITIONS

Under the original scope of work used as a guideline in determining what positions would be studied, LGPI was to have looked primarily at positions which were affected by the merger of CRAG and MSD. As a result, some positions, including Administrative Aide/Secretary, were not encompassed in the initial survey. Through appeals filed and inquiries made, it became obvious that several positions had changed significantly on an incremental basis over time rather than changing significantly in a short period of time with the creation of the new MSD.

It was determined that LGPI would examine all Administrative Aide/Secretary positions concurrently with the remainder of positions in which incumbents had filed appeals. As a result, a consultant not previously associated with the study reviewed questionnaires and conducted interviews. For objectivity purposes, this LGPI staff member did not thoroughly review job descriptions written or conclusions previously reached by the other project consultants. All secretarial positions and word processing positions were subsequently re-evaluated by LGPI staff to determine adequacy of findings and validity of conclusions used in determining job description and compensation level.

Concerns expressed in written appeals and interviews by MSD management and affected employees in secretarial positions can be summarized by the statements listed below:

1. Reclassification downward without interview.
2. Level and type of responsibilities performed not adequately encompassed by Secretary I description.
3. Inappropriateness of Secretary I title.
4. Significant change in position tasks and responsibilities since previous classification study completed.
5. Lack of specificity in job description.
6. Inappropriate compensation level based on internal relationships.

Consequently, nine interviews were conducted with affected employees, questionnaires were re-evaluated and management or supervisory personnel contacted when necessary. The results of this analysis are given below.

New job descriptions and classification titles were prepared entitled Secretary/Volunteer Coordinator (Nicola Sims) and Secretary/Information Services Assistant (Barbara Higbee). Both had previously been classified as Secretary I's. LGPI feels the new descriptions more explicitly state the tasks performed and the knowledges, skills and abilities required. Although both classifications require the performance of substantial secretarial functions, additional responsibilities such as coordinating volunteer programs and providing information about the overall organization can best be described by adding explicit task statements and making a distinction on knowledge, skills and abilities required. It should be noted that these positions were judged to be comparable to the Secretary II classification in determining compensation and were placed in the 5.0 level.

Secretary I and Secretary II. The Secretary I and II position descriptions were modified to more explicitly differentiate between the two levels. The consultants believe there are clearly two levels of secretarial responsibilities in the MSD organization. The Secretary II level requires more experience (two years), involves more complex administrative duties such as compiling budgetary and accounting reports, and requires more sophisticated analytical skills. An associate's degree in secretarial science or bookkeeping is also desired, but not required for the Secretary II classification.

Many of the objections from those persons placed in the Secretary I classification appear to be based primarily on title and comparability. Positions in these classifications perform a number of administrative tasks which require skills which transcend the typing and filing tasks traditionally associated with clerical positions. It appears that the use of word processing lessens the number of tasks performed involving strictly typing and frees secretarial personnel to perform more responsible tasks involving greater complexity. Thus, the internal relationship between Clerk/Typist and Secretary I's and II's is appropriate having one full step, or 10 percent additional compensation between the Receptionist/Clerk and Secretary I and two full steps or 20 percent between the Receptionist/Clerk and Secretary II.

The Word Processing Operator classification was recommended at the same level of compensation as Secretary I. Although it is straight production typing, the position requires technical knowledge to operate the sophisticated equipment. Recognition is also given to the working environment which can involve considerable stress because of the repetitive nature of the tasks and the stringent timelines which must be met.

Notwithstanding the performance of some administrative responsibilities, these classifications are still primarily secretarial or clerical in nature, and the consultants believe the Secretary I and II titles are appropriate. A common practice in personnel administration is to use "working titles" such as Secretary-Transportation Division, etc., to supplement the class title. Use of working titles may mitigate some of the complaints caused by the generic class title.

The Secretary II classification also essentially replaces the Administrative Aide-Secretary classification. The new revised description more accurately reflects the secretarial and administrative support nature of the duties and recognizes a career ladder relationship with the Secretary I classification. The Executive Secretary classification is recommended for abolishment at this time because the position is currently unfilled and describes specialized secretarial duties not utilized by MSD at this time.

The Accountant Technician classification description has not been modified. The internal relationship placement of the position involves comparison of the Accountant Technician with the Computer Programming Specialist I and the Senior Accountant. The Accountant Technician position involves less responsible and more limited application of data processing knowledge to work performed than does the Computer Programming Specialist I. The Accountant Technician is weighted below the Senior Accountant on the basis of the responsibility and scope of duties and knowledge, skill and abilities. The Accountant Technician is grouped internally with the Office Manager classification on the basis of a similarity of supervision received and experience required.

The Clerk of the Council position proved the most difficult to determine an appropriate level of compensation because of unavailability of comparable positions and the short

time since the position was created resulting in changing nature of the roles and functions until the position can be more fully evaluated by management.

Although the position is primarily clerical, it involves an extensive amount of contact with the Council and Chief Administrative Officer performing some tasks which significantly transcend clerical functions. Examples are liaison and coordination of activities between the Council and Administrative Officer, contact with the public and administrative duties. Because the position directly represents and works with the top management and policy making body of the organization, the consequence of error, level of responsibility, independence of action and use of shorthand and dictation equipment is of greater magnitude than other secretarial positions. As a result, the position is recommended for a level of 7.0.

In light of the limiting factors previously mentioned regarding comparability and the changing nature of the position, however, the consultant strongly recommends this position be re-evaluated again in six months to one year. The level of compensation should be adjusted if the high level of responsibility is not maintained. Establishment of a new one position classification entitled Council Secretary, which will be supervised by the Clerk of the Council, may change some factors. The tasks performed, amount of supervision both exercised and received, and other elements need to be reassessed to insure these factors are commensurate with the level of compensation.

The Office Manager position has been recommended for a 6.0 level of compensation in recognition of the responsibilities for supervision of the word processing operation and clerical staff and responsibility for scheduling and managing a substantial clerical work load. The Office Manager also supervises the processing of employment applications, a highly responsible although routine program function. The secretarial responsibilities have been reduced and supervisory duties emphasized in the Office Manager classification which contributed to the recommended internal relationship between the Clerk and Office Manager positions.



## COMPENSATION STUDY RECOMMENDATIONS

### INTRODUCTION

A compensation plan for any organization is normally based on at least three considerations:

1. the prevailing rate of pay for comparable work in comparable organizations;
2. considerations of equity and consistency in the internal salary relationships of the various job classifications in the organization; and
3. the ability of the organization to pay a given salary.

The pay plan is also directly linked to the position plan and is intended to:

1. provide a framework for equal compensation for work of a similar nature and responsibility requiring comparable skills;
2. provide a means of compensating employees for meritorious performance of duties; and
3. establish rates of compensation which compare reasonably with those of other employers so as to aid in the recruitment and retention of qualified employees.

### METHODOLOGY

The preparation of the compensation plan involved conducting a survey of wages and salaries paid for comparable jobs by employers within the same general labor market. Employers were chosen on the basis of similarity of function, similarity of specific positions, labor market proximity, similarity of budgetary resources and pay practices.

The following employers were used for the gathering of salary survey data:

City of Lake Oswego	Clackamas County	King County
City of Milwaukie	Multnomah County	Port of Portland
City of Portland	Washington County	State of Oregon
Lane County	Clark County	
	Clark County Regional Planning Commission	

In conducting the salary survey, each of the agencies listed was contacted by telephone to insure that positions surveyed in other organizations were comparable in content to MSD positions.

Data gathered was for minimum/maximum salary ranges rather than actual rates of pay to individual employees whenever possible.

#### ANALYSIS AND USE OF SALARY SURVEY DATA

In the analysis and use of pay data, several considerations deserve emphasis:

1. Exact comparisons among different employers as to the duties of positions, working conditions and general responsibilities are difficult to make.
2. The policies of different employers in compensating for the same kind of work vary widely. There is rarely a single prevailing rate for any particular kind of work in a community or state-wide.
3. The analysis of salary data was made using 1978-79 salaries.
4. If a workable pay plan is to result, salary survey data cannot be applied without regard to past policies of the MSD, internal relationships among positions and the objective of maintaining a reasonable ranking among classifications and the labor market area.

Salary data, therefore, are at best a general guide to the appropriate rates in terms of outside judgments and competitive conditions. It is useful as an indication of generally prevailing social judgments concerning the pay relationships which should exist among different classes of work.

Of equal importance is how well pay relationships reflect the relative levels of difficulty, responsibility and required training and experience for the various classes. Salaries of various positions must not only be compared with other employers but must also be compared with other positions within MSD. These internal relationships were carefully analyzed. There were cases where the pay averages in the salary survey could not be recommended exactly because the internal relationships or scope of the duties justified a slight increase or decrease from the survey results. In most cases, however, the internal relationships and the average from the salary survey were fused together to come up with a viable recommendation.

RECOMMENDED SALARY SCHEDULE

<u>Salary Range Number</u>	<u>Entry Rate</u>	<u>Maximum Merit Rate</u>	<u>Maximum Incentive Rate</u>
1.0	\$8,215	\$9,911	\$10,208
1.5	8,586	10,388	10,700
2.0	8,957	10,865	11,191
2.5	9,434	11,395	11,737
3.0	9,911	11,925	12,283
3.5	10,388	12,561	12,938
4.0	10,865	13,197	13,593
4.5	11,395	13,886	14,303
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6.5	13,886	16,854	17,360
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7.5	15,317	18,497	19,052
8.0	16,059	19,451	20,035
8.5	16,854	20,458	21,072
9.0	17,543	21,465	22,109
9.5	18,497	22,525	23,201
10.0	19,451	23,585	24,293
10.5	20,458	24,857	25,603
11.0	21,465	26,129	26,913
11.5	22,525	27,401	28,223
12.0	23,585	28,673	29,533
12.5	24,857	30,210	31,116
13.0	26,129	31,747	32,699
13.5	27,401	34,132	35,156
14.0	28,673	34,927	35,975
14.5	30,051	36,623	37,722
15.0	31,535	38,531	39,687
15.5	33,549	40,651	41,871

- 1978-79 MSD salary schedule has been adjusted by adding \$350 and 6 percent to each entry rate and merit maximum rate.
- 20.6 to 21.9 percent between entry rate and maximum merit rate.
- 3 percent between maximum merit rate and maximum incentive rate.

RECOMMENDED SALARY RANGES

<u>Salary Range Number</u>	<u>Classification Title</u>	<u>Entry Rate</u>	<u>Maximum Merit Rate</u>	<u>Maximum Incentive Rate</u>
1.0	Clerk Typist	\$8,215	\$9,911	\$10,208
2.0	Clerk Typist II	8,957	10,865	11,191
3.0	Receptionist Clerk Offset Printing Machine Operator	9,911	11,925	12,283
4.0	Data Input Clerk Storekeeper Secretary I Word Processing Operator	10,865	13,197	13,593
5.0	Lead Word Processing Operator Engineer Technician Nutrition Technician Secretary II Secretary/Information Services Assistant Secretary/Volunteer Coordinator	11,925	14,575	15,012
5.5	Cartographer Graphics Designer Photographer Public Information Assistant	12,561	15,317	15,777
6.0	Accountant Technician Office Manager	13,197	16,059	16,541
6.5	Regional Planner I Computer Programming Specialist I Local Government Assistant I Gift Shop Supervisor	13,886	16,854	17,360
7.0	Clerk of the Council Administrative Assistant Engineer Planner I Public Information Specialist Solid Waste Technician	14,575	17,543	18,069
8.0	Concession Supervisor Environmental Technician Veterinary Technician	16,059	19,451	20,035
8.5	Regional Planner II Education Services Specialist Graphics/Exhibits Specialist Graphics Coordinator Public Involvement Program Coord Local Government Assistant II Computer Programming Specialist II	16,854	20,458	21,072

<u>Salary Range Number</u>	<u>Classification Title</u>	<u>Entry Rate</u>	<u>Maximum Merit Rate</u>	<u>Maximum Incentive Rate</u>
9.0	Engineer Planner II	17,543	21,465	22,109
10.0	Regional Planner III Local Government Assistant III Research Coordinator Animal Keeper Foreman Solid Waste Engineer Senior Accountant	19,451	23,585	24,293
10.5	Engineer Planner III Public Relations Coordinator/Zoo	20,458	24,857	25,603
11.0	Educational Services Manager Research and Policy Development Officer Solid Waste Coordinator Visitor Services Manager	21,465	26,129	26,913
11.5	Implementation and Compliance Manager Building and Grounds Manager Senior Regional Planner	22,525	27,401	28,223
12.0	Director of Public Information Services Director of Local Government and Citizen Involvement Urban Economist Manager of Personnel and Support Services Veterinarian	23,585	28,673	29,533
12.5	Curator Engineering and Analysis Manager	24,857	30,210	31,116
13.0	Principal Regional Planner Director of Criminal Justice Planning	26,129	31,747	32,699
13.5	Finance Director Assistant Zoo Director	27,401	34,132	35,156
14.5	Director of Solid Waste Division Director of Public Facilities Director of Metropolitan Development Zoo Director Director of Management Services General Counsel	30,051	36,623	37,722
15.0	Director of Environmental and Technical Services Director of Transportation Planning	31,535	38,531	39,687

IMPACT OF CLASSIFICATION STUDY RECOMMENDATIONS ON  
INCUMBENT EMPLOYEE SALARIES AND MSD BUDGET

GENERAL MSD

Employee	Recommended Classification	Present Range/ 1978-79 Salary Plus \$350 and 6 Percent	New Range	LGPI Recommended Salary	Percent Adjust- ment	Dollar Adjust- ment	Date for Next Salary Adjustment	Salary Place- ment Code
B. Chidester	Word Processing Operator	3.0/\$11,684	4.0	\$11,684	---	---	9-13-79	1
B. Kasten	Word Processing Operator	3.0/\$10,388	4.0	10,388	---	---	12-29-79	3
G. Logan	Lead Word Processing Operator	3.5/\$12,503	5.0	12,503	---	---	4-16-80	1
*P. Juett	Secretary I	5.0/\$12,503	4.0	12,503	---	---	5-01-80	0
*K. Thackston	Secretary I	5.0/\$14,011	4.0	14,011	---	---	7-01-79**	4
C. Day	Graphics Designer	5.0/\$12,503	5.5	12,503	---	---	4-23-80	3
J. Kennedy	Graphics Designer	5.0/\$13,722	5.5	13,722	---	---	4-01-80	1
M. Carder	Clerk of the Council	6.0/\$15,958	7.0	15,958	---	---	10-03-79	1
M. Daniels	Office Manager	5.5/\$14,232	6.0	14,232	---	---	7-01-79	1
*K. Haitt	Public Information Specialist	5.0/\$12,290	7.0	14,575	18.6	\$2285	7-01-80	2
*P. Breed	Administrative Asst	5.5/\$13,171	7.0	14,575	10.7	1404	7-01-80	2
*M. Holstrom	Director of Local Government and Citizen Involvement	10.0/\$20,405	12.0	23,585	15.6	3180	7-01-80	2
J. Gregory	Finance Director	12.0/\$25,965	13.5	27,401	5.5	1436	7-01-80	2
*S. Siegal	Principal Regional Planner	11.5/\$27,736	13.0	27,736	---	---	9-12-79	1
J. Gregg	Accountant Technician	5.5/\$14,575	6.0	14,575	---	---	7-26-80	0
V. Grimes	Accountant Technician	5.5/\$14,575	6.0	14,575	---	---	7-01-80	0
TOTALS		\$246,221		\$254,526	3.37	\$8305		

\*\*Evaluation only due to frozen salary.

IMPACT OF CLASSIFICATION STUDY RECOMMENDATIONS ON  
INCUMBENT EMPLOYE SALARIES AND MSD BUDGET

WASHINGTON PARK ZOO

Employee	Recommended Classification	Present Range/ 1978-79 Salary Plus \$350 and 6 Percent	New Range	LGPI Recommended Salary	Percent Adjust- ment	Dollar Adjust- ment	Date for Next Salary Adjustment	Salary Place- ment Code
E. Brown	Public Information Asst	\$13,476	5.5	\$13,476	---	---	1-04-80	1
S. Ford	Photographer	7,379	5.5	7,379	---	---	11-01-79	0
*J. Henry	Secretary I	14,621	4.0	14,621	---	---	8-31-79**	4
W. Iliff	Zoo Director	36,411	14.5	36,411	---	---	7-01-79	0
J. McGowan	Public Relations Coord/Zoo	16,843	10.5	20,458	21.5	\$3615	7-01-80	2
A. Nelson	Secretary II	13,869	5.0	13,869	---	---	12-07-79	0
A. Rich	Assistant Zoo Director	31,679	13.5	31,679	---	---	7-25-79	0
D. Flatley	Visitor Services Manager	22,430	11.0	22,430	---	---	12-07-79	1
D. Saeland	Concessions Supervisor	15,518	8.0	15,518	---	---	8-31-79	3
S. Grossman	Gift Shop Supervisor	14,135	6.5	14,135	---	---	2-16-80	1
J. Venzke	Storekeeper	10,337	4.0	10,865	5.1	528	7-01-80	2
J. Agnew	Graphics/Exhibits Specialist	13,483	8.5	16,854	25.0	3371	7-01-80	2
J. Delaini	Education Services Manager	20,937	11.0	20,937	---	---	12-21-79	3
S. Plaisance	Education Services Specialist	15,667	8.5	16,854	7.6	1187	7-01-80	2
*N. Sims	Secretary/Volunteer Coord	10,889	5.0	11,925	9.5	1036	7-01-80	2
R. Yerke	Education Services Specialist	15,667	8.5	16,854	7.6	1187	7-01-80	2
L. Marshall	Building & Grounds Manager	22,836	11.5	22,836	---	---	8-31-79	1
*C. Nelson	Secretary II	10,558	5.0	11,925	12.9	1367	7-01-80	2
D. Hillard	Nutrition Technician	11,273	5.0	11,925	5.8	652	7-01-80	2
*J. Hixson	Secretary II	13,308	5.0	13,308	---	---	8-31-79	0
S. McCusker	Curator	25,142	12.5	25,142	---	---	8-31-79	1
J. Mellen	Research Coordinator	16,775	10.0	19,451	16.0	2676	7-01-80	2
A. Schmidt	Veterinarian Technician	14,482	8.0	16,059	10.9	1577	7-01-80	2
M. Schmidt	Veterinarian	25,371	12.0	25,371	---	---	10-12-79	1
W. Peterson	Animal Keeper Foreman	22,178	10.0	22,178	---	---	10-12-79	0
TOTALS		\$435,264		\$452,460	3.95	\$17,196		

\*\*Evaluation only due to frozen salary.

IMPACT OF CLASSIFICATION STUDY RECOMMENDATIONS ON  
INCUMBENT EMPLOYEE SALARIES AND MSD BUDGET

SOLID WASTE DIVISION

<u>Employee</u>	<u>Recommended Classification</u>	<u>Present Range/ 1978-79 Salary Plus \$350 and 6 Percent</u>	<u>New Range</u>	<u>LGPI Recommended Salary</u>	<u>Percent Adjust- ment</u>	<u>Dollar Adjust- ment</u>	<u>Date for Next Salary Adjustment</u>	<u>Salary Place- ment Code</u>
T. Anderson	Environmental Technician	\$13,482	8.0	\$16,059	19.1	\$2577	7-01-80	2
J. Farr	Solid Waste Technician	14,045	7.0	14,045	---	---	7-01-79	3
P. Ressler	Solid Waste Coordinator	22,520	11.0	22,520	---	---	5-01-80	1
C. Ketterling	Engineering & Analysis Mgr	27,149	12.5	27,149	---	---	7-17-80	1
<b>TOTALS</b>		\$77,196		\$79,773	3.34	\$2577		

EXPLANATION OF ASTERISKS

Placement of all MSD classifications was based on an evaluation of the internal relationships among job classifications as well as external salary data for benchmark positions.

In addition, positions marked by an asterisk (\*) have been increased or decreased in relationship to other positions on the basis of the consultants evaluation that job duties and responsibilities have changed significantly since the last job evaluation study or that job duties were not properly evaluated in previous studies.



ADMINISTRATIVE PROCEDURE FOR SALARY PLACEMENT OF  
EMPLOYEES AFFECTED BY CLASSIFICATION STUDY  
(After \$350 and 6 percent adjustment made to all salaries)

<u>Placement Code</u>	<u>Procedure</u>
0	No change in salary. Current salary is within the merit portion of recommended salary range. Will receive future merit adjustments on anniversary date according to existing procedures.
1	No change in salary. Current salary is greater than entry rate but below the merit portion for recommended salary range. Will receive 5 percent salary adjustments on anniversary date until salary is within merit portion of range. Then will receive merit adjustments on anniversary date according to existing procedures.
2	Current salary adjusted upward to entry rate of recommended salary range. Current salary is more than 5 percent below the entry rate of recommended salary range. Will receive 5 percent adjustment on 12-month anniversary dates (from time of study implementation) until salary is within merit portion of range. Then will receive merit adjustments according to existing procedures.
3	No change in salary. Current salary is less than 5 percent below the entry rate of recommended range. Will receive 5 percent adjustments on existing anniversary date until salary is within merit portion of recommended range. Then will receive merit adjustments according to existing procedures.
4	No change in salary. Current salary is above maximum merit rate for recommended salary range. Salary will not be adjusted upward until such time as the current salary is brought within the range by a cost of living adjustment or other modification of the salary range. Employees whose salaries are between the maximum merit rate and maximum incentive rate could be eligible for incentive increases in accordance with existing procedures.

# SUMMARY

## IMPACT OF CLASSIFICATION STUDY RECOMMENDATIONS ON INCUMBENT EMPLOYEES AND MSD BUDGET

	<u>Total of 1978-79 Salaries Plus \$350 and 6 Percent</u>	<u>Total Previous Column Plus LGPI Recommended Salaries</u>	<u>Percent Adjust- ment</u>	<u>Dollar Adjust- ment</u>
General MSD	\$246,221	\$254,526	3.37	8,305
Solid Waste Division	77,196	79,773	3.34	2,577
Washington Park Zoo	435,264	452,460	3.95	17,196

# SUMMARY OF SALARY SURVEY DATA

	<u>Receptionist/ Clerk</u>	<u>Word Processing Operator</u>	<u>Secretary II</u>	<u>Administrative Assistant</u>	<u>Office Manager</u>	<u>Accounting Technician</u>
City of Portland	\$9,108-12,024	\$9,840-13,140	\$11,568-14,724	\$14,892-13,756		\$10,188-13,452
City of Lake Oswego	7,308-10,152		10,596-13,404			
City of Milwaukie	9,180-11,148					
Multnomah County	8,208-8,976	9,540-11,736	11,400-13,212	13,572-18,792	\$12,612-14,652	13,116-15,288
Clark County	8,280-10,068	11,100-13,488	9,456-14,160	14,520-20,220	12,228-14,868	10,572-12,840
Washington County	8,160-10,428	9,456-12,072		12,792-15,552		12,072-15,396
Clackamas County	8,028-10,212	9,744-12,360	11,508-14,760	13,368-17,064		11,784-14,952
Clark County Regional Planning Commission	7,728-9,432	8,616-10,404	10,404-12,648		10,908-13,272	12,036-14,640
Port of Portland	7,404-10,800		10,296-15,000	11,400-16,500		10,296-15,000
AVERAGE	8,148-10,536	9,720-12,192	11,004-14,112	13,392-17,616		11,160-14,388
CURRENT MSD	9,000-10,896	9,000-10,896	10,896-13,404	11,496-14,100	11,496-14,100	11,496-14,100

	<u>Graphics Designer</u>	<u>Graphics Coordinator</u>	<u>Director, Public Information</u>	<u>Engineering Technician</u>	<u>Solid Waste Engineer</u>	<u>Solid Waste Coordinator</u>
City of Portland		\$17,160-19,992				
City of Lake Oswego	\$12,252-15,072					
Clark County			\$17,208-21,972			
Washington County	11,064-14,100					
Clackamas County		15,948-20,376	21,804-27,864			
Clark County Regional Planning Commission	12,036-14,640	13,920-16,944				
Port of Portland	12,696-18,396	17,304-24,996				
State of Oregon				\$11,100-14,136 <sup>1</sup>	\$16,380-23,064 <sup>2</sup>	\$21,960-28,056 <sup>3</sup>
Lane County				13,272-16,716 <sup>4</sup>		19,608-26,496 <sup>5</sup>
King County				17,208-20,784 <sup>6</sup>	20,784-25,116 <sup>7</sup> 18,912-22,836 <sup>8</sup>	
AVERAGE	12,504-16,020	16,080-20,580	19,512-24,924	13,860-17,208	18,696-23,676	20,784-27,276
MSD	10,896-13,404	15,552-18,948	21,900-26,700	10,896-13,404	18,000-21,900	19,896-24,300

<sup>1</sup>Environmental Technician I

<sup>2</sup>Environmental Engineer

<sup>3</sup>Environmental Manager I

<sup>4</sup>Sanitarian Trainee

<sup>5</sup>Solid Waste Director

<sup>6</sup>Engineering Technician III

<sup>7</sup>Civil Engineer II

<sup>8</sup>Civil Engineer I

	<u>Division Director</u>	<u>Budget and Finance Officer</u>	<u>Regional Planner II</u>	<u>Engineer Planner II</u>	<u>Urban Economist</u>
City of Portland	\$ 41,412 <sup>1</sup> 36,648 <sup>2</sup>	\$25,308-29,664	\$17,700-21,132	\$21,780-23,148	
City of Lake Oswego	26,160-20,708 <sup>1</sup> 22,344-25,704 <sup>2</sup>	22,956	14,532-17,352	13,896-16,716	
City of Milwaukie	22,542-27,288 <sup>1</sup> 21,360-25,968 <sup>2</sup>	22,452-27,288			
Multnomah County	20,275-42,804	18,792-28,188	17,604-20,436	20,772-24,132	
Clark County	31,680-44,124 <sup>1</sup>	23,040-32,928		17,700-21,516	\$21,804-27,864
Washington County	33,348 <sup>1</sup> 30,732 <sup>2</sup>	19,860-25,344	14,820-18,900	16,332-20,844	
Clackamas County	28,992-37,056 <sup>3</sup> 28,404-36,312 <sup>2</sup>	19,392-24,792	16,752-21,408	16,752-20,976	
-51- Clark County Regional Planning Commission	33,000		15,372-18,672		
Port of Portland	35,004-50,796	23,400-33,996	17,304-24,996	17,304-24,996	
AVERAGE		22,344-29,004	16,296-20,412	16,692-21,372	
CURRENT MSD	26,700-36,096	21,900-26,700	15,552-18,948	16,200-19,896	21,900-26,700

<sup>1</sup>Public Works Director

<sup>2</sup>Planning Director

<sup>3</sup>Civil Engineer Director

Senior Regional Planner

City of Portland	\$20,568-25,128
Multnomah County	19,836-23,004
Washington County	17,148-21,888
Clark County Regional Planning Commission	19,632-23,844
Port of Portland	19,104-27,804
AVERAGE	19,248-24,336
MSD	20,904-25,500

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(REVISED)

SALARY PLAN CONCEPT AND ADMINISTRATIVE GUIDELINES

This salary plan is designed to allow an employee an opportunity for growth and adjustment to their new position, and to earn salary increases on a planned basis. In addition, taking into account the differences in individual growth and development of employees, this salary plan also provides for flexibility in earning salary increases. The combination approach allows for employees to become adjusted to their new position without emphasis on performance; however, after a certain period of time, it is expected that the employee has adjusted to their new position and is capable of earning salary increases based on their performance.

SALARY RANGE

Entry Rate			Maximum Merit Rate	Maximum Incentive Rate
5%	5%		1%	3%
6 months	1 year	Merit Increase based on job performance; granted by appointing authority		
← Normal Growth Period	→ ←		→ ←	Incentive Range →

- 20.6 to 21.9 percent between entry rate and maximum merit rate.
- 3 percent between maximum merit rate and maximum incentive rate.

All salary increase actions require the supervisor's recommendation and the approval of both the appointing authority and Personnel Officer prior to providing said increase to the employee.

## ADMINISTRATIVE PROCEDURE

- Employees hired or promoted to the beginning step of a salary range receive a normal growth salary increase of 5 percent in six months and a normal growth salary increase of 5 percent in one and one-half years.
- Normal step increases are initiated by payroll on the appropriate dates, unless an appointing authority provides Personnel and payroll with a negative performance evaluation and a request to temporarily withhold said increase but for no longer than 60 days. This does not absolve the appointing authority from performing an evaluation at the point the employee receives the first 5 percent increase at six months or the second 5 percent increase at the completion of one and one-half years employment.
- After an employee has received two 5 percent increases, they are eligible for salary increases in 1 percent increments up to and including the maximum salary shown for their assigned salary range. Criteria for providing the increases are on the following pages.
- The incentive salary rate of 1 percent to 3 percent is to be administered by the Executive Director in conjunction with the Chief Administrative Officer and the appropriate Division Head. This salary is deemed to be used in terms of rewarding outstanding employees and/or to assist in retaining employees.
- All merit increases have to be authorized and approved by the appointing authority and reviewed by the Personnel Officer prior to implementation.
- The normal growth salary increases and the merit and incentive increases must be submitted to Personnel with an employee evaluation form.
- The Maximum Salary Rate is considered the rate which is set annually by the Council according to agency salary policies relating to comparable and competitive rates of pay found in the labor market for similar work and which rate reflects the impact of the cost-of-living for the Portland Metropolitan Area. When the Maximum Salary Range rate is adjusted, the entire salary range must be adjusted and the individual's salary should be adjusted by the same rate. This adjustment will maintain the internal balance between salary ranges for each class and maintain the employee's salary within their assigned salary scale.

It will be general practice to hire new employees at the Entry Step, but promoted employees may have to be assigned a salary within the appropriate category in line with MSD personnel policies and rules.

Criteria to be considered in recommending and granting merit salary increases should include but not be limited to:

- Length of service
- Competency
- Growth in handling job responsibilities
- Attitude
- Specific actions toward self improvement
- Recognition of excellence



- Productivity increases of tangible quantities and qualities
- Creative and innovative contributions
- Cost and budgetary savings realized.

This criteria shall apply to salary increases given above the two 5 percent increases in the salary schedule. The Personnel Office shall review the supervisors and appointing authority's merit salary increase actions and shall assure that (1) the above criteria are essentially met, in whole or in part; (2) there is consistency as to application of the merit increase concept; (3) there is availability of funds and that the following points are applied:

- Employees who are just performing their work as assigned should not be considered for merit salary increases.
- Employees who are showing progressive and continual growth are eligible to receive no more than 3 percent merit salary increase at the time that they are evaluated.
- Employees performing at an exceptional and outstanding level are eligible to receive no more than 8 percent merit salary increases at the time they are evaluated.
- ~~Employees will be considered for merit increases upon the date they received the last of the two five percent normal growth increases of their assigned range.~~

The Executive Officer upon request by the appointing authority and supported with proper documentation of all relevant issues, may reduce an employee's merit salary. Such decrease cannot go below the maximum normal growth increase level. All such reductions shall be appealable to the Executive Officer who shall conduct a formal review of the matter prior to submitting a final decision.

#### MANAGEMENT OF INCENTIVE RANGE

The incentive range of 3 percent should be managed exclusively by the Executive Director. Request for incentive increases by appointing authorities should be sent directly to the Executive Officer.

The major use of this part of the salary plan should be for outstanding performance, retention and/or assignment of an additional project of agency-wide importance. Other reasons as deemed appropriate by the Executive Officer can be applied.

This increase is considered to be for no longer than one year. The Chief Administrative Officer shall assist the Executive Officer with the implementation and management of this provision.

AGENDA ITEM

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:     Exception to Hiring Freeze

BACKGROUND: On May 26, 1979, the Council adopted Resolution No. 79-52 which established the policy of freezing any vacant position for two months. The Resolution did permit the Council to approve exceptions to the freeze where sufficient justification could be established.

Your approval is requested to fill a vacancy in the following position:

Regional Engineer Planner III, Air Quality Specialist  
Planning Fund: 100 percent grant funded  
Monthly Rate: \$2,083 (including employee benefits)

This position is for an Air Quality Planning Specialist to work full-time on the completion of MSD's portion of the State Implementation Plan (SIP) for Air Quality. This work is currently underway and must be substantially complete (i.e., all technical analyses of transportation control alternatives completed) by July 1, 1980. The position is essential for MSD to perform its function as the lead agency for transportation-related air quality planning in the Portland/Vancouver Air Quality Maintenance Area.

BUDGET IMPLICATIONS: This position is 100 percent funded by an EPA, Section 175 Air Quality Planning grant.

POLICY IMPLICATIONS: The position requested for exemption is in the Air Quality Planning Program which is a critical area. Approval will not set an inappropriate precedent for future exemptions.

ACTION REQUESTED: Approve an exception to the hiring freeze and permit filling the Regional Engineer Planner III position described in this Summary.

JH:gl  
4769A  
0033A  
8/23/79

*approved*  
ADOPTED BY THE  
MSD COUNCIL  
THIS 28<sup>TH</sup> DAY OF August 1979  
*Mary C. Gauder*  
CLERK OF THE COUNCIL

AGENDA ITEM

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:     Exception to Hiring Freeze

BACKGROUND: On May 26, 1979, the Council adopted Resolution No. 79-52 which established the policy of freezing any vacant position for two months. The Resolution did permit the Council to approve exceptions to the freeze where sufficient justification could be established.

Your approval is requested to fill a vacancy in the following position:

Regional Planner III, Plan Review  
Planning Fund: 83% grant funded  
Monthly Rate: \$1,976

This position is for a land use planner to work half-time on plan review and half-time on other planning projects. The plan review schedule will require a full time assignment through October. Plans from Washington and Clackamas Counties and the City of Portland are scheduled for review in September, along with those of six smaller jurisdictions.

Another seven plans are expected for review in October. If this position were not filled for two months, many of these reviews could not be completed on schedule, or at all. In consequence, compliance problems which could have been easily remedied when a plan was in draft form would not be identified until after the local public hearing and adoption process, or, in some cases until after a plan had been submitted for compliance acknowledgement. The Division already has one vacancy (a Planner I, Housing) which is being frozen, but feels the Planner III of critical importance sufficient to justify an exception.

BUDGET IMPLICATIONS: This position would remain vacant for two weeks if the exception is granted. Assuming this position is filled for 1-1/2 months, the expenditure, including benefits would be \$2964 from the Planning Fund, from the following sources:

LCDC grant	-	\$1,482
HUD grant	-	\$ 988
Local dues	-	\$ 494
		<u>\$2,914</u>

The local dues revenue of \$494 represents the savings which will be lost if the position is filled.

POLICY IMPLICATIONS: The position requested for exemption is in a critical area. Approval will not set an inappropriate precedent for future exemptions.

ACTION REQUESTED: Approve an exception to the hiring freeze and permit filling the Planner III described in this summary.

JH:bk  
4769A  
0033A  
8/23/79

*approved*  
ADOPTED BY THE  
MSD COUNCIL  
THIS *28th* DAY OF *August*, 19*79*  
*Mary E. Gardner*  
COUNCIL

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOWING  
PREDOMINATELY GRANT FUNDED  
POSITIONS TO BE FILLED AS  
EXCEPTIONS TO FREEZE ON VACANT  
POSITIONS

)  
)  
)  
)  
)

RESOLUTION NO. 79-82

Introduced by  
Mike Burton

WHEREAS, The Council adopted Resolution No. 79-52 on  
May 26, 1979, establishing the policy of freezing any vacant  
position for two months to help increase balances in the General and  
Planning Funds; and

WHEREAS, The Metropolitan Service District has received  
\$29,000 in unanticipated revenues which will increase the Planning  
Fund balance; and

WHEREAS, The MSD Council wishes to relieve the restric-  
tions on the hiring freeze for positions which have little or no  
impact on local funds in the Planning Fund; now, therefore,

BE IT RESOLVED,

That vacant positions which are fully grant funded or  
require no more than \$1,000 in local match funds be exempted from  
the hiring freeze and filled without further Council approval.

ADOPTED by the Council of the Metropolitan Service  
District this 23rd day of August, 1979.

---

Presiding Officer

CS/gl  
4833A  
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:     Award of Primate Construction Bid

BACKGROUND: For many years there has been major dissatisfaction with the Primate House at the Zoo. The remodeling of this structure is the first priority project in the Zoo Development Plan. The firm of Sheldon, Eggleston, Reddick & Associates was awarded the design contract last October 13, 1978. After months of labor involving a project team at the Zoo, presentations to the Council, the Zoo Committee, the Design Review Committee, and Friends of the Washington Park Zoo, the design was completed, construction documents prepared, and the bid was advertised on July 23, 1979.

Bids will be opened on August 21 and a recommendation will be made by staff to the Zoo Committee on August 22. The Committee will present its recommendation to the Council on August 23, 1979.

BUDGET IMPLICATIONS: This project, if bids are responsive, will be completed during FY 1981. Funds have been included in the budget and anticipated in next year's budget to complete the major portions of the project.

POLICY IMPLICATIONS: Construction of this project will implement the first priority project of the Zoo Development Plan.

ACTION REQUESTED: Council approval of the recommendation presented by the Zoo Committee on August 23, 1979.

AMR:bc  
4716A  
0033A  
8/23/79

*Bid Rejected  
8/28/79  
mcc*

AGENDA ITEM 7.2

S U P P L E M E N T A L

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:      Primate House Bid

After many months of intensive work involving the design firm of Sheldon, Eggleston, Reddick and Associates and a Zoo project team, construction documents for the Primate Project were completed and the project was advertised for bids. The estimated budget, including approximately 24% for overhead, profit and unforeseeable factors, has been adjusted in anticipation of inflationary costs by 1980-1981.

The design firm's last estimated cost was \$1,612,268. That figure was above that discussed with Zoo staff when the bid documents were advertised. The original estimate and the amount budgeted for the project was \$1,500,000.

On August 21, MSD received only one bid on the Primate Project. The single bid received was for \$2,045,000.

Because this bid is in excess of the budget and because it is desirable to have two or more responses, we recommend that the bid be rejected and the staff instructed to seek alternative means of pursuing the project.

AKM:mec



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:         Zoo Committee  
SUBJECT:      Agreement with Friends of the Washington Park Zoo

BACKGROUND: In 1958, the Portland Zoological Society was incorporated to continue the citizen support for the Zoo that was manifest in the successful bond levy election of 1954. Over the years, the Zoological Society assisted in building (and then opening) the Portland Zoo Railway, the Children's Zoo, and the Zoo's Research Center. Additionally, they raised funds through the Zoomsi Auction and conducted numerous volunteer educational programs including the Zoomobile, docent tours, handicapped programs, etc.

The Society took over total operation of the Zoo in July, 1971, but transferred that function back to the City of Portland in 1976 who, in turn, deeded the Zoo to the Metropolitan Service District in July of that same year.

During all this time, the Society published a monthly newsletter for its membership of between 1,000 to 2,000 people.

In August, 1978, the Portland Zoological Society was dissolved and the Friends of the Washington Park Zoo was established.

The Friends of the Washington Park Zoo is a non-profit, Oregon corporation organized for the purpose of providing citizen support for the Zoo. The Agreement first entered into a year ago clearly recognized that, pursuant to Oregon laws, MSD maintains and operates the Zoo while the Friends, as a non-profit organization, provide a means for citizen interest in and support for the Zoo. The renewal Agreement has been thoroughly reviewed by the Zoo Committee with several modifications suggested. Basically, the Agreement provides for the following. The Friends agree to:

1. Recruit a broad-based membership of the Friends from throughout the MSD;
2. Develop general community support for the Zoo;
3. Encourage volunteer participation at the Zoo;
4. Publicize information about the Zoo and activities of the Friends through a newsletter or other means of communication;
5. Assist in promoting the Zoo's capital development program by conducting fund raising campaigns for projects mutually agreed upon;
6. Promote programs such as guest lectures, seminars, etc., at the Zoo that will broaden the public's knowledge of animals and other similar activities;

7. Provide ex-officio membership on its Board of Directors for the Chairperson of the MSD Council Zoo Committee and the Director of the Zoo;
8. Report at least annually to the MSD Council Committee on the Friend's progress in the above described areas;
9. Pursue these activities through its own staff and facilities and at its own expense; and
10. At the request of the MSD Council Zoo Committee, to perform other services that will benefit the Zoo and are acceptable to the Friends.

MSD agrees to:

1. Provide reduced admission to the Zoo for Friends' members;
2. Provide meeting space on a space available basis for the Friends' Board of Directors and committees;
3. Allow the Friends, at no charge, to hold special events on the Zoo grounds as approved by the Zoo Director and coordinated with the Zoo staff;
4. Include two members of the Friends' Board of Directors on a citizen's advisory committee for the Zoo;
5. Provide staff advice and liaison for the Friends' committees; and
6. Allow signage about the Friends on the Zoo grounds and provide a place for representatives of the Friends on the Zoo grounds to be built (if necessary), staffed, and maintained at the expense of the Friends as approved by the Zoo Director.

The Agreement will be reviewed annually and can be terminated by either party upon thirty days written notice.

BUDGET IMPLICATIONS: Any costs to MSD are minimal, involving those associated with providing meeting space and staff coordination. For this, MSD receives the benefits from having a citizen support group, funding assistance for projects mutually agreed to and special programs about animals, etc.

POLICY IMPLICATIONS: MSD continues to recognize the Friends' organization as the official citizen support group for Washington Park Zoo but responsibility for maintenance and operation of the Zoo clearly remains with MSD.

ACTION REQUESTED: Council authorization for the Executive Officer to sign the Agreement with the Friends of the Washington Park Zoo.

AMR: amn  
8/23/79

*approved*  
ADOPTED BY THE

MSD COUNCIL

THIS 28th DAY OF August, 1979  
Mary E. Gardner  
CLERK OF THE COUNCIL

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING  
EXECUTION OF AGREEMENT WITH  
FRIENDS OF WASHINGTON PARK ZOO

) Resolution No. 79-76  
) At the request of  
) Rick Gustafson

WHEREAS, Pursuant to Oregon law, the Metropolitan Service District maintains and operates the Washington Park Zoo; and

WHEREAS, The Friends of the Washington Park Zoo is a nonprofit, Oregon corporation organized for the purpose of providing citizen support for the Zoo; and

WHEREAS, Both the Metropolitan Service District and the Friends of the Washington Park Zoo have recognized the importance of establishing a positive working relationship between the two organizations; and

WHEREAS, The existing Agreement and proposed modifications have been thoroughly reviewed by both the Metropolitan Service District Zoo Committee and the Friends of the Washington Park Zoo; now, therefore,

BE IT RESOLVED That the Metropolitan Service District authorizes the Executive Officer to enter into the attached Agreement between the Friends of the Washington Park Zoo and the Metropolitan Service District.

ADOPTED By the Council of the Metropolitan Service District this 23rd day of August, 1979.

\_\_\_\_\_  
Presiding Officer

MC:bc  
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## AGREEMENT

THIS AGREEMENT, effective as of the \_\_\_\_\_ day of \_\_\_\_\_, 1979, is by and between the METROPOLITAN SERVICE DISTRICT, hereinafter called "MSD", whose principal offices are located at 527 S.W. Hall Street, Portland, Oregon 97201; and the FRIENDS OF THE WASHINGTON PARK ZOO, hereinafter called "FOZ", whose principal offices are located at 610 S.W. Alder Street, Portland, Oregon 97205.

### RECITALS

1. Pursuant to Oregon law, MSD maintains and operates the Washington Park Zoo, hereinafter called "Zoo".

2. FOZ is a tax-exempt, non-profit corporation organized for the purpose of providing citizen interest in and support for the Zoo.

3. To facilitate the implementation of this purpose, MSD and FOZ hereby enter into an agreement defining the relationship between them.

4. This Agreement will be reviewed annually on or about July 1 of each year. Either party may terminate this Agreement at any time for any reason upon thirty (30) days written notice.

### FOZ AGREES:

1. To recruit a broad-based membership in the FOZ from throughout the MSD;

2. To develop general community support for the Zoo;

3. To encourage volunteer participation at the Zoo;

4. To publicize information about the Zoo and activities of FOZ through a newsletter or other means of communication;

5. To promote the Zoo's capital development program by conducting fund raising campaigns (including the dues amounts beyond the regular memberships);

6. To promote programs such as guest lectures, seminars, etc., at the Zoo that will broaden the knowledge of animals and other similar activities;

7. To provide ex-officio membership of its Board of Directors for the Chairperson of the MSD Council Zoo Committee and the Director of the Zoo;

8. To report at least annually to the MSD Council Committee on FOZ's progress in the above described areas;

9. To pursue these activities through its own staff and facilities and at its own expense; and

10. At the request of the MSD Council Zoo Committee, to perform other services that will benefit the Zoo and are acceptable to the FOZ.

MSD AGREES:

1. To provide a reduced admission to the Zoo for FOZ members;

2. To provide meeting space on a space available basis for FOZ's Board of Directors and committees;

3. To allow FOZ, at no charge, to hold special events on the Zoo grounds as approved by the Zoo Director and coordinated with the Zoo staff;

4. To include two (2) members of the FOZ Board of Directors on a citizen's advisory committee for the Zoo;

5. To provide staff advice and liaison for the FOZ committees; and

6. To allow signage about FOZ on the Zoo grounds, and to provide a place for representatives of FOZ on the Zoo grounds to be built (if necessary), staffed, and maintained at the expense of FOZ as approved by the Zoo Director.

THE FRIENDS OF THE WASHINGTON  
PARK ZOO

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

METROPOLITAN SERVICE DISTRICT

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
(Andy Jordan, MSD Attorney)

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: Amendments to the Region's Interim Transportation Plan and the Functional Classification System for Highways to Respond to a Multnomah County Request

**BACKGROUND:** One of the important elements of the region's Interim Transportation Plan (ITP) is the designation of the function provided by various highways (i.e., traffic service versus land access). These designations specify the degree of regional interest in a facility and can affect such things as jurisdictional responsibility, design characteristics, funding eligibility, and access control measures. Such designations are also included in the Functional Classification System for Highways as required by federal regulations. Multnomah county has requested that a number of the ITP functional designations in the ITP be changed to reflect proposals included in their comprehensive plan. Staff recommends that changes be made now where 1) conflicts with the designations of neighboring jurisdictions do not exist, and 2) the changes appear to be warranted based on a sketch-level staff analysis. The analysis is documented in MSD Staff Report No. 50 - Multnomah County Functional Classification Inconsistencies -- Recommended Changes to ITP Designations. According to these criteria, several changes are recommended.

In a number of circumstances, further discussions with MSD, ODOT, and neighboring jurisdictions are needed to resolve apparent inconsistencies. Further technical analysis is also needed to provide better guidance as to the appropriate designations in many instances. While many of the conflicts and issues should be resolved in the upcoming Regional Transportation Plan, it appears that more in-depth analysis will be necessary once the regional plan is prepared.

These amendments have been reviewed by TPAC and JPACT.

**BUDGET IMPLICATIONS:** The MSD budget provides support for a minimal amount of analysis of functional classification issues.

**POLICY IMPLICATIONS:** Amendment of the Interim Transportation Plan and the Functional Classification System for Highways will serve to eliminate a number of inconsistencies between the regional plans and the Multnomah County plan. Further coordination and technical analyses are needed before all inconsistencies can be eliminated. Those inconsistencies should be flagged in reviewing the plans of local jurisdictions but should not be the basis of denying plan acknowledgment because of the incomplete status of regional transportation planning.

**ACTION REQUESTED:** Council approval of the attached Resolution.

ADOPTED BY THE  
 MSD COUNCIL

THIS 28th DAY OF August, 1979  
Mary E. Clarke  
 CLERK OF THE COUNCIL

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING  
THE INTERIM TRANSPORTATION PLAN  
AND THE FUNCTIONAL CLASSIFICATION  
PLAN

)Resolution No. 79-77  
)At the request of the Joint  
)Policy Advisory Committee on  
)Transportation

WHEREAS, The CRAG Board of Directors in Resolution No. 750602 adopted an Interim Transportation Plan which functionally classifies various highway facilities; and

WHEREAS, The CRAG Board of Directors in Resolution No. 760503 adopted a Functional Classification System for the Highways in the urban part of the Portland/Vancouver metropolitan area; and

WHEREAS, Multnomah County has requested that MSD amend the Interim Transportation Plan to reflect functional designations included in the Multnomah County Comprehensive Plan; and

WHEREAS, The staff analysis indicates that a number of the changes suggested by Multnomah County are technically sound and consistent with the functional designations of neighboring jurisdictions; now, therefore,

BE IT RESOLVED,

1. That the MSD Council amend the regional Interim Transportation plan as shown in Attachment A.

2. That the MSD Council amend the Functional Classification System for Highways as shown in Attachment A.

3. That the Federal Aid Urban System be amended to include 257th Highway between Stark Street and Columbia Street so that 257th also be included in the FAU system as are each of the facilities redesignated by this Resolution.

4. The MSD staff is directed to coordinate with various affected jurisdictions and the Oregon Department of Transportation to identify and attempt to resolve functional classification inconsistencies between various jurisdictions as part of the preparation of the Regional Transportation Plan.

ADOPTED By the Council of the Metropolitan Service District  
this 23rd day of August, 1979.

Presiding Officer

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## Attachment A

## Amendments to the Interim Transportation Plan and the Functional Classification System for Highways - Functional Classification Redesignations

<u>HIGHWAY FACILITY</u>	<u>TERMINI</u>	<u>INTERIM TRANSPORTATION PLAN CLASSIFICATION</u>	<u>RECOMMENDED RECLASSIFICATION</u>
Division St.	Union/Grand-I-205	Principal Arterial	<del>Minor Arterial</del> Collector
Jenne Rd.	Foster-Powell	Minor Arterial	Collector
102nd Ave.	Halsey-Sandy	Collector	Minor Arterial
148th Ave.	Powell Butte-Sandy	Collector	Minor Arterial
162nd Ave.	Powell-Sandy	Collector	Minor Arterial
185th Ave.	Marine-Sandy	Minor Arterial	Collector
Towle Rd.	Butler-Heiny	Minor Arterial	Collector
Cherry Park Rd.	242nd-257th	Collector	Minor Arterial
Stark St.	242nd-257th	Collector	Minor Arterial
257th Ave.	Orient-Division	Local Street	Minor Arterial
257th Ave.	Division-Stark	Collector	Minor Arterial
Troutdale Rd.	Cherry Park-Division	Minor Arterial	Collector
Orient Dr.	U.S. 26-257th	Collector	Minor Arterial
Fairview Ave.	Halsey - I-80N	Minor Arterial	Collector
Burnside St.	Division-181st	Minor Arterial	Principal Arterial
181st Ave.	Burnside-I-80N	Minor Arterial	Principal Arterial

BH:bk  
4685A  
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 to the Unified Work Program

BACKGROUND: In reviewing the FY 1980 Unified Work Program (UWP), the Urban Mass Transportation Administration (UMTA) raised a number of concerns. It is necessary to amend the UWP to adequately respond to some of these concerns. In addition, corrective amendments are needed.

The following UWP amendments are therefore proposed:

1. Include the Air Quality Demonstration Program recently awarded to the City of Portland.
2. Supplement funding for the Tri-Met work effort to examine the special transportation needs of the elderly and handicapped. This supplement would allow adequate funding of work needed to prepare a transition plan to meet Section 504 (Accessible Buses) regulations. The supplemental funds would come from two sources: 1) diversion of funds previously allocated to the Five-Year Service Plan (\$8,000) and Service Analysis (\$12,000) work items and 2) additional Section 8 planning funds (\$6,770 with match) made available by UMTA.
3. Remove Washington MPO planning work proposed to be funded with supplemental funds (Transit Station Study and Maintenance Facility Feasibility Study) because UMTA supplemented funds are not available.
4. Change funding sources of the Washington MPO efforts to prepare a short-range Transit Development Program. Direct funding would come from UMTA Section 8 planning funds (\$27,956), Washington DOT (\$35,000), and Vancouver Transit (\$6,989). In addition, services would be contributed by Tri-Met (\$6,000). This work will be integrated with Washington MPO efforts to assess the feasibility of expanding the public transit system and the preparation of a transition plan to meet Section 504 (Accessible Buses) regulations. The overall budget will be \$75,945.
5. Show MSD support of Tri-Met's efforts to prepare a Transit Development Program. The funds (\$8,000 federal) which will support these MSD efforts will, in turn, free-up a comparable amount of Section 8 planning funds previously allocated to MSD. These freed-up funds can be used by the Washington MPO to prepare the short-range Transit Development Program for Clark County (see item 4 above).

6. Correct an error in the Tri-Met funding table. The UWP shows \$36,000 of the new Section 8 planning funds (including match) will be used to support work item D.1.b (5-Year Transit Service Plan). This would be adjusted to \$54,625. With this adjustment, total funding support for this work item will be \$95,625 (including \$41,000 of previously granted Section 8 planning funds).

BUDGET IMPLICATIONS: The overall MSD budget will not be affected by these amendments. However, the MSD will be obligated to provide staff and computer support to Tri-Met and Vancouver Transit in preparing their respective Transit Development Programs.

POLICY IMPLICATIONS: Amendment of the UWP will mean that efforts can be undertaken which specifically address short-range transit planning concerns. In addition, UMTA concerns can be satisfied and planning grants can be made.

JPACT pointed out that the transition plan being prepared by Tri-Met to meet federal bus accessibility requirements could result in less transit service for the transportation disadvantaged as well as the entire population. They suggested this be kept in mind in developing the transition plan.

ACTION REQUESTED: Amend the FY 1980 UWP as described above.

CWO:bk  
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0033A  
8/23/79

ADOPTED BY THE  
MSD COUNCIL  
THIS 28th DAY OF August, 1979  
Mary E. Barker  
CLERK OF THE COUNCIL

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING  
THE FY 1980 Unified Work  
PROGRAM

)  
)  
)  
)

Resolution No. 79-78  
At the request of the  
Joint Policy Advisory  
Committee on Transportation

WHEREAS, The FY 1980 Unified Work Program (UWP) was  
adopted in May, 1979; and

WHEREAS, The UWP is the basis for federal grant funding  
for FY 1980 and must be approved by the Federal Highway Administra-  
tion and the Urban Mass Transportation Administration (UMTA); and

WHEREAS, The UMTA has raised some concerns which require  
amending the UWP; now, therefore,

BE IT RESOLVED, That the FY 1980 UWP is amended according  
to the following:

1. The Air Quality Demonstration Program recently  
awarded to the City of Portland is included.
2. Funding for the Tri-Met work effort to examine the  
special transportation needs of the elderly and hand-  
icapped is supplemented. This supplement would fund  
the preparation of a transition plan to meet Section  
504 (Accessible Buses) regulations. Supplemental  
funds would come from two sources: 1) diversion of  
funds previously allocated to the Five-Year Service  
Plan (\$8,000) and Service Analysis (\$12,000) work  
items and 2) additional Section 8 planning funds  
(\$6,770 with match) made available by UMTA.

3. Washington MPO planning work proposed to be funded with supplemental funds (Transit Station Study and Maintenance Facility Feasibility Study) is removed because UMTA supplemented funds are not available.
4. Funding sources of the Washington MPO efforts to prepare a short-range Transit Development Program are changed. Direct funding is to come from UMTA Section 8 planning funds (\$27,956), Washington DOT (\$35,000), and Vancouver Transit (\$6,989). In addition, services are to be contributed by Tri-Met (\$6,000). This work is to be integrated with Washington MPO efforts to assess the feasibility of expanding the public transit system and the preparation of a transition plan to meet Section 504 (Accessible Buses) regulations. The overall budget is \$75,945.
5. MSD support of Tri-Met's efforts to prepare a Transit Development Program is to be shown (\$8,000 federal).
6. An error in the Tri-Met funding table is corrected. New Section 8 planning funds to support work item D.1.b (5-Year Transit Service Plan) are adjusted to \$54,625 (including match).

ADOPTED By the Council of the Metropolitan Service  
District this 23rd day of August, 1979.

---

Presiding Officer

## 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: Increased Funding Authorization for Scholls/Allen Signal Project and for Greenburg Road Project

**BACKGROUND:** MSD has been requested to increase the funding authorization for nine committed highway projects. These projects are included in a group of 27 committed projects funded by FAU or FAU Replacement funds (from I-505 withdrawal funds) available for local and regional transportation projects outside the City of Portland. The requested funding authorization increase for the nine projects totals \$4.415 million. This compares with an unallocated funding balance of \$2.032 million for all projects in this category.

The unallocated funding balance of \$2.032 million was determined by comparing federal funding revenues over the eight-year period with current MSD commitments to projects. Over the eight years beginning October 1, 1979, \$17.275 million in FAU and FAU replacement funds are available for projects in this category (this includes a carry-over from FY 1978 of \$607,000). Between October 1, 1978, and March 31, 1979, nearly \$279,000 were obligated, leaving a funding balance of \$16.996 million. Of these revenues, MSD has committed \$14.964 million to complete 27 projects (\$2,075,756 had previously been obligated to begin work on these projects).

TPAC and JPACT have addressed the issue of insufficient funds to cover all nine projects with the following recommendations:

1. The two projects ready to go to bid should not be held up.
  - . Scholls/Allen signal requires an additional amount of \$74,752.
  - . Greenburg Road requires an additional amount \$93,460.

Funds are available to cover these increases.

2. The seven remaining requests should be held in abeyance pending further discussions with local jurisdictions to determine policy and funding options:

1)	Burnside-Stark to 223rd	+ \$1,229,331
2)	Fanno Creek Bridge	+ \$ 149,959
3)	Sunnyside Road	+ \$ 512,514
4)	Harmony Road	+ \$ 521,156
5)	185th Avenue	+ \$ 595,929
6)	Barnes Road	+ \$ 533,926
7)	Jenkins/185th	+ \$ 703,596
	TOTAL	\$4,246,411

Funds are not available to cover all of these increases.

BUDGET IMPLICATIONS: The current MSD budget includes funds to monitor federal funding commitments.

POLICY IMPLICATIONS: Approval of the two cost increases will allow federal obligation on these two projects. There will be further discussion of policy options to respond to the remaining increases.

ACTION REQUESTED: Approve the cost increases on Scholls/Allen signal and the Greenburg Road Project because both are about ready to go to bid.

BP:bc  
4695A  
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ADOPTED BY THE

MSD COUNCIL

THIS 28<sup>th</sup> DAY OF August, 1979  
Mary E. Carter  
CLERK OF THE COUNCIL

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE )  
TRANSPORTATION IMPROVEMENT )  
PROGRAM (TIP) TO AUTHORIZE )  
\$168,212 OF INTERSTATE TRANSFER )  
FUNDS FROM THE CONTINGENCY )  
ACCOUNT FOR COST INCREASES ON )  
THE SCHOLLS/ALLEN SIGNAL AND )  
GREENBURG ROAD PROJECTS )

RESOLUTION NO. 79-79

At The Request Of The  
Joint Policy Advisory  
Committee on Transpor-  
tation

WHEREAS, The CRAG Board of Directors, in Resolution BD 780905, adopted procedures and a management system for responding to cost increases 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, The MSD Council in Resolution 79-24 borrowed \$14 million in Interstate Transfer funds from the Westside Corridor Transitway Reserve and authorized certain Federal Aid Urban System Projects and a contingency account to use these funds; and

WHEREAS, the Scholls/Allen Signal Project and the Greenburg Road Project are currently authorized to use these Interstate Transfer funds in the (federal) amount of \$48,048 and \$655,775, respectively, for construction; and

WHEREAS, ODOT is now requesting an additional \$168,212 in federal Interstate Tranfer funds be authorized to supplement construction funds, namely:



	<u>Current Authorization</u>	<u>Requested Increases</u>	<u>Requested Authorization</u>
Scholls/Allen Signal	\$ 48,048	\$ 74,752	\$122,800
Greenburg Road	\$655,775	\$ 93,460	\$749,235

and

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

WHEREAS, The Transportation Policy Alternatives Committee and the Joint Policy Advisory Committee on Transportation have reviewed and concur with this request; now, therefore,

BE IT RESOLVED,

(1) That the TIP and its Annual Element be amended by adding \$168,212 of federal Interstate Transfer funds to the noted projects.

(2) That a like amount be subtracted from the Interstate Transfer contingency account for FAU projects.

(3) That this amendment be made an integral part of the TIP and its Annual Element and hereby receives affirmative A-95 review.

ADOPTED By the Council of the Metropolitan Service District this 23rd day of August, 1979.

\_\_\_\_\_  
Presiding Officer

BP:bc  
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AGENDA ITEM 7.7

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: Adoption of the Fiscal Year 1980-1983 Transportation Improvement Program (TIP) and the FY 1980 Annual Element

BACKGROUND: The MSD Transportation Improvement Program (TIP) describes how federal transportation funds for highway and transit projects in the MSD region are to be obligated during the period October 1, 1979, through September 30, 1980. Additionally, in order to maintain continuity, funds are estimated for years before and after the annual element year.

Projects have been developed through cooperative participation of the cities and counties in the region, the states, and special districts such as Tri-Met. The TIP is being updated for the fifth consecutive year. The TIP Subcommittee has prepared the recommended TIP for FY 1980.

One project in the TIP, I-205, represents over a \$200 million transportation investment and is scheduled for completion in 1982. A detailed air quality analysis was conducted as part of the final EIS indicating that I-205 could potentially have adverse effects on local and regional air quality. In recognition of this, DEQ issued a conditional permit requiring the establishment of a monitoring network and implementation of control measures which would minimize the adverse air quality impacts of the project. JPACT has expressed concern over the I-205 and its local and regional air quality impact. In approving the TIP, JPACT recommended that this major deviation from attaining air quality consistency by the I-205 project be brought to the attention of the MSD Council.

BUDGET IMPLICATIONS: MSD manpower requirements for the development of the TIP are included in the MSD budget.

POLICY IMPLICATIONS: The purpose of the TIP is to describe how the Regional Transportation Plan is to be implemented. It is the vehicle for balancing local and regional priorities. Supporting these priorities are the broad spectrum of projects ranging from correcting deficiencies unique to a local street to advancing major long-range projects.

ACTION REQUESTED: Adopt the 1980-1983 Transportation Improvement Program (Exhibit A), along with the accompanying Air Quality Consistency Statement.

GS:bc  
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0033A  
8/23/79

ADOPTED BY THE  
MSD COUNCIL  
THIS 28th DAY OF August, 1979  
Mary E. Carter  
CLERK OF THE COUNCIL

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	Resolution No. 79-80
1980-1983 TRANSPORTATION IMPROVEMENT	)	At the request of the
PROGRAM (TIP) AND THE FY 1980	)	Joint Policy Advisory
ANNUAL ELEMENT	)	Committee on
		Transportation

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

WHEREAS, Such a program was prepared and released for agency review and public hearing; and

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

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

WHEREAS, A determination of the consistency of the Transportation Improvement Program with Air Quality Plans has been prepared; and

WHEREAS, some 1979 Annual Element projects may not be obligated in FY 1979 because the exact point in time for obligation is indeterminant; now, therefore,

BE IT RESOLVED,

(1) That the MSD Council adopt the Transportation Improvement Program for the urban area and the accompanying Air Quality

Consistency Statement as contained in the attachment to this Resolution marked Exhibit "A," which by reference is made an integral part of this resolution.

(2) That projects that are not obligated by September 30, 1979, be automatically reprogrammed for FY 1980 for all funding sources.

(3) That the TIP is in conformance with the Regional Transportation Plan.

(4) That the MSD Council allows the use of funds to be transferred among the particular phases (PE, ROW or Construction) of a given project, so long as the total amount specified for FY 1980 is not exceeded.

(5) That the MSD Council hereby finds the projects 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 23rd day of August, 1979.

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Presiding Officer

GS:bc  
4498A  
0033A

# TRANSPORTATION IMPROVEMENT PROGRAM

PROPOSED FY 1980  
ANNUAL ELEMENT

FINAL DRAFT

---

Metropolitan Service District

August, 1979

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## Metropolitan Service District



**Rick Gustafson**  
Executive Officer

### COUNCIL

**Mike Burton**  
Presiding Officer  
District 12

**Jane Rhodes**  
District 6

**Donna Stuhr**  
Vice-Presiding Officer  
District 1

**Betty Schedeen**  
District 7

**Charles Williamson**  
District 2

**Caroline Miller**  
District 8

**Craig Berkman**  
District 3

**Cindy Banzer**  
District 9

**Corky Kirkpatrick**  
District 4

**Gene Peterson**  
District 10

**Jack Deines**  
District 5

**Marge Kafoury**  
District 11

**Denton U. Kent**  
Chief Administrative Officer

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## CHAPTER 1: INTRODUCTION

In September, 1978, the CRAG Board adopted a management system which describes how project cost authorizations for both Interstate Transfer funds and Federal Aid Urban funds (Oregon) are to be dealt with. As part of the management system, staff prepares a quarterly Transportation Improvement Program (TIP). The quarterly TIP details for these two funding sources, the most up-to-date information on authorizations. Authorizations of other federal funds, such as Federal Aid Interstate and Federal Aid Primary, are not updated in the Quarterly TIP document and can be found in the adopted TIP document.

In preparation of this report, the proposed FY 1980 Transportation Improvement Program,

information in the quarterly TIP where applicable served as its basis. Obligations for Mt. Hood Transfer fund projects are through December 31, 1978, while those for the Federal Aid Urban System are through March 31, 1978.

Council approved adjustments and MSD administrative adjustments where formally requested are current through the publication date. Other changes may be forthcoming as a result of finalization of the FY 1980 TIP. Cost overruns will be processed under separate Council action, and when approved will be incorporated in the FY 1980 TIP.

This report is organized by funding sources with complete listings of projects utilizing the funds. Footnotes referencing the line item number, appear throughout the report.



CHAPTER 2: FEDERAL AID URBAN  
SYSTEM (FAUS) FUNDING

The Federal Aid Urban System (FAUS) is designed to improve the high traffic volume arterial and collector routes in the urbanized areas that are not part of any other Federal Aid System. Projects to be funded with Federal Aid Urban System funds are selected by local officials with concurrence of the State Transportation Department in accordance with the MSD transportation planning process. The federal share of project costs in Oregon is about 88 percent with the 12 percent matching funds equally shared by state and local governments. Current federal apportionments to the MSD region approximate \$4 million annually, with 46 percent attributable to the City of Portland and 54 percent to the three counties and the cities therein.

Recently, several major actions have taken place which profoundly affect the Federal Aid Urban System funding posture as follows:

- 1) A formal request has been made to withdraw the I-505 from the Interstate System, thereby releasing funds for use on other projects.
- 2) The Oregon Transportation Commission has recommended withdrawal conditioned on:
  - . Transfer of region's FAUS funds of approximately \$3,386,000 per year (beginning in FY 1979) for eight years (\$27,088,000) for use on downstate projects.

- . Transfer of Federal Aid Primary funds scheduled for the metropolitan area to projects outside the metropolitan area.

- 3) MSD in cooperation with local jurisdictions has tailored FY 1979 FAUS projects in accordance with the limited funds. This was accomplished by "borrowing" \$14 million of Mt. Hood funds to keep the FAU/FAP projects ongoing (refer to pages \_\_\_\_). Also refer to the footnotes in this chapter.
- 4) In further action, the MSD Council allocated \$20 million of I-505 withdrawal funds for replacement of FAU and FAP funds transferred outside the area. FAU and FAP projects have accordingly been proposed for use of the I-505 funds in FY 1980 and are reflected in Category E.

Assuming FAUS apportionments continue at the current level of funding, MSD allocations will continue at approximately \$472,000 per year. The TIP Subcommittee and MSD staff have reduced the FY 1980 and FY 1981 FAU program in accordance with the limitation of funds.

The FY 1980 program contains two new projects -- Hall Blvd and Hwy 217 -- left turn refuges and PE for a system of city FAU overlays. The remaining FAU program is simply a continuation of previously committed projects.

For detailed project information, refer to the footnotes.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

PORTLAND FAUS

1 1 FOSTER/WOODSTOCK-89TH TO 106TH

PE	76,598	0	0	0	0	0	76,598
R/W	330,500	0	0	0	0	0	330,500
CONST	938,978	0	0	0	0	0	938,978
TOTAL	1,346,076	0	0	0	0	0	1,346,076

2 1 NE HALSEY STREET-NE 68TH TO NE 81ST AVE

PE	49,643	0	0	0	0	0	49,643
R/W	38,610	0	0	0	0	0	38,610
CONST	523,550	0	0	0	0	0	523,550
TOTAL	611,803	0	0	0	0	0	611,803

3 1 SW VERMONT @ SW 30TH - SIGNAL

PE	4,600	0	0	0	0	0	4,600
CONST	71,585	0	0	0	0	0	71,585
TOTAL	76,185	0	0	0	0	0	76,185

4 1 POWELL BLVD SIGNALS-47TH/69TH

PE	2,340	0	0	0	0	0	2,340
CONST	17,854	0	0	0	0	0	17,854
TOTAL	20,194	0	0	0	0	0	20,194

5 1 BANFIELD HOV LANES - FAU TO FAUE(SEE FAP)

CONST	901,000	0	0	0	0	0	901,000
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6 1 N COLUMBIA BLVD-WEST CITY LIMITS TO N OSWEGO AVE

PE	101,640	0	0	0	0	0	101,640
CONST	0	0	0	0	0	0	0
TOTAL	101,640	0	0	0	0	0	101,640

SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI SEE I505 WITHDRAWAL FUNDS-CATEGORY E

7 1 COLUMBIA BLVD-OSWEGO TO BURR

PE	48,072	0	0	0	0	0	48,072
CONST	616,725	0	0	0	0	0	616,725
TOTAL	664,797	0	0	0	0	0	664,797

6	Current Fed Auth.:	\$3,623,420
	FAU:	101,640
	Mt. Hood-Cat. VI:	176,856
	I-505-Cat. E:	3,344,924

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM

	OBLIGATED	1979	1980	1981	1982	1983	POST 1983	TOTAL
PORTLAND FAUS								
8 1 BARBUR BLVD(OR99W) TRANSIT LANES-FAU TO FAUE								
CONST	514,460	0	0	0	0	0	0	514,460
9 1 SUNSET TRANSIT STUDY-FAU TO FAUE								
PE	226,700	0	0	0	0	0	0	226,700
10 1 BANFIELD TRANSIT STUDY - FAU TO FAUE								
PE	383,100	0	0	0	0	0	0	383,100
11 1 BURNSIDE - 2ND AVE TO PARK								
CONST	48,479	0	0	0	0	0	0	48,479
12 1 ALTERNATIVE TO I505 - PROJECT DEVELOPMENT PROGRAM								
PE	17,154	0	0	0	0	0	0	17,154
13 1 BASIN AVENUE/GOING STREET - PE								
PE	205,750	0	13,545	0	0	0	0	219,295
14 1 N GREELEY TO I5 - PE								
PE	214,500	85,000	0	0	0	0	0	299,500
15 1 NEW TRAFFIC SIGNALS								
CONST	88,778	0	0	0	0	0	0	88,778
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI								
16 1 TRAFFIC SIGNAL REPLACEMENT								
CONST	683,616	0	0	167,948	114,913	0	0	966,477
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI								
17 1 TRAFFIC SIGNAL IMPROVEMENT								
CONST	217,419	0	0	0	0	0	0	217,419
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI								
18 1 SIGNAL COMPUTER CONTROL EXPANSION								
PE	3,860	0	41	0	0	0	0	3,901
CONST	0	0	29,827	0	0	0	0	29,827
TOTAL	3,860	0	29,868	0	0	0	0	33,728

15 Current Fed. Auth.: \$605,034  
 FAU: 88,778  
 Mt. Hood-Cat. VI: 516,256

16 Current Fed. Auth.: \$1,888,029  
 FAU: 966,477  
 Mt. Hood-Cat. VI: 621,552

17 Current Fed. Auth.: \$470,947  
 FAU: 217,419  
 Mt. Hood-Cat. VI: 253,528

14 Current Fed. Auth.: \$2,512,645  
 FAU: 299,500  
 Mt. Hood-Cat. III: 2,213,145

The FAU amount represents a recent administrative adjustment of + \$85,000 transferred from the City of Portland FAU Reserve.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

PORTLAND FAUS

19	1	MACADAM AVE(OR43)-PROJECT DEVELOPMENT							
PE		12,800	0	0	0	0	0	0	12,800
20	1	HOLLYWOOD DISTRICT-PROJECT DEVELOPMENT							
PE		12,800	0	0	0	0	0	0	12,800
21	1	NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE							
PE		90,346	0	0	0	0	0	0	90,346
R/W		8,580	0	0	0	0	0	0	8,580
CONST		1,198,637	0	0	0	0	0	0	1,198,637
TOTAL		1,297,563	0	0	0	0	0	0	1,297,563
22	1	SW TERWILLIGER @ SAM JACKSON ROAD - SIGNAL							
PE		2,300	0	204	0	0	0	0	2,504
CONST		47,420	0	3,149	0	0	0	0	50,569
TOTAL		49,720	0	3,353	0	0	0	0	53,073
23	1	GRAND AVE(OR99E)-HARRISON TO CLAY-FAU TO FAUE(SEE FAP)							
CONST		195,400	0	0	0	0	0	0	195,400
24	1	GRAND AVENUE(OR99E)-HOLLADAY TO BROADWAY							
CONST		199,692	0	0	0	0	0	0	199,692
25	1	82ND AVE(OR213) SIGNAL PROGRAM-PRESCOTT TO FLAVEL-13 SIGNALS							
CONST		311,608	0	0	0	0	0	0	311,608
26	1	E BURNSIDE STREET AT NE SANDY BLVD-INTERSECTION IMPROVEMENT							
PE		209,546	0	0	0	0	0	0	209,546
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI									
27	1	FREMONT BRIDGE CONNECTIONS							
PE		316,790	0	30,323	0	0	0	0	347,113
CONST		205,849	3,151	0	0	0	0	0	209,000
TOTAL		522,639	3,151	30,323	0	0	0	0	556,113

26 Current Fed. Auth.: \$329,154  
FAU: 209,546  
Mt. Hood-Cat. VI: 119,608

This project may be withdrawn in the near future as a result of improvements elsewhere in the vicinity which have favorably affected traffic operations at this major intersection.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

PORTLAND FAUS

28 1 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES

PE	125,690	0	0	0	0	0	0	125,690
R/W	274,180	229,646	0	0	0	0	0	503,826
CONST	0	0	0	0	0	0	0	0
TOTAL	399,870	229,646	0	0	0	0	0	629,516

SEE I505 WITHDRAWAL FUNDS-CATEGORY E

29 1 TERWILLIGER BRIDGE REPLACEMENT - PE AND CONSTRUCTION

PE	0	0	0	0	0	0	0	0
CONST	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

30 1 PE FOR SELECTED FAU CITY STREET OVERLAYS

PE	0	72,160	0	0	0	0	0	72,160
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31 1 CITY OF PORTLAND FAU RESERVE

RESRV	0	-35,160	0	0	0	0	0	-35,160
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SUBTOTAL-PORTLAND FAUS

PE	2,104,229	157,160	44,114	0	0	0	0	2,305,503
R/W	651,870	229,646	0	0	0	0	0	881,516
CONST	6,781,050	3,151	32,976	167,948	114,913	0	0	7,100,038
RESRV	0	-35,160	0	0	0	0	0	-35,160
TOTAL	9,537,149	354,797	77,090	167,948	114,913	0	0	10,251,897

28 Current Fed. Auth.: \$3,358,418  
FAU: 629,516  
I-505-CAT. E: 2,728,902

30 This is a new project recently approved by MSD Council Resolution #79-63. The PE will be performed using FAU monies; construction will utilize I-505 monies when approved.

29 This project is to be withdrawn

31 This negative balance is a result of the transfer of \$72,160 to the "PE for selected FAU city street overlays" project. This negative amount will become a positive amount once a correction is made to past obligations. Some \$209,546 was erroneously obligated for a city-sponsored project in 1978. Upon deobligation, the city FAU reserve fund will be replenished by the appropriate amount.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

MULTNOMAH FAUS

32 2 COLUMBIA BLVD CONSTRUCTION-BORTHWICK TO UNION  
PE 17,983 0 0 0 0 0 17,983  
CONST 503,084 0 0 0 0 0 503,084  
TOTAL 521,067 0 0 0 0 0 521,067

33 2 HAWTHORNE BRIDGE CONTROLS  
PE 6,250 0 0 0 0 0 6,250  
CONST 403,549 0 0 0 0 0 403,549  
TOTAL 409,799 0 0 0 0 0 409,799

34 2 TRANSIT/HOV-WASHINGTON AND 96TH STREET  
CONST 13,791 0 0 0 0 0 13,791

35 2 SELLWOOD BRIDGE PE  
PE 27,450 10,800 0 0 0 0 38,250

SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

36 2 122ND AND POWELL BLVD - SIGNAL  
PE 0 5,000 0 0 0 0 5,000  
CONST 0 0 0 0 0 0  
TOTAL 0 5,000 0 0 0 0 5,000

SEE I505 WITHDRAWAL FUNDS-CATEGORY E

37 2 SE BURNSIDE STREET-SE STARK ST TO BULL RUN RD(1ST ST)  
PE 173,316 0 8,878 0 0 0 182,194  
R/W 0 50,000 0 0 0 0 50,000  
CONST 0 0 0 0 0 0  
TOTAL 173,316 50,000 8,878 0 0 0 232,194

SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

SUBTOTAL-MULTNOMAH FAUS

PE 224,999 15,800 8,878 0 0 0 249,677  
R/W 0 50,000 0 0 0 0 50,000  
CONST 920,424 0 0 0 0 0 920,424  
TOTAL 1,145,423 65,800 8,878 0 0 0 1,220,101

35 Current Fed. Auth.: \$820,250  
FAU: 38,250  
Mt. Hood-Cat. III: 175,782  
Mt. Hood-Cat. VI: 606,218

A recent cost overrun of \$333,000 was authorized by MSD Council and is included in the above. An administrative adjustment (6/79) of + \$1,250 is included in the FAU portion and an administrative adjustment (6/79) of +\$36,660 is included in the Mt. Hood-Cat. III portion.

36 Current Fed. Auth.: \$62,000  
FAU: 5,000  
I-505-Cat. E: 57,000

37 Current Fed. Auth.: \$2,992,872  
FAU: 182,194  
Mt. Hood-Cat. VI: 1,477,209  
I-505-Cat. E: 1,333,469

A recent cost overrun of \$182,000 was authorized by MSD Council and is included in the above.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CLACKAMAS FAUS

38 3 KERR RD PE-49TH TO BOONES FERRY ROAD  
PE 56,090 0 0 0 0 0 0 56,090

39 3 ECAP SIGNALS

PE 11,728 0 7,261 0 0 0 0 18,989  
CONST 125,341 0 79,052 0 0 0 0 204,393  
TOTAL 137,069 0 86,313 0 0 0 0 223,382

40 3 OATFIELD ROAD-82ND DRIVE TO LAKE

PE 28,148 0 0 0 0 0 0 28,148  
CONST 730,770 0 0 0 0 0 0 730,770  
TOTAL 758,918 0 0 0 0 0 0 758,918

41 3 LINWOOD AVE-KING ROAD TO HARMONY

PE 2,219 0 0 0 0 0 0 2,219  
CONST 208,710 0 0 0 0 0 0 208,710  
TOTAL 210,929 0 0 0 0 0 0 210,929

42 3 LOWER BOONES FERRY RD-MADRONA TO SW JEAN

PE 33,032 0 14,740 0 0 0 0 47,772  
CONST 0 0 0 1,126,931 0 0 0 1,126,931  
TOTAL 33,032 0 14,740 1,126,931 0 0 0 1,174,703

43 3 OREGON CITY SIGNAL-10TH AND MAIN

PE 1,500 0 0 0 0 0 0 1,500  
CONST 33,895 0 0 0 0 0 0 33,895  
TOTAL 35,395 0 0 0 0 0 0 35,395

44 3 KING ROAD OVERLAY-BELL TO 82ND

PE 2,970 0 0 0 0 0 0 2,970  
CONST 44,821 0 0 0 0 0 0 44,821  
TOTAL 47,791 0 0 0 0 0 0 47,791

45 3 82ND DRIVE - HIGHWAY 212 TO I205-CONSTRUCTION

PE 30,030 0 0 0 0 0 0 30,030  
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

42 Current Fed. Auth.: \$1,644,067  
FAU: 1,174,703  
Mt. Hood-Cat. III: 469,364

45 Current Fed. Auth.: \$507,439  
FAU: 30,030  
Mt. Hood-Cat. VI: 477,409

A recent cost overrun of \$95,000  
was authorized by MSD Council and  
is included in the above.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982

1983

POST 1983

TOTAL

CLACKAMAS FAUS

46 3 RIVER RD-MCLOUGHLIN TO MCLOUGHLIN-PE/CONSTRUCTION

PE	60,060	0	0	0	0	0	0	60,060
CONST	1,062,147	0	0	0	0	0	0	1,062,147
TOTAL	1,122,207	0	0	0	0	0	0	1,122,207

47 3 JOHNSON CREEK/BELL AVENUE

PE	7,030	0	0	0	0	0	0	7,030
R/W	11,700	0	0	0	0	0	0	11,700
CONST	121,290	0	0	0	0	0	0	121,290
TOTAL	140,020	0	0	0	0	0	0	140,020

48 3 SUNNYSIDE RD - STEVENS RD TO SE 122ND

PE	54,054	0	0	0	0	0	0	54,054
R/W	0	0	0	0	0	0	0	0
CONST	0	0	0	0	0	0	0	0
TOTAL	54,054	0	0	0	0	0	0	54,054

SEE I505 WITHDRAWAL FUNDS-CATEGORY E

49 3 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)

PE	45,000	-31,824	0	0	0	0	0	13,176
R/W	0	42,120	0	0	0	0	0	42,120
TOTAL	45,000	10,296	0	0	0	0	0	55,296

SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

50 3 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE

PE	30,000	0	6,502	0	0	0	0	36,502
CONST	0	0	0	0	0	0	0	0
TOTAL	30,000	0	6,502	0	0	0	0	36,502

SEE I505 WITHDRAWAL FUNDS-CATEGORY E

51 3 GLADSTONE SIGNAL-PORTLAND AVE AND GLOUCESTER

PE	3,860	0	0	0	0	0	0	3,860
CONST	34,345	0	0	0	0	0	0	34,345
TOTAL	38,205	0	0	0	0	0	0	38,205

SUBTOTAL-CLACKAMAS FAUS

PE	365,721	-31,824	28,503	0	0	0	0	362,400
R/W	11,700	42,120	0	0	0	0	0	53,820
CONST	2,361,319	0	79,052	1,126,931	0	0	0	3,567,302
TOTAL	2,738,740	10,296	107,555	1,126,931	0	0	0	3,983,522

48	Current Fed. Auth.:	\$484,486	50	Current Fed. Auth.:	\$418,844
	FAU:	54,054		FAU:	36,502
	I-505-Cat. E:	430,432		I-505-Cat. E:	382,342

49	Current Fed. Auth.:	\$218,000
	FAU:	55,296
	Mt. Hood-Cat. VI:	162,704

A recent cost overrun of \$27,000 was authorized by MSD Council and is included in the above.



METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982

1983

POST 1983

TOTAL

WASHINGTON COUNTY FAUS

52 4 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1 (FORMERLY TO BORLAND)

PE	48,020	0	18,705	0	0	0	0	66,725
R/W	134,500	0	520	0	0	0	0	135,020
CONST	0	0	0	0	0	0	712,629	712,629
TOTAL	182,520	0	19,225	0	0	0	712,629	914,374

SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

53 4 SW NYBERG RD - SW 89TH AVE TO I5 - UNIT #2

PE	77,200	0	52,306	0	0	0	0	129,506
R/W	0	0	0	0	0	0	0	0
CONST	0	0	0	0	0	0	0	0
TOTAL	77,200	0	52,306	0	0	0	0	129,506

SEE I505 WITHDRAWAL FUNDS-CATEGORY E

54 4 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE

PE	6,000	0	0	0	0	0	0	6,000
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SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

55 4 RIVER RD/MINTER BRIDGE ROADS

PE	23,400	0	0	0	0	0	0	23,400
CONST	972,119	0	0	0	0	0	0	972,119
TOTAL	995,519	0	0	0	0	0	0	995,519

56 4 MCKEWAN RRXING @ 100% FEDERAL

PE	500	0	0	0	0	0	0	500
CONST	42,600	0	0	0	0	0	0	42,600
TOTAL	43,100	0	0	0	0	0	0	43,100

57 4 SW GREENBURG RD - HALL TO OAK

PE	59,180	6,320	0	0	0	0	0	65,500
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SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

58 4 NW 185TH PE - FARMINGTON TO WEST UNION

PE	79,360	0	90,698	0	0	0	0	170,058
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52 Current Fed. Auth.: \$1,336,580  
FAU: 914,374  
Mt. Hood-Cat. VI: 422,206

57 Current Fed. Auth.: \$721,275  
FAU: 65,500  
Mt. Hood-Cat. VI: 655,775

53 Current Fed. Auth.: \$1,330,606  
FAU: 129,506  
I-505-Cat. E: 1,201,100

A recent cost overrun of \$84,000 was authorized by MSD Council and is included in the above. An administrative adjustment (6/79) of + \$6,320 is included in the FAU portion, and an administrative adjustment (6/79) of \$32,178 is included in the Mt. Hood Transfer portion.

54 Current Fed. Auth.: \$92,400  
FAU: 6,000  
Mt. Hood-Cat. VI: 86,400

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982 1983 POST 1983 TOTAL

WASHINGTON COUNTY FAUS

59 4 NW 185TH - WALKER RD TO SUNSET HWY - PHASE I  
CONST 0 0 0 0 0 0 0  
SEE I505 WITHDRAWAL FUNDS-CATEGORY E

60 4 ALLEN BLVD PE - ALICE TO MURRAY BLVD  
PE 85,800 100,700 0 0 0 0 186,500

61 4 ALLEN BLVD SIGNAL @ LOMBARD  
PE 5,148 0 0 0 0 0 5,148  
CONST 28,788 0 0 0 0 0 28,788  
TOTAL 33,936 0 0 0 0 0 33,936

62 4 SW BARNES ROAD PE-HWY 217 TO MULTNOMAH COUNTY LINE  
PE 77,220 22,245 0 0 0 0 99,485

63 4 SW BARNES - HWY 217 TO SW 84TH - PHASE I  
R/W 0 0 0 0 0 0 0  
CONST 0 0 0 0 0 0 0  
TOTAL 0 0 0 0 0 0 0  
SEE I505 WITHDRAWAL FUNDS-CATEGORY E

64 4 SW JENKINS/158TH PE-MURRAY BLVD TO SUNSET HWY  
PE 82,350 0 22,132 0 0 0 104,482  
SEE I505 WITHDRAWAL FUNDS-CATEGORY E

SUBTOTAL-WASHINGTON COUNTY FAUS

PE	544,178	129,285	183,841	0	0	0	0	857,304
R/W	134,500	0	520	0	0	0	0	135,020
CONST	1,043,507	0	0	0	0	0	712,629	1,756,136
TOTAL	1,722,185	129,285	184,361	0	0	0	712,629	2,748,460

59 This project is a candidate for  
use of I-505 funds in the amount  
of \$804,071.

60 This project amount represents an  
increase of \$9,500 recently  
(6/79) transferred from MSD  
Region Reserve.

63 This project is a candidate for  
use of I-505 funds in the amount  
of \$738,074.

64 Current Fed. Auth.: \$1,952,886  
FAU: 104,482  
I-505-Cat. E: 1,848,404

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982

1983

POST 1983

TOTAL

TRI-MET FAUS

65	5 BUS PURCHASE - FAU TO UMTA TRANSFER								
CAP	257,950	0	0	0	0	0	0	0	257,950

66	5 BUS SUBSTATION - FAU TO UMTA TRANSFER								
CAP	2,313,650	0	0	0	0	0	0	0	2,313,650

67	5 CARPOOL PROJECT AT 90% FEDERAL								
OPRTG	347,475	0	0	0	0	0	0	0	347,475

68	5 TRI-MET RIDESHARE PROGRAM								
OPRTG	639,018	0	0	0	0	0	0	0	639,018
SEE I505 WITHDRAWAL FUNDS-CATEGORY E									

SUBTOTAL-TRI-MET FAUS

CAP	2,571,600	0	0	0	0	0	0	0	2,571,600
OPRTG	986,493	0	0	0	0	0	0	0	986,493
TOTAL	3,558,093	0	0	0	0	0	0	0	3,558,093

68	Current Fed. Auth.:	\$848,090
	FAU:	639,018
	I-505-Cat. E:	209,072

This is an ongoing project using carryover resources obligated but currently unexpended: the obligated amount is \$639,018 of which \$350,000 is remaining to be expended--\$240,135 in FY 1980 and \$109,865 in FY 1981. The I-505 portion is programmed for FY 1981.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

OSHD FAUS

69 6 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY  
PE 94,380 0 22,053 0 0 0 116,433  
SEE I505 WITHDRAWAL FUNDS-CATEGORY E

70 6 POWELL BLVD IMPROVEMENTS - 92ND TO AVA.  
PE 27,053 0 968 0 0 0 28,021  
CONST 642,742 0 12,531 0 0 0 655,273  
TOTAL 669,795 0 13,499 0 0 0 683,294

71 6 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING  
PE 4,400 600 0 0 0 0 5,000  
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

72 6 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(OR210)  
PE 25,740 259 0 0 0 0 25,999  
R/W 97,860 140 0 0 0 0 98,000  
CONST 0 202,601 0 0 0 0 202,601  
TOTAL 123,600 203,000 0 0 0 0 326,600  
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

73 6 BEAVERTON TUALATIN HWY-FANNO CREEK BRIDGE WIDENING  
PE 0 0 0 0 0 0 0  
CONST 0 0 0 0 0 0 0  
TOTAL 0 0 0 0 0 0 0  
SEE I505 WITHDRAWAL FUNDS-CATEGORY E

74 6 OSWEGO HWY (OR43) @ CEDAR OAKS - LEFT TURN REFUGES  
PE 0 0 0 0 0 0 0  
CONST 0 0 0 0 0 0 0  
TOTAL 0 0 0 0 0 0 0  
SEE I505 WITHDRAWAL FUNDS-CATEGORY E

75 6 HALL BLVD(ORHWY217)-LEFT TURN REFUGE FOR SB ON RAMP  
PE 4,000 0 0 0 0 0 4,000  
SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

SUBTOTAL-OSHD FAUS

PE	155,573	859	23,021	0	0	0	0	179,454
R/W	97,860	140	0	0	0	0	0	98,000
CONST	642,742	202,601	12,531	0	0	0	0	857,874
TOTAL	896,175	203,600	35,552	0	0	0	0	1,135,327

69 Current Fed. Auth.: \$1,863,627  
FAU: 116,433  
I-505-Cat. E: 1,747,194

72 Current Fed. Auth.: \$579,361  
FAU: 326,600  
Mt. Hood-Cat. VI: 252,761

71 Current Fed. Auth.: \$53,048  
FAU: 5,000  
Mt. Hood-Cat. VI: 48,048

A recent cost overrun of \$180,000 was authorized by MSD Council and is included in the above.

73 This project is a candidate for use of I-505 funds in the amount of \$89,341.

74 This project is a candidate for use of I-505 funds in the amount of \$36,080.

75 Current Fed. Auth.: \$85,783  
FAU: 4,000  
Mt. Hood-Cat. VI: 81,783

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

MSD REGION RESERVE-FAUS

77 8 MSD REGION RESERVE FOR FAU PROJECTS  
RESRV 2,574 78,986 0 0 0 0 0 81,560

SUBTOTAL-MSD REGION RESERVE-FAUS

RESRV 2,574 78,986 0 0 0 0 0 81,560  
TOTAL 2,574 78,986 0 0 0 0 0 81,560

GRAND TOTAL

GRAND TOTAL

PE	3,394,700	271,280	288,358	0	0	0	0	3,954,338
R/W	895,930	321,906	520	0	0	0	0	1,218,356
CONST	11,749,042	205,752	124,559	1,294,879	114,913	0	712,629	14,201,773
CAP	2,571,600	0	0	0	0	0	0	2,571,600
OPRTG	986,493	0	0	0	0	0	0	986,493
RESRV	2,574	43,826	0	0	0	0	0	46,400
OTHER	0	0	0	0	0	0	0	0
TOTAL	19,600,339	842,764	413,437	1,294,879	114,913	0	712,629	22,978,960

77 Current Fed. Auth.: \$81,560  
Recent Administrative  
Adjustments:  
Sellwood Bridge \$11,250  
Greenburg Road 6,320  
Allen Blvd PE 9,500  
\$27,070

### CHAPTER 3: FEDERAL AID INTERSTATE FUNDING

The Interstate System program is intended to complete the national system of Interstate highways. These highways are constructed to freeway standards, and costs are shared approximately 92 percent federal and 8 percent state match in Oregon. Project priorities are selected by the Oregon Department of Transportation subsequent to the provision of input by local jurisdictions.

The program set forth in this preliminary TIP reflects the program as adopted in August, 1978. Changes since that time have been incorporated into the TIP as required. The FY 1980 program is currently being prepared by ODOT and will be completed after final hearings -- sometime in the latter part of the year.

At the time MSD receives the FY 1980 Interstate program, it will be presented to the Council for concurrence. Upon Council action, it will be incorporated into the TIP.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

		1979	1980	1981	1982	1983	POST 1983	TOTAL
FEDERAL AID INTERSTATE SYSTEM *								
78 21 I205 - SE POWELL BLVD TO SE FOSTER RD								
CONST	0	2,852,000	1,840,000	1,840,000	0	0	0	6,532,000
79 21 I205 - SE SALMON ST TO SE POWELL BLVD								
CONST	0	7,360,000	3,680,000	1,753,000	0	0	0	12,793,000
80 21 I205 - NE MORRIS ST TO SE SALMON ST								
CONST	0	14,720,000	7,360,000	6,734,000	0	0	0	28,814,000
81 21 I205 - NE MARINE DR TO NE MORRIS ST								
CONST	0	18,768,000	9,200,000	9,200,000	0	0	0	37,168,000
82 21 I205 - COLUMBIA RIVER BRIDGE								
CONST	0	55,200,000	27,600,000	26,956,000	0	0	0	109,756,000
83 21 I5 - EAST MARQUAM INTERCHANGE RAMPS								
CONST	0	230,000	0	0	23,460,000	0	0	23,690,000
84 21 I5 - N TIGARD INTERCHANGE TO S TIGARD INTERCHANGE								
CONST	0	3,680,000	3,680,000	3,266,000	0	0	0	10,626,000
85 21 I5 - JANTZEN BEACH TO PACIFIC EAST O'XING								
CONST	0	7,360,000	7,360,000	7,636,000	0	0	0	22,356,000
86 21 I505 - NW NICOLAI STREET TO NW 21ST AVENUE								
CONST	0	9,200,000	9,200,000	10,120,000	0	0	0	28,520,000
87 21 I405 - W FREMONT INTCHG RAMP AND CONNECTIONS (SEE FAP)								
CONST	0	160,000	0	0	0	0	0	160,000
88 21 I5-N TIGARD INTCHG-INTERIM SAFETY PROJECT								
CONST	0	133,000	0	0	0	0	0	133,000
89 21 I5-GOING ST INTCHG-RAMP SAFETY IMPROVEMENT								
CONST	0	18,000	0	0	0	0	0	18,000
90 21 I5 - NYBERG ROAD INTERCHANGE - SIGNALS								
CONST	0	138,000	0	0	0	0	0	138,000
91 21 I5-JANTZEN BEACH INTERCHANGE LEGS - SIGNAL								
CONST	0	33,000	0	0	0	0	0	33,000
92 21 I5-OREGON SLOUGH BR SAFETY PROJECT-DELTA PK INCHG TO HAYDEN ISLE								
CONST	0	293,000	0	0	0	0	0	293,000

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY 1979 represent prior years program + FY 1979 programmed amounts

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982

1983

POST 1983

TOTAL

FEDERAL AID INTERSTATE SYSTEM \*

93 21 15 - JANTZEN BEACH INTERCHANGE OVERLAY  
CONST 0 340,000 0 0 0 0 340,000

94 21 15 - JANTZEN BEACH INFORMATION CENTER - STATE FUNDS  
CONST 0 110,000 0 0 0 0 110,000

95 21 180N IMPROVEMENTS - NE 117TH AVE TO NE 181ST AVE  
CONST 0 0 0 156,000 17,710,000 0 0 17,866,000

96 21 180N IMPROVEMENTS - NE 181ST AVE TO SUNDIAL  
CONST 0 0 0 0 5,115,000 0 0 5,115,000

97 21 180N INTERCHANGE AT NE 181ST AVENUE  
CONST 0 92,000 5,658,000 0 0 0 0 5,750,000

98 21 1505 - FRONT YEON INTERCHANGE  
CONST 0 0 0 0 7,176,000 0 0 7,176,000

99 21 1505 - ST HELENS ROAD INTERCHANGE  
CONST 0 0 0 0 2,944,000 0 0 2,944,000

100 21 15-WILLAMETTE RIVER (MARQUAM BRIDGE) PROTECTIVE BARRIER  
CONST 0 145,000 0 0 0 0 0 145,000

101 21 1205 NOISE MITIGATION STUDY-SE FOSTER RD TO CAUSEY AVE  
CONST 0 1,081,000 920,000 0 0 0 0 2,001,000

102 21 15 NOISE ATTENUATION PROGRAM-HAINES RD INTCHG TO TUALATIN RIVER  
CONST 0 46,000 402,000 0 0 0 0 448,000

103 21 BANFIELD/15 INTERCHANGE STRUCTURE E REPAIR  
CONST 0 78,000 0 0 0 0 0 78,000

104 21 15-NORTH FREEWAY IMPROVEMENT AND MANAGEMENT PROGRAM  
PE 0 46,000 0 0 0 0 0 46,000  
CONST 0 414,000 0 0 0 0 0 414,000  
TOTAL 0 460,000 0 0 0 0 0 460,000

PE 0 46,000 0 0 0 0 0 46,000  
CONST 0 122,451,000 76,900,000 67,661,000 56,405,000 0 0 323,417,000  
\*\*TOTAL 0 122,497,000 76,900,000 67,661,000 56,405,000 0 0 323,463,000

\*Obligations may not officially be reported to MSD on these projects; therefore in the absence of obligations amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

104 This is a new project recently approved by MSD Council action--Resolution #79-62

\*\* Inadvertently omitted from this listing and FAIS totals are:  
NW Nicolai/West Fremont Interchange-  
PE, FY79 \$ 651,000  
R/W, FY80 6,504,000  
Const, FY82 16,737,000  
Total \$23,892,000

This project approved by Council Resolution #79-55



#### CHAPTER 4: FEDERAL AID PRIMARY FUNDING

Under the 1976 Highway Act, the three previous federal aid categories of Primary, Urban Extensions, and Priority Primary have been combined as Federal Aid Primary. State arterial routes in the urbanized area are in this category. Costs in Oregon are shared with approximately 86 percent federal and 14 percent state funds. The program is administered by the state Department of Transportation. Local governments are provided opportunities to input to the project selections made by ODOT.

The TIP program set forth was adopted in August, 1978, with some changes incorporated since that time. A new program for FY 1980 will be developed in the latter part of this year.

Two projects, Allen Blvd Interchange and Sunset Hwy overlays, previously programmed for Federal Aid Primary funds may be found in Category VII of the Mt. Hood transfer list. This is a result of February, 1979, MSD Council action which borrowed \$14 million in Mt. Hood funds from the Westside Transitway Reserve to continue selected FAU and FAP until the official withdrawal of I-505.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

FEDERAL AID PRIMARY SYSTEM \*

105	22 GREENBURG RD INTERCHG(RAMP TERMS) BEAVERTON TIGARD HWY-2 SIGNALS							
CONST	0	69,000	0	0	0	0	0	69,000
106	22 ST HELENS (US 30) @ BRIDGE AVE N SIGNAL							
CONST	0	29,000	0	0	0	0	0	29,000
107	22 TUALATIN VALLEY HWY (OR8) BUS TURNOUTS-HILLSBORO TO BUTN							
CONST	0	100,000	0	0	0	0	0	100,000
108	22 MT HOOD HWY (US26) @ 182ND SIGNAL							
CONST	0	34,000	0	0	0	0	0	34,000
109	22 PACIFIC HWY W (OR99W) @ WALNUTST (TIGARD) SIGNAL							
CONST	0	0	29,000	0	0	0	0	29,000
110	22 BEAVERTON-TIGARD HWY (OR217) DENNY RD INTCHGE							
CONST	0	2,720,000	0	0	0	0	0	2,720,000
111	22 PACIFIC HWY W (OR99W) @ SW ROYALTY PKWY SIGNAL							
CONST	0	0	0	0	46,000	0	0	46,000
112	22 SUNSET HWY (US26) @ MURRAY BLVD SIGNAL (N RMP)							
CONST	0	26,000	0	0	0	0	0	26,000
113	22 GRAND AVE(OR99E)-HARRISON TO CLAY-FAUE FROM FAU(SEE FAU)							
CONST	0	107,000	0	0	0	0	0	107,000
114	22 I405 - W FREMONT INTCHG RAMP AND CONNECTIONS(SEE INTERSTATE)							
CONST	0	88,000	0	0	0	0	0	88,000
115	22 PACIFIC HWY W (OR99W) @ MCDONALD ST - SIGNAL							
CONST	0	67,000	0	0	0	0	0	67,000
116	22 TUALATIN VALLEY HWY(OR8) @ 170TH - REALIGNMENT AND SIGNAL							
CONST	0	53,000	0	0	0	0	0	53,000
117	22 PACIFIC HWY E(OR99E) @ 22ND AVE/MILWAUKIE - SIGNAL							
CONST	0	51,000	0	0	0	0	0	51,000
118	22 HWY217 RAMP TERMINAL IMPROVEMENTS-TV HWY TO BEAVERTON HILLSDALE							
CONST	0	120,000	0	0	0	0	0	120,000
119	22 SIGNAL- CLACKAMAS HWY @ SE EVELYN							
CONST	0	69,000	0	0	0	0	0	69,000

CONST	0	3,533,000	29,000	0	0	46,000	0	3,608,000
TOTAL	0	3,533,000	29,000	0	0	46,000	0	3,608,000

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

## CHAPTER 5: OREGON STATE BOND FUNDING

In 1973, the Oregon Legislature authorized the sale of \$150 million in bonds for improvements to the state highway system. Thus far, the first \$25 million increment has been funded for use statewide. The TIP indicates the projects prioritized for the region. Funds allocated for this region from this first sale amount to \$4,422,500 some of which have already been used to finance several signal projects and prelim-

inary engineering activities. Remaining bond funds will be used to provide local match for selected Interstate Transfer Projects.

The TIP program set forth is a prioritization of bond funds based on the sale of \$150 million. Because only \$25 million was actually sold, only a portion of the projects are eligible for bond monies. Therefore, MSD staff will shortly update this portion of the TIP to reflect a current program based on \$4,422,500 (MSD region share of the \$25 million sale).

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982

1983

POST 1983

TOTAL

OREGON STATE BOND PROJECTS \*

120	23	PACIFIC HWY(OR99W) @ DURHAM RD - SIGNALS							
CONST			0	24,000	0	0	0	0	24,000
121	23	US 30 @ COLUMBIA AVE - SCAPPOOSE - SIGNALS							
CONST			0	51,000	0	0	0	0	51,000
122	23	US 26 - BLUFF RD & TENEYCK ST - SANDY - SIGNALS							
CONST			0	132,000	0	0	0	0	132,000
123	23	MAIN ST @ MOLALLA AVE - MOLALLA - SIGNALS							
CONST			0	35,000	0	0	0	0	35,000
124	23	POWELL BLVD - ROSS IS BRIDGE TO SE 52ND AVE #1							
CONST			0	2,188,000	0	0	0	0	2,188,000
125	23	FRONT AVE - BURNSIDE BRIDGE TO HAWTHORNE BRIDGE							
CONST			0	315,000	0	0	0	0	315,000
126	23	HWY 217/SW 72ND AVE INTERCHANGE-MATCH MONIES #2							
CONST			0	240,000	0	0	0	0	240,000
127	23	RESERVE ACCOUNT - OREGON CITY BYPASS #3							
CONST			0	1,120,000	0	0	0	0	1,120,000
128	23	TUALATIN VALLEY HWY(OR8) & SW 185TH INTRSCION RECONST #4							
CONST			0	1,200,000	0	0	0	0	1,200,000
129	23	UNION AVENUE(OR99E) RECONSTRUCTION #5							
CONST			0	4,500,000	0	0	0	0	4,500,000
130	23	MACADAM AVENUE(OR43) RECONSTRUCTION #6							
CONST			0	5,100,000	0	0	0	0	5,100,000
131	23	OSWEGO HIGHWAY(OR43) IMPROVEMENT - LAKE OSWEGO							
CONST			0	1,200,000	0	0	0	0	1,200,000
132	23	POWELL BLVD - ROSS ISLAND BR TO I205-PE MATCH MONIES							
CONST			0	69,000	0	0	0	0	69,000
133	23	POWELL BLVD R/W & CONSTRUCTION MATCH MONIES-SECT I							
CONST			0	728,000	0	0	0	0	728,000
134	23	RESERVE ACCOUNT FOR OTHER ELIGIBLE BOND PROJECTS							
CONST			0	570,000	0	0	0	0	570,000

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

OREGON STATE BOND PROJECTS \*

135 23 OREGON CITY BYPASS - PE MATCH MONIES

	OBLIGATED	1979	1980	1981	1982	1983	POST 1983	TOTAL
CONST	0	225,000	0	0	0	0	0	225,000

CONST	0	17,697,000	0	0	0	0	0	17,697,000
TOTAL	0	17,697,000	0	0	0	0	0	17,697,000

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

## CHAPTER 6: OTHER FUNDING SOURCES

Transportation projects not programmed  
under other funding categories are listed

in this category. A jurisdiction, at its option, may include projects which are financed solely from local money, or projects federally funded by other than FHWA and UMTA, i.e., EDA, or for which no other funding category has been established in the TIP.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

OTHER PROJECTS USING MISCELLANEOUS FUNDING SOURCES \*

136 24 NYBERG RD @ BOONES FERRY RD-SIGNAL-STATE TQX FUNDS

CONST	0	46,000	0	0	0	0	0	46,000
-------	---	--------	---	---	---	---	---	--------

137 24 PETITION ST IMPROVEMENT MULTNOMAH COUNTY

CONST	0	1,200,000	300,000	300,000	300,000	0	0	2,100,000
-------	---	-----------	---------	---------	---------	---	---	-----------

138 24 SE 135TH AVE RECONSTRUCTION MULT COUNTY

CONST	0	225,000	0	0	0	0	0	225,000
-------	---	---------	---	---	---	---	---	---------

139 24 RECONSTRUCTION OF HIGH MAINTENANCE RDS

CONST	0	1,650,000	700,000	700,000	700,000	0	0	3,750,000
-------	---	-----------	---------	---------	---------	---	---	-----------

140 24 162ND AVE STORM SEWER-SANDY BLVD TO HALSEY ST-MULT CO EDA

CONST	0	650,000	0	0	0	0	0	650,000
-------	---	---------	---	---	---	---	---	---------

141 24 NE 138TH RAILROAD CROSSING - MULTNOMAH COUNTY

CONST	0	100,000	0	0	0	0	0	100,000
-------	---	---------	---	---	---	---	---	---------

142 24 MARINE DRIVE - 105TH TO BLUE LAKE RD - MULTNOMAH

CONST	0	0	1,000,000	1,000,000	0	0	0	2,000,000
-------	---	---	-----------	-----------	---	---	---	-----------

143 24 SIGNAL-SANDY BLVD @ NE 122ND AVE RAMP-STATE TQM FUNDS

CONST	0	36,000	0	0	0	0	0	36,000
-------	---	--------	---	---	---	---	---	--------

144 24 SIGNAL-SANDY BLVD @ NE 162ND AVE-STATE TQM FUNDS

CONST	0	34,000	0	0	0	0	0	34,000
-------	---	--------	---	---	---	---	---	--------

145 24 SIGNAL-BEAVERTON HILLSDALE HWY @ SW 91ST AVE-STATE TQM FUNDS

CONST	0	39,000	0	0	0	0	0	39,000
-------	---	--------	---	---	---	---	---	--------

146 24 SIGNAL-POWELL BLVD @ SE 162ND-USING STATE TQP FUNDS

CONST	0	44,000	0	0	0	0	0	44,000
-------	---	--------	---	---	---	---	---	--------

147 24 RR SIGNAL/GATES-BN & SPRR XING @ SE HALL-TIGARD (RRP FUNDS)

CONST	0	139,000	0	0	0	0	0	139,000
-------	---	---------	---	---	---	---	---	---------

148 24 SIGNAL-PACIFIC HWY(OR99W) AT BEEF BEND RD-STATE TQP FUNDS

CONST	0	3,000	35,000	0	0	0	0	38,000
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149 24 NE 33RD AVENUE RAMP AT LOMBARD-IMPACT ATTENUATOR-TITLE II FUNDS

CONST	0	36,000	0	0	0	0	0	36,000
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CONST	0	4,202,000	2,035,000	2,000,000	1,000,000	0	0	9,237,000
TOTAL	0	4,202,000	2,035,000	2,000,000	1,000,000	0	0	9,237,000

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

## CHAPTER 7: BIKE TRAILS

ORS Chapter 366 requires that bicycle trails and footpaths be considered on all highway, road or street construction, reconstruction or relocation projects, with certain exceptions. Sources of bikeway funds include the Oregon State Highway fund, and when approved by FHWA, federal highway funds. Federal funds are matched at the same ratio as for the highway to which the bikeway is accessory. Other bikeway projects are funded entirely by state revenues.



METROPOLITAN SERVICE DISTRICT

04-Aug-79	PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM							
OBLIGATED	1979	1980	1981	1982	1983	POST 1983	TOTAL	
BIKE TRAILS *								
151 26 OSWEGO HWY(OR43) - MARY S. YOUNG TO BOLTON SCHOOL								
CONST	0	130,000	0	0	0	0	130,000	
152 26 SCHOLLS HWY(OR210) - RALEIGH HILLS TO PROGRESS								
CONST	0	500,000	0	0	0	0	500,000	
153 26 COUNTY RD-WILSONVILLE TO WILSONVILLE PK;NEWBERG TO WLSNVLE RD								
CONST	0	50,000	0	0	0	0	50,000	
154 26 VARIOUS CITY STREETS - BEAVERTON PHASE I BIKEWAY								
CONST	0	265,000	0	0	0	0	265,000	
155 26 GEORGE ROGERS BRIDGE								
CONST	0	50,000	0	0	0	0	50,000	
CONST	0	995,000	0	0	0	0	995,000	
TOTAL	0	995,000	0	0	0	0	995,000	

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

CHAPTER 8: UMTA (SECTION 3)  
CAPITAL ASSISTANCE

This UMTA program is designed to assist transit agencies in financing the acquisition, construction, and improvement of transit facilities and equipment. Rather than allocate specific funds to each part of the nation, this program involves a sum

of money at a national level which is granted to various grant applicants at the discretion of the federal government. The federal share of the project cost is 80 percent with 20 percent matching funds provided locally.

The TIP program set forth is current and reflects MSD Council actions through August 4, 1979.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

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UMTA CAPITAL ASSISTANCE PROJECTS \*

156	31 TRI-MET-25 SMALL BUSES							
CAP	0 2,244,000	0	0	0	0	0	0	2,244,000
157	31 FINANCIAL ACCOUNTING & REPORTING ELEMENT SYS (FARE)							
CAP	0 260,000	0	0	0	0	0	0	260,000
158	31 BUS SERVICE/INVENTORY/& MAINTENANCE SYSTEM(SIMS)							
CAP	0 140,000	0	0	0	0	0	0	140,000
159	31 SUBURBAN TRANSIT STATION - LAKE OSWEGO							
CAP	0 370,000	0	0	0	0	0	0	370,000
160	31 TRI-MET SUPPORT EQUIPMENT							
CAP	0 367,000	0	0	0	0	0	0	367,000
161	31 PURCHASE OF 440 DIGITAL BUS DESTINATION SIGNS							
CAP	0 448,000	0	0	0	0	0	0	448,000
162	31 PURCHASE OF 435 BUS RADIOS							
CAP	0 800,400	0	0	0	0	0	0	800,400
163	31 PURCHASE AND INSTALLATION OF 50 PASSENGER SHELTERS							
CAP	0 0 120,000	0	0	0	0	0	0	120,000
164	31 TIGARD PARK-AND-RIDE FACILITY							
CAP	0 0 0 80,000	0	80,000	0	0	0	0	80,000
165	31 MISCELLANEOUS PARK-AND-RIDE LOTS AT VARIOUS LOCATIONS							
CAP	0 0 0 80,000	0	80,000	0	0	0	0	80,000
166	31 WESTSIDE BUS GARAGE-LAND ACQUISITION AND CONSTRUCTION							
RESRV	0 0 3,800,000	0	0	0	0	0	0	3,800,000
167	31 BUS PURCHASE-43 ARTICULATED BUSES-SEE UMTA OPRTG ASSISTANCE							
CAP	0 10,065,972	0	0	0	0	0	0	10,065,972
168	31 BEAVERTON PARK AND RIDE							
CAP	0 600,000	0	0	0	0	0	0	600,000
169	31 SHOP MAINTENANCE EQUIPMENT							
CAP	0 40,000	0	0	0	0	0	0	40,000

\*Obligations may not officially be reported to MSD on these projects; therefore, in absence of obligations amounts, entries for FY 1979 represent prior years program + FY79 programmed amounts

167 This project amount represents a reduction from 57 to 43 buses, and a downward adjustment of - \$3,320,028 (see UMTA operating assistance for corresponding adjustment). UMTA requires that all Section 5 funds be allocated prior to allocation of Section 3 funds. This adjustment will prioritize Section 5 funds for acquisition of 14 buses.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

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UMTA CAPITAL ASSISTANCE PROJECTS \*

170	31 PURCHASE OF 4 MAINTENANCE TRUCKS							
CAP	0	32,000	0	0	0	0	0	32,000
171	31 PURCHASE OF 15 AUTOMOBILES TO REPLACE OBSOLETE VEHICLES							
CAP	0	72,000	0	0	0	0	0	72,000
172	31 PURCHASE AND INSTALLATION OF CENTRAL RADIO TRANSMISSION FACILITY							
CAP	0	720,000	0	0	0	0	0	720,000
173	31 PURCHASE AND INSTALLATION OF 50 PASSENGER COUNTERS							
CAP	0	128,000	0	0	0	0	0	128,000
174	31 PURCHASE OF IN-HOUSE COMPUTER HARDWARE AND SOFTWARE							
CAP	0	1,189,000	0	0	0	0	0	1,189,000
175	31 PURCHASE OF 78 STANDARD 40 FT BUSES TO INCREASE FLEET CAPACITY							
CAP	0	0	10,000,000	0	0	0	0	10,000,000
176	31 PURCHASE OF AUTOMATIC FARE COLLECTION EQUIPMENT FOR BUSES							
CAP	0	0	520,000	0	0	0	0	520,000

CAP	0	17,476,372	10,640,000	160,000	0	0	0	28,276,372
RESRV	0	0	3,800,000	0	0	0	0	3,800,000
TOTAL	0	17,476,372	14,440,000	160,000	0	0	0	32,076,372

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

CHAPTER 9: UMTA (SECTION 5)  
OPERATING ASSISTANCE

This UMTA program is designed to provide transit operating funds to improve or continue service. The federal share of this

formula program is 50 percent matching funds provided locally. Specific amounts of funds are allocated the region. Tri-Met formulates recommendations on how the funds allocated are to be used.

The TIP program set forth is current through August 4, 1979.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

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UMTA OPERATING ASSISTANCE PROJECTS \*

177 32 TRI-MET TRANSIT OPERATING ASSISTANCE  
OPRTG 0 8,403,455 7,297,545 0 0 0 0 15,701,000

178 32 BUS PURCHASE-14 ARTICULATED BUSES-SEE UMTA CAPITAL ASSISTANCE  
CAP 0 3,320,028 0 0 0 0 0 3,320,028

-----  
CAP 0 3,320,028 0 0 0 0 0 3,320,028  
OPRTG 0 8,403,455 7,297,545 0 0 0 0 15,701,000  
TOTAL 0 11,723,483 7,297,545 0 0 0 0 19,021,028  
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178 This is a new project under operating assistance and reflects the amount adjusted (\$3,320,028) in the capital assistance counterpart project. UMTA requires that all Section 5 funds be allocated prior to allocation of Section 3 funds. This project action for acquisition of 14 buses will prioritize Section 5 funds for their purchase.

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

CHAPTER 10: UMTA (SECTION 16)  
SPECIAL TRANSPORTATION

The UMTA Section 16 program is designed to assist states, local public bodies, and agencies in providing mass transportation services which are planned, designed, and

carried out so as to meet the special needs of elderly and handicapped persons. Grants under this section can be used for capital acquisitions and for operating assistance. The states have been given responsibility for allocating these funds.

The TIP program is current through August 4, 1979.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

		1979	1980	1981	1982	1983	POST 1983	TOTAL
SPECIAL TRANSPORTATION PROJECTS *								
179	41 SPECIAL MOBILITY SERVICES - 3 VANS WITH LIFTS							
CAP	71,000	0	0	0	0	0	0	71,000
180	41 FOREST GROVE SENIOR CENTER - 3 VANS/1 BUS WITH LIFT							
CAP	103,000	0	0	0	0	0	0	103,000
181	41 CLACKAMAS CTY CAA-RURAL DEMO PROG-OPRTG \$							
OPRTG	50,000	35,000	0	0	0	0	0	85,000
182	41 SPECIAL MOBILITY-REPLACEMENT VANS/RADIO/MISCELLANEOUS EQUIPMENT							
CAP	0	54,000	0	0	0	0	0	54,000
183	41 GLADSTONE SPECIAL RECREATION-REPLACEMENT VAN/MOBILE RADIO/EQPT							
CAP	0	8,000	0	0	0	0	0	8,000
184	41 LOAVES AND FISHES CENTER-SMALL BUS WITH LIFT/MOBILE RADIO							
CAP	0	19,000	0	0	0	0	0	19,000
185	41 COLUMBIA CTY COUNCIL OF SRS-6 REPLCMNT VANS/2 BASE & 2 MOBILE RA							
CAP	0	53,000	0	0	0	0	0	53,000
186	41 MULTNOMAH COUNTY CAA-SUBURBAN/RURAL DEMO PROGRAM-OPRTG\$							
OPRTG	0	0	13,200	0	0	0	0	13,200
187	41 WASH CTY SPEC MOBILITY SERVICES-SUBURBAN/RURAL DEMO PROGRAM-OPRT							
OPRTG	0	0	60,900	0	0	0	0	60,900
188	41 CLACKAMAS CTY CAA-SUBURBAN/RURAL DEMO PROGRAM-OPRTG\$							
OPRTG	0	0	80,000	0	0	0	0	80,000
189	41 MULTNOMAH COUNTY CAA-DOOR TO DOOR OPRTG\$-100% TRIMET PAID							
OPRTG	0	0	85,035	0	0	0	0	85,035
190	41 MULTNOMAH CTY SPEC MOBILITY SERVICES-DOOR TO DOOR OPRTG\$-100%TRI							
OPRTG	0	0	38,814	0	0	0	0	38,814
191	41 WASHINGTON CTY SPEC MOBILITY SERVICES-DOOR TO DOOR OPRTG\$-100% T							
OPRTG	0	0	75,000	0	0	0	0	75,000
192	41 CLACKAMAS CTY CAA-DOOR TO DOOR OPRTG\$-100% TRIMET PAID							
OPRTG	0	0	76,674	0	0	0	0	76,674
193	41 TRIMET LIFT PROGRAM - OPERATING \$							
OPRTG	0	0	406,111	0	0	0	0	406,111

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts



METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

SPECIAL TRANSPORTATION PROJECTS \*

194 41 MISC SPECIAL TRANSP SUPPORT FUNDS-PASS THRU-TRIMET BROKERED

OTHER 0 0 144,729 0 0 0 0 144,729

CAP	174,000	134,000	0	0	0	0	0	308,000
OPRTG	50,000	35,000	835,734	0	0	0	0	920,734
OTHER	0	0	144,729	0	0	0	0	144,729
TOTAL	224,000	169,000	980,463	0	0	0	0	1,373,463

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY1979 represent prior years program + FY79 programmed amounts

## CHAPTER 11: SAFER OFF-SYSTEM ROAD FUNDING

The Safer Off-System roads program is designed to enable states and local officials to construct, reconstruct or otherwise improve roads and bridges which are not on any federal aid highway system. Because of limited federal funds in Oregon (\$670,000 for 1977-1978), selected projects normally include low cost treatments such as correction of high-hazard locations, elimination of roadwise obstacles, bridge widening, installation or upgrading of traffic control devices, etc. The federal

share of project cost in Oregon is 86 percent with 14 percent matching funds provided locally.

MSD has been notified that funds are not currently available for construction of these projects. This recently came about when other areas in the United States implemented their projects at an accelerated rate and utilized all monies in the program.

These TIP projects, most of which have completed PE, will be retained in the TIP in the event additional funds are obtained.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

SAFER-OFF-SYSTEM ROADS PROGRAM \*

195	42 VINEYARD RD SAFETY OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS							
CONST	0 74,000	0	0	0	0	0	0	74,000
196	42 NAEF RD SAFETY OVERLAY - RIVER RD TO OSH 99E - CLACKAMAS							
CONST	0 75,000	0	0	0	0	0	0	75,000
197	42 BOARDMAN AVENUE SAFETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS							
CONST	0 74,000	0	0	0	0	0	0	74,000
198	42 NE 5TH ST SAFETY OVERLAY-KELLY TO MAIN-GRESHAM							
CONST	0 17,000	0	0	0	0	0	0	17,000
199	42 NE 2ND ST RECONSTRUCTION-MAIN ST TO NE ELLIOTT-GRESHAM							
CONST	0 60,000	0	0	0	0	0	0	60,000
200	42 ROWE RD RECONSTRUCTION-257TH DR TO SE DIVISION-MULTNOMAH							
CONST	0 77,000	0	0	0	0	0	0	77,000
201	42 SW 102ND AVENUE-OREGON ELEC RR GRADE CROSSING-TUALATIN							
CONST	0 52,000	0	0	0	0	0	0	52,000
202	42 SE 142ND BRIDGE OVER JOHNSON CREEK-PORTLAND							
CONST	0 38,000	0	0	0	0	0	0	38,000
203	42 NE 67TH AND HASSALO-CORNER CUTBACK-PORTLAND							
CONST	0 6,000	0	0	0	0	0	0	6,000
204	42 SE WOODWARD RECONSTRUCTION-61ST TO 62ND-PORTLAND							
CONST	0 29,000	0	0	0	0	0	0	29,000
205	42 SW 9TH PL TO 8TH AVENUE-PORTLAND							
CONST	0 43,000	0	0	0	0	0	0	43,000
206	42 N BRYANT IMPROVEMENT-DELAWARE AVE TO GREELEY AVE-PORTLAND							
CONST	0 64,000	0	0	0	0	0	0	64,000
207	42 N HUNT RECONSTRUCTION-NEWMAN TO WOOLSEY AVE-PORTLAND							
CONST	0 44,000	0	0	0	0	0	0	44,000
208	42 NE EMERSON RECONSTRUCTION-45TH PL TO 46TH AVE-PORTLAND							
CONST	0 18,000	0	0	0	0	0	0	18,000
CONST	0 671,000	0	0	0	0	0	0	671,000
TOTAL	0 671,000	0	0	0	0	0	0	671,000

\*Obligations may not officially be reported to MSD on these projects; therefore, in the absence of obligation amounts, entries for FY 1979 represent prior years program + FY79 programmed amounts

CHAPTER 12: MT. HOOD FREEWAY  
INTERSTATE WITHDRAWAL FUNDS

With the withdrawal of the Mt. Hood Freeway from the Interstate Highway System, funds have been made available for various highway and transit projects. MSD has been given responsibility of allocating these funds to projects. Unobligated funds, over time, increase or decrease depending on the national construction price trend for federal-aid highway construction. Funds can be used for either highway or transit purposes, with project expenditures being jointly approved by UMTA and FHWA. Funds from the withdrawal have been completely allocated by MSD.

Although all funds have been allocated, the Council still maintains a continuing role

in the development of certain projects. Projects which require further Board action are detailed in Staff Report #28.

Federal match requirement is currently 85 percent with match requirements of 15 percent. In February, 1979, the MSD Council approved the borrowing of \$14 million from the Westside Transit Reserve. The funds are used to allow a selected number of FAU and FAP projects (see Categories VI and VII) to remain active until the withdrawal of I-505 is officially approved.

Projects in Category VI may have the reference "See FAU Funding." When this occurs, the project's FAU counterpart (by project title) may be found in the FAU portion of the TIP and indicates that split funding exists, i.e., FAU and Mt. Hood Transfer.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982 1983 POST 1983 TOTAL

CATEGORY I-REGIONAL TRANSITWAYS

① 209 51 BANFIELD TRANSITWAY PRELIMINARY ENGINEERING @86% PE	1,411,410	217,237	0	0	0	0	0	1,628,647
210 51 PE/RESERVE ACCOUNT - BANFIELD CORRIDOR TRANSITWAY ① PE	0	16,593,720	0	0	0	0	0	16,593,720
R/W	0	0	16,593,720	10,371,075	0	0	0	26,964,796
CONST	0	0	0	10,371,075	20,742,150	20,742,150	0	51,855,376
TOTAL	0	16,593,720	16,593,720	20,742,150	20,742,150	20,742,150	0	95,413,892
211 51 SUNSET TRANSITWAY PRELIMINARY ENGINEERING @ 86% PE	55,770	0	0	0	0	0	0	55,770
212 51 RESERVE ACCOUNT - WESTSIDE CORRIDOR TRANSITWAY ② PE	0	0	220,654	443,131	0	0	0	663,784
R/W	0	0	0	0	443,131	1,106,915	0	1,550,046
CONST	0	0	0	0	0	1,106,915	20,055,773	21,162,688
TOTAL	0	0	220,654	443,131	443,131	2,213,831	20,055,773	23,376,518
213 51 RESERVE ACCOUNT - OREGON CITY CORRIDOR TRANSITWAY ③ PE	0	0	801,011	3,204,043	0	0	0	4,005,053
R/W	0	0	0	2,670,036	12,366,480	0	0	15,036,516
CONST	0	0	0	0	3,794,261	9,134,332	46,725,622	59,654,215
TOTAL	0	0	801,011	5,874,078	16,160,741	9,134,332	46,725,622	78,695,784
214 51 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS PE	428,000	0	0	0	0	0	0	428,000

SUBTOTAL-CATEGORY I-REGIONAL TRANSITWAYS

PE	1,895,180	16,810,957	1,021,664	3,647,173	0	0	0	23,374,975
R/W	0	0	16,593,720	13,041,111	12,809,611	1,106,915	0	43,551,358
CONST	0	0	0	10,371,075	24,536,411	30,983,398	66,781,394	132,672,279
TOTAL	1,895,180	16,810,957	17,615,385	27,059,359	37,346,023	32,090,313	66,781,394	199,598,611

1. As of September 30, 1978, the CRAG Board had authorized \$1,935,000 in federal dollars for preliminary engineering on the Banfield project. The MSD Council approved an additional \$212,500 in federal dollars for preliminary engineering on January 18, 1979.

Further MSD Council action is required for all System Development Activities and funding authorizations.

Another \$15 million has been allocated to support the Banfield project from I-505 Transfer funds.

2. MSD Council action is required for all System Development Activities and funding authorizations.

Another \$23,508,561 of Mt. Hood Transfer funds were allocated to the Westside project in December, 1978.

In February, 1979, the MSD Council approved the borrowing of \$14,000,000 from the Westside Transitway Reserve. The funds are used to allow a selected number of FAU & FAP projects (refer to Category VI and VII) to remain active until the withdrawal of I-505 is officially approved. Once this occurs, probably October, 1979, the funds will be returned with appropriate escalation.

3. As part of the I-505 Interstate Withdrawal decision, the Oregon City Corridor Transitway Reserve was re-allocated to other projects. The re-allocation took place in December, 1978, when the account totaled \$76,979,902 and is not official until I-505 is approved. The reallocation is as follows:

Project/Reserve	As of Dec. 31, 1978
a. Transit & Highway Projects Responding to Regional Problems in the McLoughlin Corridor	\$25,553,140
b. Westside Transitway & Supporting Facilities	23,508,561
c. Oregon City Bypass	4,085,051
d. Hwy 212 Improvements (East of Hwy 224)	5,107,343
e. MSD Regional Reserve-Regional Transit & Highway Projects Outside of the City of Portland	20,441,689
Total	\$78,695,784

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM

OBLIGATED	1979	1980	1981	1982	1983	POST 1983	TOTAL
CATEGORY II-SOUTHEAST PORTLAND PROJECTS							
215 52 POWELL BLVD PE-ROSS ISLAND BRIDGE TO 52ND AVE-SECT I							
PE	145,860	-39,471	0	0	0	0	106,389
216 52 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I							
R/W	858,000	0	0	0	0	0	858,000
CONST	3,680,202	1,311,068	0	0	0	0	4,991,270
TOTAL	4,538,202	1,311,068	0	0	0	0	5,849,270
217 52 POWELL BLVD PE-50TH AVENUE TO I205-SECT II							
PE	306,306	228,717	0	0	0	0	535,023
218 52 RESERVE ACCOUNT-POWELL BLVD R/W & CONST-50TH AVE TO I205-SECT II							
CONST	0	0	0	4,302,052	4,070,023	0	8,372,075
219 52 PE/RESERVE ACCT - SE 72ND RECONSTRUCTION - DUKE TO CLACKAMAS CL							
PE	22,753	672	0	0	0	0	23,425
CONST	729,000	-160,067	0	0	0	0	568,933
TOTAL	751,753	-159,395	0	0	0	0	592,358
220 52 PE/RESERVE ACCT - BURNSIDE BRIDGE RESURFACING AND JOINTS							
PE	4,290	657	0	0	0	0	4,947
CONST	363,823	-62,749	0	0	0	0	301,074
TOTAL	368,113	-62,092	0	0	0	0	306,021
221 52 MCLOUGHLIN BLVD(OR99E) FED UNDERPASS - 100 FT SO OF HAIG							
PE	29,600	564	0	0	0	0	30,164
CONST	0	0	232,647	0	0	0	232,647
TOTAL	29,600	564	232,647	0	0	0	262,811
222 52 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES							
PE	8,580	429	0	0	0	0	9,009
CONST	115,800	48,289	0	0	0	0	164,089
TOTAL	124,380	48,718	0	0	0	0	173,098

4. Preliminary engineering on this major project has been increased to \$535,023. A recent administrative adjustment transferred \$225,000 from construction reserve to PE; the total current federal authorization of \$8,907,098 remains unchanged.

METROPOLITAN SERVICE DISTRICT

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OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY II-SOUTHEAST PORTLAND PROJECTS

223 52 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES

PE	12,000	0	0	0	0	0	12,000
R/W	0	0	0	0	0	0	0
CONST	0	0	265,883	0	0	0	265,883
TOTAL	12,000	0	265,883	0	0	0	277,883

224 52 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING

PE	32,175	10,045	0	0	0	0	42,220
R/W	0	42,937	0	0	0	0	42,937
CONST	0	566,348	0	0	0	0	566,348
TOTAL	32,175	619,329	0	0	0	0	651,504

225 52 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP

PE	9,200	2,862	0	0	0	0	12,062
R/W	0	22,490	0	0	0	0	22,490
CONST	0	112,453	0	0	0	0	112,453
TOTAL	9,200	137,805	0	0	0	0	147,005

226 52 CURB EXTENSION PROGRAM

PE	22,308	2,141	0	0	0	0	24,449
CONST	0	194,877	0	0	0	0	194,877
TOTAL	22,308	197,018	0	0	0	0	219,326

227 52 CURB CORNER MODIFICATION PROGRAM

PE	10,000	0	0	0	0	0	10,000
CONST	10,500	4,812	0	0	0	0	15,312
TOTAL	20,500	4,812	0	0	0	0	25,312

228 52 ACTUATED SIGNALS-SE BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH

PE	7,490	4	0	0	0	0	7,494
CONST	0	30,201	0	0	0	0	30,201
TOTAL	7,490	30,205	0	0	0	0	37,695

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OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY II-SOUTHEAST PORTLAND PROJECTS

229 52 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS

PE	8,320	14,004	0	0	0	0	22,324
CONST	105,150	27,231	0	0	0	0	132,381
TOTAL	113,470	41,235	0	0	0	0	154,705

230 52 MCLOUGHLIN(OR99E)/MILWAUKIE CONNECTION

PE	39,400	70	0	0	0	0	39,470
CONST	0	40,373	0	0	0	0	40,373
TOTAL	39,400	40,444	0	0	0	0	79,844

231 52 PE/RESERVE ACCT-SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON

PE	0	56,226	0	0	0	0	56,226
CONST	0	0	0	324,066	0	0	324,066
TOTAL	0	56,226	0	324,066	0	0	380,292

232 52 PE - HOLLYWOOD DISTRICT TRANSPORTATION IMPROVEMENTS

5 PE	0	199,070	0	0	0	0	199,070
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233 52 PE/RESERVE ACCT-39TH AVE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE

PE	0	67,902	0	0	0	0	67,902
R/W	0	0	114,285	0	0	0	114,285
CONST	0	0	0	1,028,565	0	0	1,028,565
TOTAL	0	67,902	114,285	1,028,565	0	0	1,210,752

234 52 RESERVE ACCOUNT - SE PORTLAND AND E MULTNOMAH CTY TSM PROJECTS

6 RESRV	0	460,265	460,265	460,265	460,265	310,998	0	2,152,057
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235 52 CONTINGENCY-CATEGORY II

RESRV	0	268,248	268,248	268,248	268,248	0	0	1,341,239
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SUBTOTAL-CATEGORY II-SOUTHEAST PORTLAND PROJECTS

PE	658,282	543,893	0	0	0	0	1,202,175
R/W	858,000	65,426	114,285	0	0	0	1,037,711
CONST	5,004,475	2,112,836	498,529	5,654,683	4,070,023	0	17,340,547
RESRV	0	728,513	728,513	728,513	728,513	579,246	3,493,296
TOTAL	6,520,757	3,450,668	1,341,327	6,383,196	4,798,535	579,246	23,073,729

5. Preliminary engineering on this project has been increased to \$199,070, by a transfer of \$150,000 from the reserve account for SE Portland and E. Multnomah County TSM projects. This was a MSD administrative action taken in July, 1979.

6. New projects funded by this Reserve require further MSD Council action.

The project has been authorized for PE only. Further MSD action is required for construction and ROW before monies can be obligated by ODOT.



METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS

236 53 FRONT AVE CONST (OFFSETS SYS PLNG \$-SEE PORTLAND)-#1

CONST	522,138	99	0	0	0	0	0	522,237
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237 53 PE/RESERVE ACCT-UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6

PE	300,300	0	0	0	0	0	0	300,300
R/W	0	231,776	0	0	0	0	0	231,776
CONST	0	2,975,000	1,810,635	0	0	0	0	4,785,635
TOTAL	300,300	3,206,776	1,810,635	0	0	0	0	5,317,711

238 53 BASIN AVE - GOING STREET INTERCHANGE - R/W AND CONSTRUCTION

R/W	0	87,128	0	0	0	0	0	87,128
CONST	0	0	1,739,740	0	0	0	0	1,739,740
TOTAL	0	87,128	1,739,740	0	0	0	0	1,826,867

239 53 N GREELEY TO IS - R/W AND CONSTRUCTION

R/W	0	765,000	0	0	0	0	0	765,001
CONST	0	0	0	1,448,144	0	0	0	1,448,144
TOTAL	0	765,000	0	1,448,144	0	0	0	2,213,145

240 53 MACADAM AVENUE(OR43) PROJECT

7 PE	252,160	-50,369	0	0	0	0	0	201,791
R/W	0	0	309,047	0	0	0	0	309,047
CONST	0	0	2,788,200	0	0	0	0	2,788,200
TOTAL	252,160	-50,369	3,097,246	0	0	0	0	3,299,037

241 53 PE - GOING STREET NOISE MITIGATION PROJECT

PE	171,500	4,334	0	0	0	0	0	175,834
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8 242 53 SOUTH PORTLAND CIRCULATION STUDY PE

8 PE	0	208,547	0	0	0	0	0	208,547
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7. Only preliminary engineering has been authorized. Further MSD action is necessary before funds can be used for ROW acquisition or construction can be obligated by ODOT.

In February, 1979, the MSD Council approved reducing this project by \$204,000 in order to fund preliminary engineering for the S. Portland circulation Project.

8. In February, 1979, the MSD Council approved preliminary engineering for the S. Portland Circulation Project. MSD Council action is necessary before construction or ROW can be obligated by ODOT.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS

243 53 CONTINGENCY-CITY OF PORTLAND

RESRV 0 165,346 165,346 165,346 165,346 165,346 0 826,732

244 53 SELLWOOD BR CONST (OFFSETS SYS PLNG \$-SEE MULTNOMAH)#9

CONST 0 175,782 0 0 0 0 0 175,782

245 53 BROADWAY BRIDGE RESURFACING-#3

PE 6,006 -2,013 0 0 0 0 0 3,993

CONST 133,194 -51,379 0 0 0 0 0 81,815

TOTAL 139,200 -53,392 0 0 0 0 0 85,808

246 53 PE/RESERVE ACCT-221ST/223RD-POWELL BLVD TO FARISS ROAD-#5

PE 172,800 281 0 0 0 0 0 173,081

R/W 0 0 463,134 0 0 0 0 463,134

CONST 0 0 0 2,315,670 0 0 0 2,315,670

TOTAL 172,800 281 463,134 2,315,670 0 0 0 2,951,885

247 53 CONTINGENCY-MULTNOMAH COUNTY/CITIES

RESRV 0 48,959 48,959 48,959 48,959 12,299 0 208,137

248 53 BOONES FY RD CONST (OFFSET SYS PLNG \$-SEE CLACKAMAS)#8

R/W 0 0 73,339 0 0 0 0 73,339

CONST 0 0 0 396,025 0 0 0 396,025

TOTAL 0 0 73,339 396,025 0 0 0 469,364

249 53 PE/RESERVE ACCT-OREGON CITY BYPASS-PARK PL TO COMMUNITY COLL-#4

PE 292,500 703 0 0 0 0 0 293,203

R/W 0 0 0 2,553,614 0 0 0 2,553,614

CONST 0 0 0 0 2,553,614 6,088,198 0 8,641,813

TOTAL 292,500 703 0 2,553,614 2,553,614 6,088,198 0 11,488,630

9. In authorizing the project, the CRAG Board placed conditions on it. These conditions must be met before obligation of construction monies is requested by ODOT.

10. In authorizing the project the CRAG Board placed conditions on it. These conditions must be met before obligation of construction monies is requested by ODOT.

As part of the I-505 withdrawal process, an additional \$4,085,051 in federal funds was reallocated to the Oregon City Bypass (refer to footnote #3). Thus, total federal dollars authorized for the project is \$15,573,861.

METROPOLITAN SERVICE DISTRICT

04-AUG-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS

11 250 53 HIGHWAY 212 PE - I205 TO BORING ROAD -#7  
PE 119,200 61,469 0 0 0 0 180,669

251 53 CONTINGENCY-CLACKAMAS COUNTY/CITIES  
RESRV 0 139,329 139,329 139,329 139,329 0 696,646

12 252 53 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET  
PE 0 174,255 0 0 0 0 174,255  
R/W 0 0 0 347,105 0 0 347,105  
CONST 0 0 0 0 1,291,454 0 1,291,454  
TOTAL 0 174,255 0 0 347,105 1,291,454 1,812,813

253 53 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2  
PE 143,800 281 0 0 0 0 144,081  
R/W 0 0 0 162,563 0 0 162,563  
CONST 0 0 0 0 1,706,915 0 1,706,915  
TOTAL 143,800 281 0 162,563 0 1,706,915 2,013,559

254 53 CONTINGENCY-WASHINGTON COUNTY/CITIES  
RESRV 0 49,046 49,046 49,046 49,046 0 245,232

SUBTOTAL-CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS

PE 1,458,266 397,488 0 0 0 0 1,855,754  
R/W 0 1,083,904 845,520 2,716,177 347,105 0 4,992,706  
CONST 655,332 3,099,502 6,338,574 4,159,839 2,553,614 9,086,567 25,893,429  
RESRV 0 402,681 402,681 402,681 402,681 366,021 1,976,746  
TOTAL 2,113,598 4,983,575 7,586,775 7,278,697 3,303,400 9,452,589 34,718,635

11. Only preliminary engineering has been approved for this project. Further MSD Council action is required before funds can be obligated by ODOT for ROW acquisition or construction.

The MSD Council approved additional federal authorizations of \$58,650 (September 31, dollars) for PE on Hwy 212 (I-205 to Boring Road). These additional federal funds were taken from the Clackamas County/Cities Contingency.

As part of the I-505 withdrawal proces, approximately \$6 million was reserved in I-505 funds for the Hwy 212 project (refer to Table 3). Thus total federal authorizations for the project (I-205 east to Hwy 224) is approximately \$6,180,699.

12. In authorizing the project the CRAG Board placed conditions on it. These conditions must be met before obligation of construction monies is requested by ODOT.

METROPOLITAN SERVICE DISTRICT

04-AUG-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY IV-EAST MULTNOMAH COUNTY RESERVE PROJECTS

255	54	238TH AVE IMPROVEMENT-UP RRNG TO HALSEY ST							
PE		25,700	429	0	0	0	0	0	26,129
R/W		0	0	61,512	0	0	0	0	61,512
CONST		0	0	208,854	0	0	0	0	208,854
TOTAL		25,700	429	270,366	0	0	0	0	296,495

256 54 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD

PE		3,850	4,402	0	0	0	0	0	8,252
CONST		0	99,227	0	0	0	0	0	99,227
TOTAL		3,850	103,630	0	0	0	0	0	107,480

13 257 54 PE-182ND AVE WIDENING-DIVISION ST TO POWELL BLVD

PE		114,900	41,129	0	0	0	0	0	156,029
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14 258 54 PE-221ST AVE EXTENSION/TOWLE RD IMPVMT-POWELL BLVD TO BUTLER RD

PE		283,000	102,341	0	0	0	0	0	385,341
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15 259 54 PE-CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD

PE		180,100	65,493	0	0	0	0	0	245,593
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260 54 RESERVE ACCT-EAST MULTNOMAH COUNTY TSM & OTHER ROADWAY PROJECTS

PE		0	122,742	122,742	0	0	0	0	245,485
R/W		0	0	0	579,146	579,146	0	0	1,158,293
CONST		0	0	0	0	0	2,209,362	2,209,362	4,418,724
TOTAL		0	122,742	122,742	579,146	579,146	2,209,362	2,209,362	5,822,501

261 54 CONTINGENCY-CATEGORY IV

RESRV		0	87,987	87,987	87,987	87,987	87,987	0	439,936
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SUBTOTAL-CATEGORY IV-EAST MULTNOMAH COUNTY RESERVE PROJECTS

PE		607,550	336,537	122,742	0	0	0	0	1,066,829
R/W		0	0	61,512	579,146	579,146	0	0	1,219,804
CONST		0	99,227	208,854	0	0	2,209,362	2,209,362	4,726,805
RESRV		0	87,987	87,987	87,987	87,987	87,987	0	439,936
TOTAL		607,550	523,752	481,095	667,134	667,134	2,297,349	2,209,362	7,453,376

13. Only preliminary engineering has been approved.  
Further MSD action is necessary before ODOT  
obligates monies for ROW or construction.

15. Only preliminary engineering has been approved.  
Further MSD action is necessary before ODOT  
obligates monies for ROW or construction.

14. Only preliminary engineering has been approved.  
Further MSD action is necessary before ODOT  
obligates monies for ROW or construction.

METROPOLITAN SERVICE DISTRICT

04-AUG-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982

1983 POST 1983 TOTAL

CATEGORY V-TSM PROJECTS

262 55 PACIFIC HWY W(OR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1  
PE 68,640 932,604 0 0 0

0 0 1,001,244

263 55 CANYON/TV HWY CORRIDOR(OR8) TSM-WALKER RD TO MURRAY BLVD

PE 0 57,400 0 0 0 0 0 57,400  
CONST 0 0 329,003 0 0 0 0 329,003  
TOTAL 0 57,400 329,003 0 0 0 0 386,403

264 55 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE

PE 0 75,642 0 0 0 0 0 75,642  
CONST 0 0 439,842 0 0 0 0 439,842  
TOTAL 0 75,642 439,842 0 0 0 0 515,483

265 55 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD

PE 0 46,106 0 0 0 0 0 46,106  
CONST 0 0 276,217 0 0 0 0 276,217  
TOTAL 0 46,106 276,217 0 0 0 0 322,323

266 55 PE/RESERVE ACCT-CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPRVMT

PE 0 11,626 0 0 0 0 0 11,626  
CONST 0 0 64,011 0 0 0 0 64,011  
TOTAL 0 11,626 64,011 0 0 0 0 75,637

267 55 PE/RESERVE ACCT-NW 18TH/19TH AND NW 14TH/16TH COUPLES

PE 42,800 33,522 0 0 0 0 0 76,322  
CONST 0 0 0 540,399 0 0 0 540,399  
TOTAL 42,800 33,522 0 540,399 0 0 0 616,721

268 55 PE/RESERVE ACCT-BVRTN HILSDL HWY(OR10)-CAPITOL HWY TO SCHOLLS FY

PE 0 150,375 0 0 0 0 0 150,375  
CONST 0 0 0 809,615 0 0 0 809,615  
TOTAL 0 150,375 0 809,615 0 0 0 959,990

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY V-TSM PROJECTS

269 55 PE/RESERVE ACCT-SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE

PE	0	0	63,190	0	0	0	0	63,190
R/W	0	0	0	63,190	0	0	0	63,190
CONST	0	0	0	0	354,199	0	0	354,199
TOTAL	0	0	63,190	63,190	354,199	0	0	480,578

270 55 PE/RESERVE ACCT-STATE ST CORRIDOR(DR43)-B AVE TO NORTH SHORE

PE	0	46,315	0	0	0	0	0	46,315
R/W	0	0	115,788	0	0	0	0	115,788
CONST	0	0	0	775,777	0	0	0	775,777
TOTAL	0	46,315	115,788	775,777	0	0	0	937,880

271 55 PE/RESERVE ACCT-GLADSTONE MILWAUKIE SUBAREA

PE	0	144,909	0	0	0	0	0	144,909
R/W	0	0	260,836	0	0	0	0	260,836
CONST	0	0	260,836	1,037,552	0	0	0	1,298,388
TOTAL	0	144,909	521,672	1,037,552	0	0	0	1,704,133

272 55 CONTINGENCY-CATEGORY V

RESRV	0	87,987	87,987	87,987	87,987	87,987	0	439,936
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SUBTOTAL-CATEGORY V-TSM PROJECTS

PE	111,440	1,498,498	63,190	0	0	0	0	1,673,128
R/W	0	0	376,624	63,190	0	0	0	439,814
CONST	0	0	1,369,909	3,163,343	354,199	0	0	4,887,450
RESRV	0	87,987	87,987	87,987	87,987	87,987	0	439,936
TOTAL	111,440	1,586,486	1,897,710	3,314,520	442,186	87,987	0	7,440,329

METROPOLITAN SERVICE DISTRICT

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OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

<b>16 CATEGORY VI-FAU REPLACEMENT PROJECTS</b>							
273	56 E BURNSIDE/SANDY RIGHT-OF-WAY ACQUISITION						
R/W	0 119,608	0	0	0	0	0	119,608
SEE FAU FUNDING							
274	56 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION						
CONST	0 1,477,209	0	0	0	0	0	1,477,209
SEE FAU FUNDING SEE 1505 WITHDRAWAL FUNDS-CATEGORY E							
275	56 SUNNYSIDE RD REALIGNMENT-0.25 MI WEST OF 142ND-CONSTRUCTION						
CONST	0 162,704	0	0	0	0	0	162,704
SEE FAU FUNDING							
276	56 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION						
CONST	0 422,206	0	0	0	0	0	422,206
SEE FAU FUNDING							
277	56 SW GREENBURG RD-HALL TO OAK-CONSTRUCTION						
CONST	0 655,775	0	0	0	0	0	655,775
SEE FAU FUNDING							
278	56 SCHOLLS HWY(OR210) @ ALLEN-SIGNAL CONSTRUCTION						
CONST	0 48,048	0	0	0	0	0	48,048
SEE FAU FUNDING							
279	56 CORNELL RD @ MURRAY BLVD - SIGNAL CONSTRUCTION						
CONST	0 86,400	0	0	0	0	0	86,400
SEE FAU FUNDING							
280	56 SELLWOOD BRIDGE WEST APPROACHES - CONSTRUCTION						
CONST	0 606,218	0	0	0	0	0	606,218
SEE FAU FUNDING							

16. All projects in Category VI are former FAU projects which have had funds borrowed from the Westside Transitway Reserve. Refer to footnote #2.

Funds for these projects can only escalate up to a total of \$27,088,000.

279 This project amount represents a recent (8/79) administrative adjustment of + \$14,840 transferred from the contingency for FAU projects.

275 This project amount represents a recent (8/79) administrative adjustment of + \$35,940 transferred from the contingency for FAU projects.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982

1983

POST 1983

TOTAL

CATEGORY VI-FAU REPLACEMENT PROJECTS

281 56 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION

CONST	0	477,409	0	0	0	0	477,409
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SEE FAU FUNDING

282 56 GLADSTONE BRIDGE RECONSTRUCTION

CONST	0	40,892	0	0	0	0	40,892
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283 56 COLUMBIA BLVD-WCL TO OSWEGO AVE-R/W ACQUISITION

R/W	0	176,856	0	0	0	0	176,856
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SEE FAU FUNDING SEE I505 WITHDRAWAL FUNDS-CATEGORY E

284 56 NEW TRAFFIC SIGNAL-CITY OF PORTLAND

CONST	0	516,256	0	0	0	0	516,256
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SEE FAU FUNDING

285 56 TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND

CONST	0	621,552	0	0	0	0	621,552
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SEE FAU FUNDING

286 56 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND

CONST	0	253,528	0	0	0	0	253,528
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SEE FAU FUNDING

287 56 MACADAM AT PENDLETON SIGNAL-PE AND CONSTRUCTION

PE	0	2,965	0	0	0	0	2,965
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CONST	0	26,682	0	0	0	0	26,682
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TOTAL	0	29,646	0	0	0	0	29,646
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288 56 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP

CONST	0	81,783	0	0	0	0	81,783
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SEE FAU FUNDING



METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY VI-FAU REPLACEMENT PROJECTS

289 56 PROGRESS INTCHG RAMP TO SCHOLLS FY RD-CONSTRUCTION COMPLETION

CONST	0	252,761	0	0	0	0	0	252,761
SEE FAU FUNDING								

290 56 CONTINGENCY FOR FAU PROJECTS

RESRV	0	679,415	0	0	0	0	0	679,415
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SUBTOTAL-CATEGORY VI-FAU REPLACEMENT PROJECTS

PE	0	2,965	0	0	0	0	0	2,965
R/W	0	296,464	0	0	0	0	0	296,464
CONST	0	5,729,423	0	0	0	0	0	5,729,423
RESRV	0	679,415	0	0	0	0	0	679,415
TOTAL	0	6,708,267	0	0	0	0	0	6,708,267

290 Current Fed. Auth.: \$679,415

Recent Administrative  
Adjustments:

Cornell Rd @ Murray \$14,840

Sunnyside Realignment \$35,940

\$50,780

METROPOLITAN SERVICE DISTRICT

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OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

<b>17 CATEGORY VII-FAP REPLACEMENT PROJECTS</b>								
291 57 ALLEN BLVD INTERCHANGE - CONSTRUCTION								
CONST	0	4,438,000	0	0	0	0	0	4,438,000
292 57 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION								
CONST	0	3,000,000	0	0	0	0	0	3,000,000
293 57 FAP ESCALATION TO BE ALLOCATED								
RESRV	0	165,793	0	0	0	0	0	165,793
<b>SUBTOTAL-CATEGORY VII-FAP REPLACEMENT PROJECTS</b>								
CONST	0	7,438,000	0	0	0	0	0	7,438,000
RESRV	0	165,793	0	0	0	0	0	165,793
TOTAL	0	7,603,793	0	0	0	0	0	7,603,793

17. All projects in Category VII are former FAP projects which have had funds borrowed from the Westside Transitway Reserve. Refer to footnote #2.

These funds do not escalate. The I-505 withdrawal decision does not allow for escalation of FAP replacement projects.

<b>GRAND TOTAL</b>								
PE	4,730,718	19,590,338	1,207,594	3,647,173	0	0	0	29,175,826
R/W	858,000	1,445,794	17,991,662	16,399,624	13,735,862	1,106,915	0	51,537,837
CONST	5,659,807	18,478,990	8,415,866	23,348,940	31,514,247	42,279,327	68,990,756	198,687,933
CAP	0	0	0	0	0	0	0	0
OPRTG	0	0	0	0	0	0	0	0
RESRV	0	2,152,376	1,307,168	1,307,168	1,307,168	1,121,242	0	7,195,123
OTHER	0	0	0	0	0	0	0	0
TOTAL	11,248,525	41,667,498	28,922,292	44,702,905	46,557,278	44,507,484	68,990,756	286,596,739

CHAPTER 13: I-505 FREEWAY INTERSTATE  
WITHDRAWAL FUNDS

The CRAG Board of Directors in BD 781210 formally concurred in the withdrawal of the I-505 Freeway from the Interstate Highway System. In similar action, BD781213, allocations were established for I-505 Monies estimated at \$165 million:

I-505 Freeway Alternative	\$46,000,000
Transportation Improvements	
In Northwest Portland	13,000,000
Banfield Transitway	15,000,000
Regional Highway Projects	21,000,000
FAU and FAP Replacement	
Projects	20,000,000
Regional Transit/Highway	
Improvement Projects--City	
of Portland	<u>50,000,000</u>
	<u>\$165,000,000</u>

These amounts appear under categories A through F, either as a reserve amount or as a proposed candidate project for FY 1980. All projects in category E are former FAU

projects, and where noted, a counterpart project (by title) can be found in the FAU portion of the TIP.

Several precautions with respect to the I-505 portion of the TIP are in order:

- 1) The request for withdrawal must be officially approved before project implementation can take place.
- 2) No escalation/de-escalation will be applied to these TIP funds until official approval is received.
- 3) Upon official approval for withdrawal, a precise Interstate Cost Estimate (ICE) will be available but no doubt will differ with the \$165 million estimated herein.
- 4) If the ICE differs, a downward adjustment of some other type change to the noted projects may be necessary.

In summary, the I-505 portion of the TIP is for information only at this time and will be subject to change.

METROPOLITAN SERVICE DISTRICT

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OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY A-I505 FREEWAY ALTERNATIVES \*\*

294 71 I505 FREEWAY ALTERNATIVES

	1979	1980	1981	1982	1983	POST 1983	TOTAL
RESRV	0	0	46,000,000	0	0	0	46,000,000

SUBTOTAL-CATEGORY A-I505 FREEWAY ALTERNATIVES

RESRV	0	0	46,000,000	0	0	0	46,000,000
TOTAL	0	0	46,000,000	0	0	0	46,000,000

\*\* Inadvertently omitted from this listing is a project covering:  
Reconstruction of Yeon, Vaughn, Nicolai, Wardway and St Helens  
which uses a portion of the \$46 million-

PE, FY79	\$ 684,000
R/W, FY80	935,000
Const, FY81	20,488,000
Total	\$22,107,000

This project approved by Council Resolution #79-55

METROPOLITAN SERVICE DISTRICT

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OBLIGATED

1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY B-TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND

295 72 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND

RESRV 0 0 13,000,000 0 0 0 0 13,000,000

SUBTOTAL-CATEGORY B-TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND

RESRV 0 0 13,000,000 0 0 0 0 13,000,000

TOTAL 0 0 13,000,000 0 0 0 0 13,000,000

METROPOLITAN SERVICE DISTRICT

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OBLIGATED	1979	1980	1981	1982	1983	POST 1983	TOTAL
-----							
CATEGORY C-ALLOCATION TO THE BANFIELD TRANSITWAY							
296 73 BANFIELD TRANSITWAY ALLOCATION							
RESRV	0	0	15,000,000	0	0	0	15,000,000
-----							
SUBTOTAL-CATEGORY C-ALLOCATION TO THE BANFIELD TRANSITWAY							
RESRV	0	0	15,000,000	0	0	0	15,000,000
TOTAL	0	0	15,000,000	0	0	0	15,000,000

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED

	1979	1980	1981	1982	1983	POST 1983	TOTAL
-----							
CATEGORY D-REGIONAL HIGHWAY PROJECTS							
297 74 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE							
RESRV	0	0	12,766,666	0	0	0	12,766,666
298 74 POWELL AND 190TH INTERSECTION IMPROVEMENT							
RESRV	0	0	2,166,667	0	0	0	2,166,667
299 74 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)							
RESRV	0	0	6,066,667	0	0	0	6,066,667
-----							
SUBTOTAL-CATEGORY D-REGIONAL HIGHWAY PROJECTS							
RESRV	0	0	21,000,000	0	0	0	21,000,000
TOTAL	0	0	21,000,000	0	0	0	21,000,000

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981

1982

1983

POST 1983

TOTAL

CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS

300 75 FAU AND FAP REPLACEMENT FUND RESERVE

RESRV 0 0 5,049,595 0 0 0 0 5,049,595

301 75 COLUMBIA BLVD CONSTRUCTION-WCL TO OSWEGO

CONST 0 0 0 970,069 2,374,855 0 0 3,344,924

SEE FAU FUNDING SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

302 75 HOLGATE BRIDGE CONSTRUCTION

CONST 0 0 2,728,902 0 0 0 0 2,728,902

SEE FAU FUNDING

303 75 122ND AND POWELL SIGNAL-CONSTRUCTION

CONST 0 0 57,000 0 0 0 0 57,000

SEE FAU FUNDING

304 75 BURNSIDE ST-STARK TO 223RD AVE

R/W 0 0 60,076 0 0 0 0 60,076

CONST 0 0 1,273,393 0 0 0 0 1,273,393

TOTAL 0 0 1,333,469 0 0 0 0 1,333,469

SEE FAU FUNDING SEE MT HOOD WITHDRAWAL FUNDS-CATEGORY VI

305 75 SUNNYSIDE ROAD-STEVENSON ROAD TO 122ND

R/W 0 0 24,630 0 0 0 0 24,630

CONST 0 0 405,802 0 0 0 0 405,802

TOTAL 0 0 430,432 0 0 0 0 430,432

SEE FAU FUNDING

306 75 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE

CONST 0 0 382,342 0 0 0 0 382,342

SEE FAU FUNDING

300 Current Fed. Auth.: \$5,049,595

Recent Administrative

Adjustments:

Oswego Hwy @

Cedarroaks \$ 4,914

SW Nyberg Rd \$115,594

\$120,508



METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM  
OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS

307 75 SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2

R/W	0	0	217,101	0	0	0	217,101
CONST	0	0	115,594	868,405	0	0	983,999
TOTAL	0	0	332,695	868,405	0	0	1,201,100

SEE FAU FUNDING

308 75 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I

CONST	0	0	804,071	0	0	0	804,071
-------	---	---	---------	---	---	---	---------

SEE FAU FUNDING

309 75 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I

R/W	0	0	101,914	0	0	0	101,914
CONST	0	0	0	636,160	0	0	636,160
TOTAL	0	0	101,914	636,160	0	0	738,074

SEE FAU FUNDING

310 75 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY

CONST	0	0	1,747,194	0	0	0	1,747,194
-------	---	---	-----------	---	---	---	-----------

SEE FAU FUNDING

311 75 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING

PE	0	0	13,505	0	0	0	13,505
CONST	0	0	75,836	0	0	0	75,836
TOTAL	0	0	89,341	0	0	0	89,341

SEE FAU FUNDING

312 75 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES

PE	0	0	3,300	0	0	0	3,300
CONST	0	0	32,780	0	0	0	32,780
TOTAL	0	0	36,080	0	0	0	36,080

SEE FAU FUNDING

312 This project amount represents a recent (8/79) administrative adjustment of plus \$4,914 transferred from the FAU and FAP Replacement Fund Reserve.

307 This project amount represents a recent (8/79) administrative adjustment of plus \$115,594 transferred from the FAU and FAP Replacement Fund Reserve.

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM

OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS

313 75 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY

CONST 0 0 1,848,404 0 0 0 0 1,848,404

SEE FAU FUNDING

314 75 TRI-MET RIDESHARE PROGRAM

OPRTG 0 0 0 209,072 0 0 0 209,072

SEE FAU FUNDING

SUBTOTAL-CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS

PE 0 0 16,805 0 0 0 0 16,805

R/W 0 0 403,721 0 0 0 0 403,721

CONST 0 0 9,471,319 2,474,634 2,374,855 0 0 14,320,807

OPRTG 0 0 0 209,072 0 0 0 209,072

RESRV 0 0 5,049,595 0 0 0 0 5,049,595

TOTAL 0 0 14,941,439 2,683,706 2,374,855 0 0 20,000,000

METROPOLITAN SERVICE DISTRICT

04-Aug-79 PROPOSED FY1980 TRANSPORTATION IMPROVEMENT PROGRAM

OBLIGATED 1979 1980 1981 1982 1983 POST 1983 TOTAL

CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND

315 '76 CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS

RESRV 0 0 50,000,000 0 0 0 0 50,000,000

SUBTOTAL-CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND

RESRV 0 0 50,000,000 0 0 0 0 50,000,000

TOTAL 0 0 50,000,000 0 0 0 0 50,000,000

GRAND TOTAL

PE 0 0 16,805 0 0 0 0 16,805

R/W 0 0 403,721 0 0 0 0 403,721

CONST 0 0 9,471,319 2,474,634 2,374,855 0 0 14,320,807

CAP 0 0 0 0 0 0 0 0

OPRTG 0 0 0 209,072 0 0 0 209,072

RESRV 0 0 150,049,595 0 0 0 0 150,049,595

OTHER 0 0 0 0 0 0 0 0

TOTAL 0 0 159,941,439 2,683,706 2,374,855 0 0 165,000,000

Staff Report No. 51

DETERMINATION OF THE CONSISTENCY OF THE  
TRANSPORTATION IMPROVEMENT PROGRAM WITH  
AIR QUALITY PLANS FOR THE MSD REGION

**Metropolitan Service District**

REVISED, AUGUST 15, 1979

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## 1. WHAT IS A DETERMINATION OF CONSISTENCY

A Determination of Consistency documents an analysis of the compatibility of regional transportation plans and programs produced by the regional planning process with the State Air Quality Implementation Plan (SIP). A Determination of Consistency is mandated by the Federal Highway Administration for continued certification of MSD's transportation planning process.

The primary intent of a Determination of Consistency is to ensure objective consideration of air quality in the comprehensive planning process. The intent is not to invalidate transportation or other plans and supporting programs, but rather to facilitate an understanding of air quality issues to help achieve and maintain air quality standards.

This updated version of the Determination of Consistency has been prepared to:

1. Respond to a federal requirement that a Air Quality Consistency Determination be made when the region's Transportation Improvement Plan is approved.
2. Ensure that considerations for the improvement of air quality are integrated into the selection process of TIP projects.
3. Flag projects that contribute to increases in air pollution so that ameliorative measures can be developed.

## 2. PROCESS FOR DETERMINING CONSISTENCY

### 2.1 GENERAL METHODOLOGY

Some 68 TIP projects potentially affecting air quality conditons were identified and their relationship to air quality coinsiderations documented. These projects are either located in areas flagged as potential CO problems in the SIP and/or identified as major projects.

For projects where a detailed air quality analysis has not been done (either because an environmental assessment has not been complete or the environmental assessment concluded that a detailed air quality analysis is not needed), a sketch-level air quality analysis was conducted by MSD staff, in conjunction with DEQ staff. Projects that have undergone or are undergoing detailed air quality analyses were separately identified. Where such an analysis is underway, the consistency determination would be 'indeterminate' pending completion of the detailed analysis. For those projects where a detailed analysis has been completed, this report documents whether DEQ granted a conditional or reconditional permit for the project after reviewing the findings of the analysis.

## 2.2 SUMMARY OF CONCLUSIONS

Of the 68 identified projects, 16 (see Table 1) have not yet had an environmental assessment performed (this means that it has not been concluded as yet whether a detailed air quality analysis is needed). The sketch-level air quality analysis performed by the MSD staff indicates that 12 of those projects would likely improve air quality conditions while the air quality affects cannot be determined for the remaining four.

On another 28 projects (see Table 2), an environmental assessment has been performed with the conclusion that a detailed air quality analysis is not necessary. For 21 of those projects, the MSD sketch-level analysis indicates that the project will improve air quality conditions whereas for the remaining seven projects the sketch-level analysis cannot differentiate air quality affects. Table 3 lists the 12 projects found to be 'indeterminate' because a detailed air quality analysis is underway. Shown in Table 4 are 10 projects listed in the TIP which have been unconditionally permitted by DEQ after review of the detailed air quality analyses. Lastly, two projects are listed in Table 5 which have received a conditional permit after a detailed air quality analysis was completed.

## 2.3 IDENTIFICATION OF 1977/1982 CO VIOLATIONS

The determination of the extent of the carbon monoxide problems was made in the SIP. Models were used to generate CO emission rates and to determine traffic volumes and associated speeds on all arterial highways in the area. Each arterial highway was then tested for potential violation of the eight-hour CO standard by developing conservative meteorology conditions typical of second highest measured CO concentrations in 1977\*.

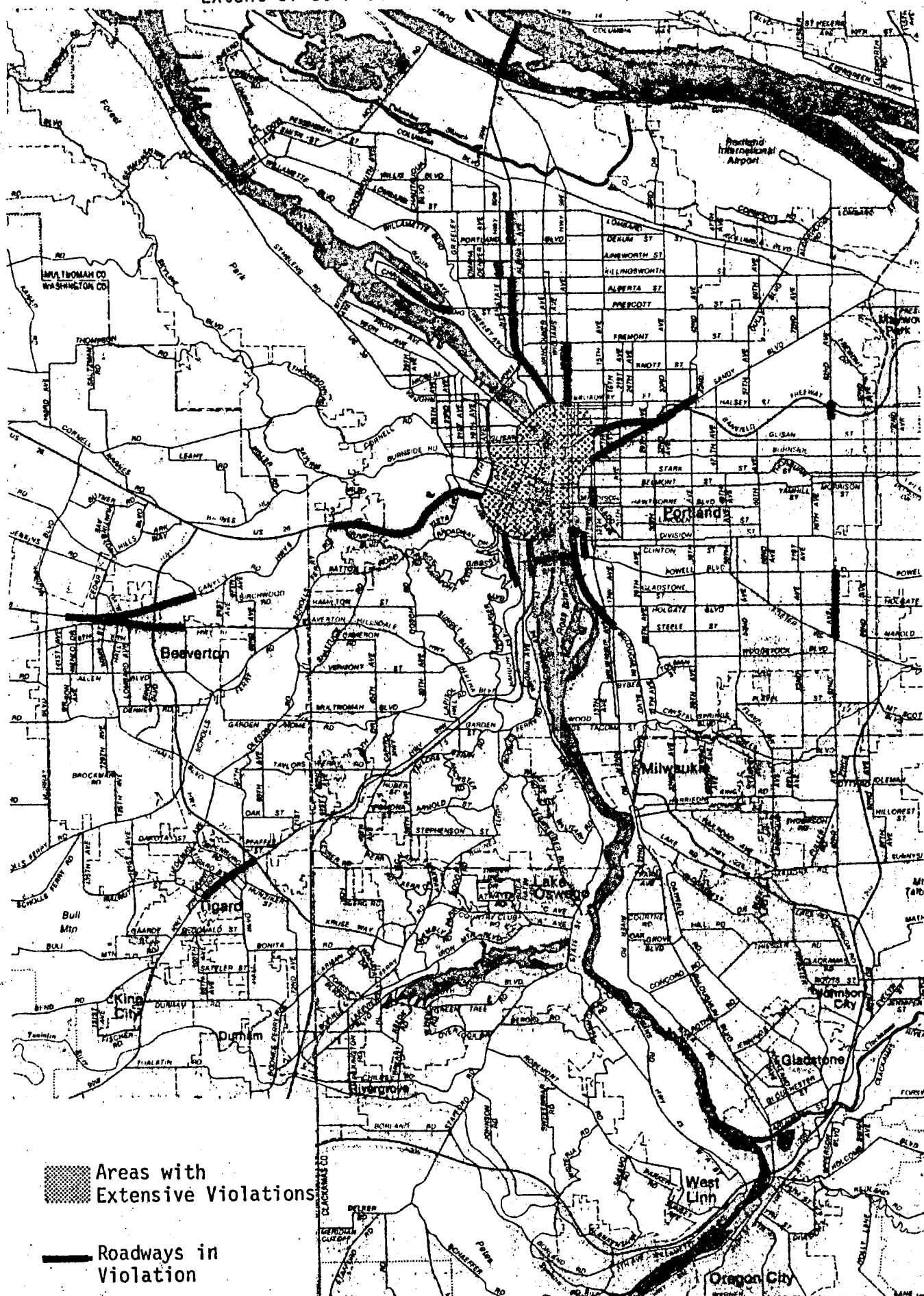
Figure 1 indicates the extent of potential CO problems using emission factors and traffic volumes for 1977. The shaded area in the figure is intended to show widespread violations of the standard. It can be seen that much of the central business district and adjacent areas on the east side of the Willamette River were determined to be in violation. In addition, problems were identified along I-5, Sandy Boulevard, I-80, 82nd Avenue, McLoughlin Boulevard, US 26, and Channel Avenue/Going Street in Portland and in isolated areas in Oregon City, Tigard and Beaverton.

The extent of the problem is very much diminished in 1982 as can be seen in Figure 2. Figure 3 shows these potential CO violation areas in more detail. The reduction in number of roads in violation of the eight-hour CO standard in 1982 is due to the fact that large decreases in emissions on a per vehicle basis dominates over the slight increases in traffic volumes to produce a net improvement in air quality.

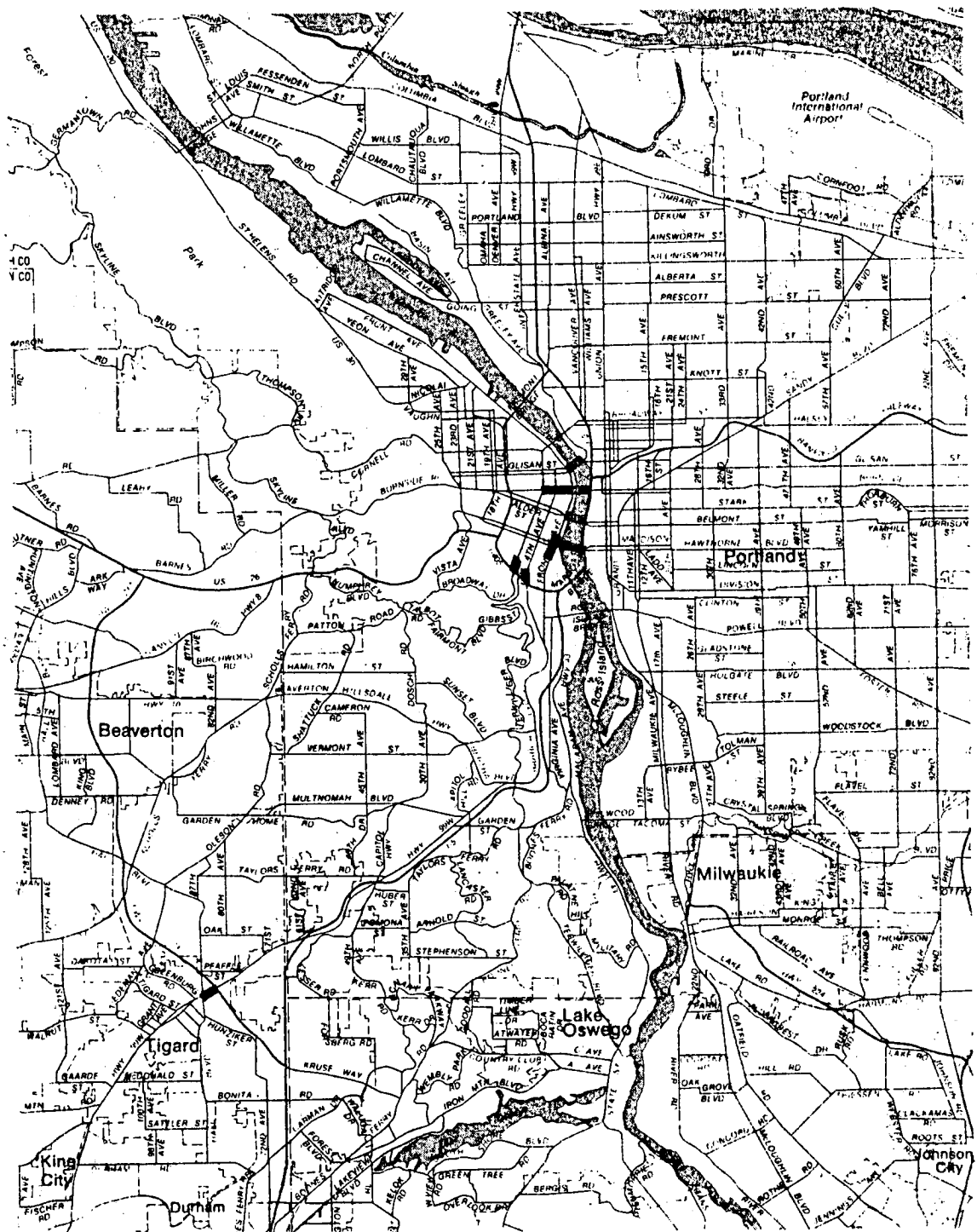
These figures do, however, indicate that the CO problem will not completely disappear in 1982. A number of roadways, mostly in the central business district, are estimated to be potential violators of the CO standard. In addition, a very short section of Highway 99W in the city of Tigard is identified as a potential violator.



**Figure 1**  
Extent of CO Problem in the Portland AQMA in 1977

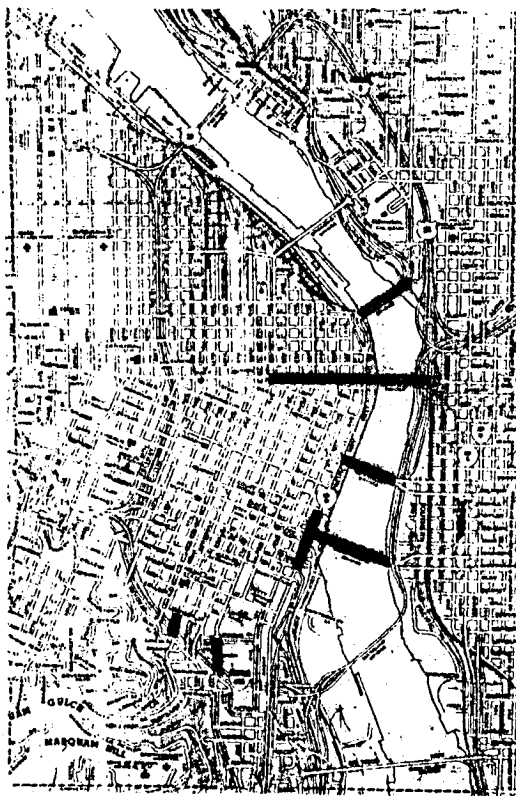


**Figure 2**  
Potential Violations of the CO Standard in 1982



**————** Indicates Potential Violation  
of CO Standard

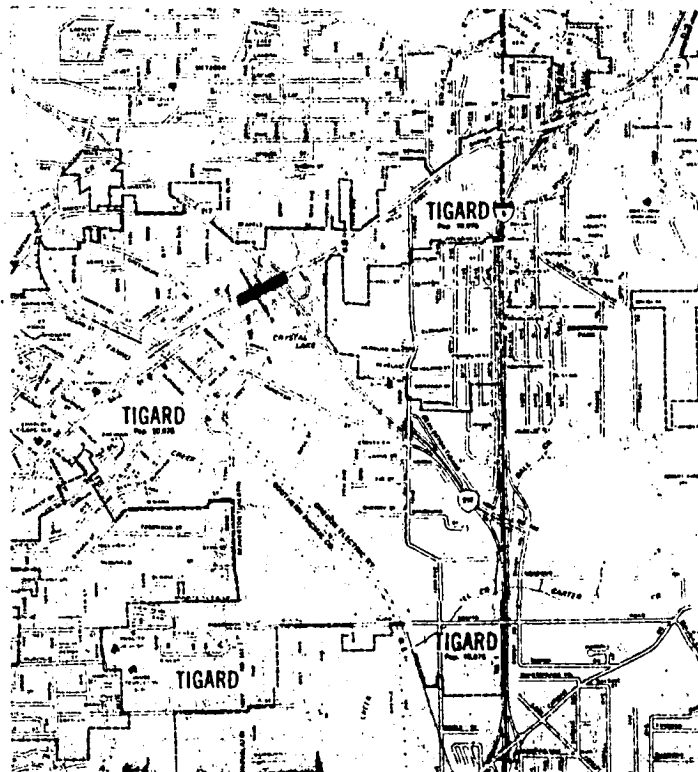
**Figure 3**  
Detailed Maps for Potential CO Violations in 1982



PORTLAND CENTRAL  
BUSINESS DISTRICT

— Potential Violation of CO Standard

TIGARD



## 2.4 IDENTIFICATION OF MAJOR PROJECTS

Major projects having a significant impact on the entire transportation system, and thereby potentially affecting regional air pollution, were initially identified in this analysis. For purposes of this analysis, the definition of a major project was found in the Federal-Aid, Highway Program Manual, Volume 7, Chapter 7, Section 2, page 9, which states:

Major actions are those of superior, large and considerable importance involving substantial planning, time, resources or expenditures. Any action that is likely to precipitate significant foreseeable alterations in land use; planned growth; development patterns; traffic volumes; travel patterns; transportation services, including public transportation; and natural and manmade resources would be considered a major action. The following are examples of types of actions which are ordinarily considered to be major actions:

- (1) a new freeway or expressway,
- (2) a highway which provides new access to an area and is likely to precipitate significant changes in land use or development patterns,
- (3) a new or reconstructed arterial highway which provides substantially improved access to an area and is likely to precipitate significant changes in land use or development patterns,
- (4) a new circumferential or belt highway which bypasses a community,
- (5) a highway which provides new access to areas containing significant amounts of exploitable natural resources,
- (6) added interchanges to a completed freeway or expressway which provide new or substantially improved access to an area and are likely to precipitate significant changes in land use or development patterns, and
- (7) a project that warrants a "major action" classification because it has been given national recognition by Congress even though it is not included in the above list. Such a project would be one that falls under Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.

Also included were two additional types of actions that would qualify an improvement as a major project for purposes of the analysis:

- (8) construction of a new rural two-land highway,

- (9) An improvement to transit operations which would likely have a significant impact on the system.

Any type of transportation action in the above list was considered a major action. Liberal judgment was employed in use of these criteria, so as to include (rather than exclude) projects that may be of only marginal importance to air quality considerations.

## 2.5 MSD SKETCH-LEVEL ANALYSIS

Two assumptions were made in the formulation of a sketch-level methodology for determining air quality impacts. These are: (1) that, holding all other factors constant, a change in VMT is directly related to a change in CO and HC emissions (i.e., an increase in VMT equates to an increase in CO and HC emissions); and (2) that, holding all other factors constant, CO and HC emissions vary with travel speed, decreasing with an increase in speed.\* Using these two assumptions, criterion for determining the project's consistency with air quality improvement objectives was developed. It is understood that there are many other factors that may affect the level of CO and HC emissions on a roadway (other than speed and VMT). However, difficulty in analysis as well as unavailability of data limited the scope of this analysis. The criteria are summarized in Chart 1.

---

\*Source: Current Transportation Related Air Quality Conditions, MSD Technical Memorandum #2.)

# CHART 1

## PROJECT STATUS IN RELATION TO AIR QUALITY OBJECTIVES

### Effect on VMT

		INCREASE	NO INCREASE	DECREASE
Effect on Speed	INCREASE	INDETERMINATE	CONSISTENT	CONSISTENT
	NO CHANGE	INCONSISTENT	CONSISTENT	CONSISTENT
	DECREASE	INCONSISTENT	INCONSISTENT	INDETERMINATE

Due to a lack of a suitable sensitivity framework, it becomes difficult to judge the consistency of those projects that result in a similar change in both VMT and speed. In these cases it is difficult to assess whether the magnitude of change in VMT outweighs the magnitude of change in speed. For this reason, in this analysis it will be assumed that these projects' effects on consistency with air quality objectives are indeterminate.

# FIGURE 4 CITY OF PORTLAND PROJECT AFFECTING CO VIOLATION LINKS

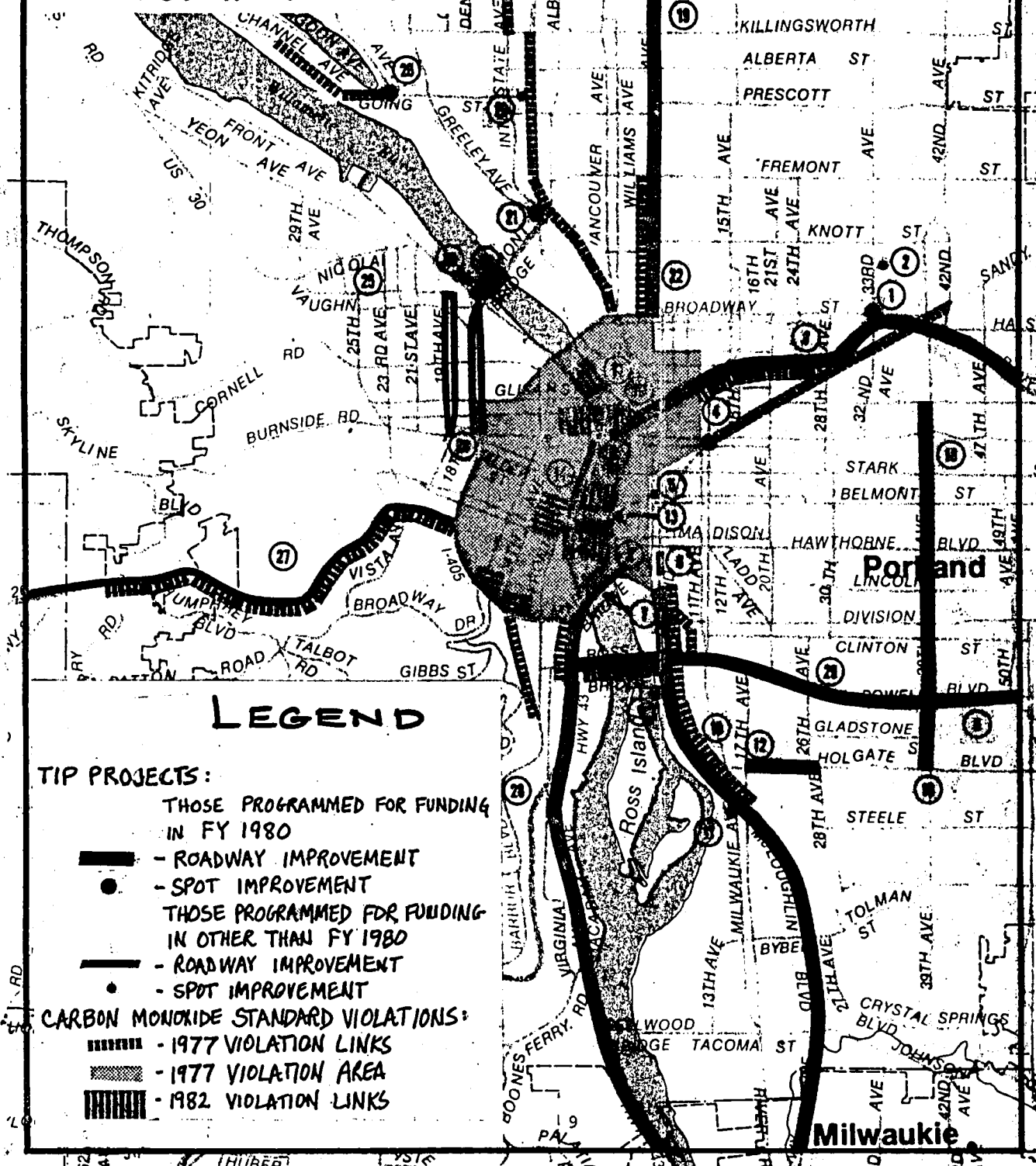
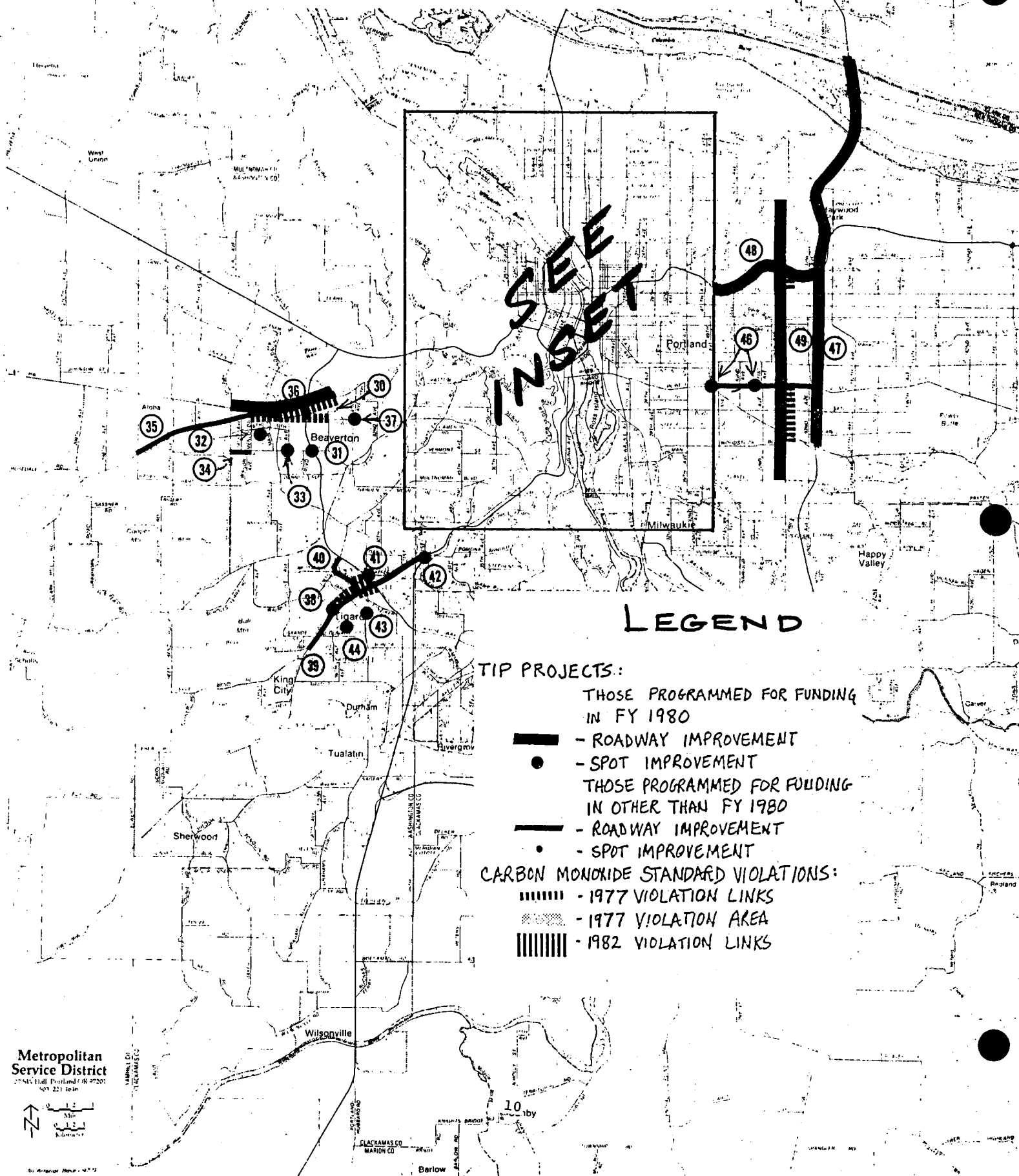


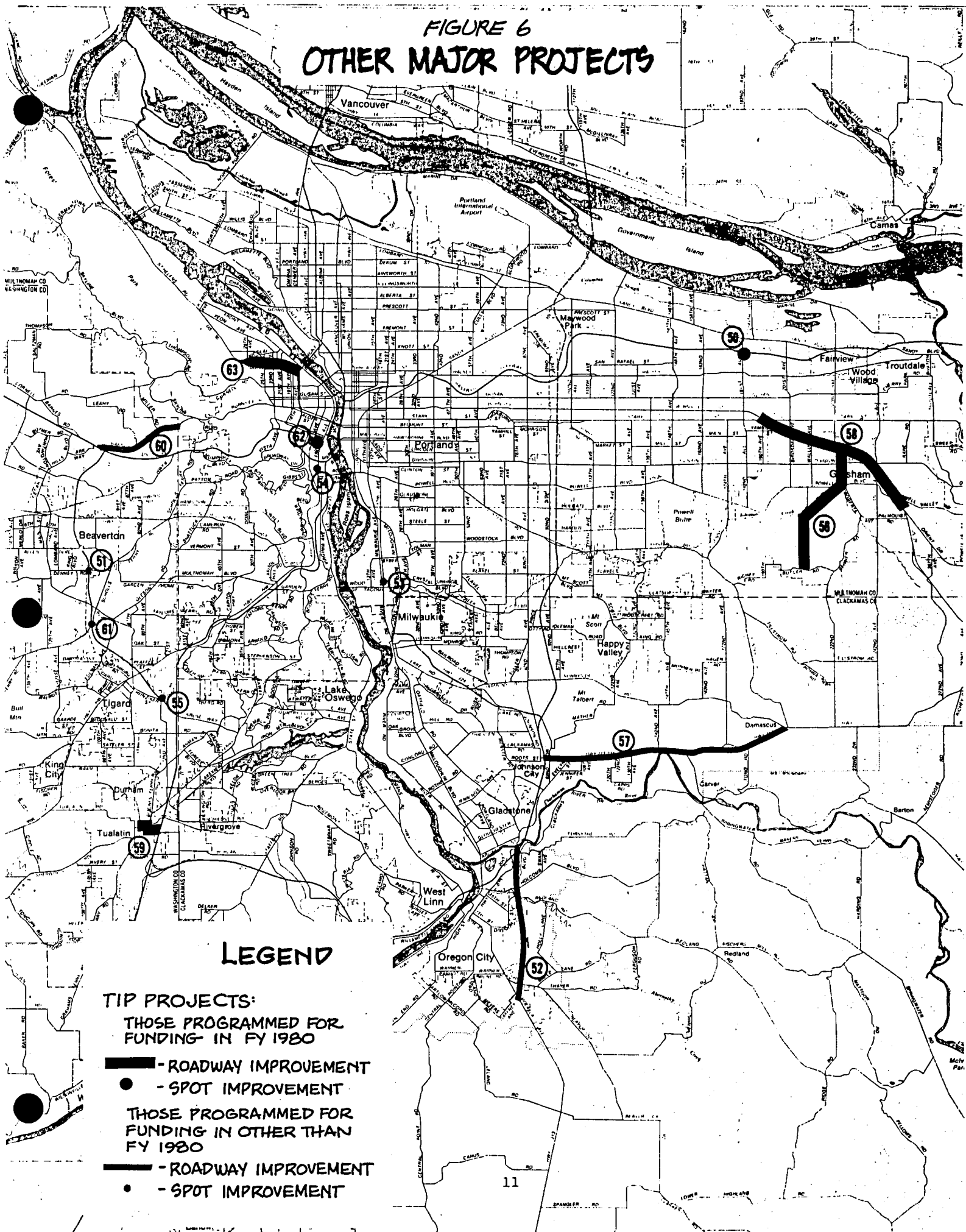
FIGURE 5

# OUTER PORTLAND PROJECTS AFFECTING CO VIOLATION LINKS





**FIGURE 6  
OTHER MAJOR PROJECTS**



**LEGEND**

**TIP PROJECTS:**

THOSE PROGRAMMED FOR  
FUNDING IN FY 1980

- ROADWAY IMPROVEMENT
- SPOT IMPROVEMENT

THOSE PROGRAMMED FOR  
FUNDING IN OTHER THAN  
FY 1980

- ROADWAY IMPROVEMENT
- SPOT IMPROVEMENT

TABLE 1. THOSE PROJECTS THAT HAVE NOT YET HAD AN ENVIRONMENTAL ASSESSMENT PERFORMED

No. ON MAP	PROJECT LOCATION	IMPROVEMENT	IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK	MAJOR PROJECT	EFFECT ON SPEED	EFFECT ON VMT	RESULTS OF ANALYSIS
2	Hollywood District	Misc. trans. impvmts to improve traffic flow and safety	Yes (1977)	No	increase	no effect	consistent
10	Oregon City Corridor (possibly on McLoughlin)	Transitway	yes (1977)	Yes	increase	decrease	consistent
25*	NW Portland	Misc. transporta- tion improvements in NW Portland	yes (1977)	No	increase	no effect	consistent
12	27 Sunset Hwy	Transitway	yes (1977)	Yes	increase	decrease	consistent
	30 Hwy 217-TV Hwy to Beaverton Hillsdale Hwy	Ramp terminal improvements to improve flow on these interchgs	yes (1977)	No	increase	no effect	consistent
	32 Beaverton vicinity	Park and Ride Lot	yes (1977)	No	increase	decrease	consistent
	35* Farmington Rd--185th to Lombard Ave	TSM Corridor improvements; intersectional paving, and pedestrian/bicycle amenities to upgrade Farm- ington Ave	yes (1977)	No	increase	unknown	indeterminate
36*	Canyon/TV Hwy Corridor Murray to Walker Rd	Signalization, channelization, illumination, and Park and Ride lot	yes (1977)	No	increase	unknown	indeterminate

\*Programmed for FY 1980 Funding

No. ON MAP	PROJECT LOCATION	IMPROVEMENT	IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK		MAJOR PROJECT	EFFECT ON SPEED	EFFECT ON VMT	RESULTS OF ANALYSIS
38*	OR 99W @ Walnut St (Tigard)	Signal with inter- tie, resulting in improved flow by platooning of vehicles	yes (1977 & 1982)	No		increase	no effect	consistent
41	Hall Blvd @ Hwy 217 for SB on-ramp	left-turn refuge	yes (1977 & 1982)	No		increase	unknown	indeterminage
44	Tigard vicinity	Park and Ride lot	yes (1977 & 1982)	No		increase	decrease	consistent
54	South Portland	Circulation improvements along routes leading to the west end of the Ross Island Bridge	no	Yes		increase	no effect	consistent
13 63*	Alternative to I-505	The alternative design provides a link for regional traffic between the Fremont Bridge and St. Helens Rd. This is a lower cost, less exclusive right-of-way alter- native to the originally proposed freeway project	no	Yes		increase	increase	indeterminate
66*	New bus purchases by Tri-Met		no	Yes		increase	decrease	consistent
67*	Transit stations (in Lake Oswego, Tigard and Beaverton)		no	Yes		increase	decrease	consistent
68*	Corridor transitways (Westside and Oregon City vicinities)		no	Yes		increase	decrease	consistent

\*Programmed for FY 1980 Funding

There is also a multitude of special transportation projects throughout the region designed to transport handicapped and elderly citizens. Since these projects will decrease regional VMT by transporting these people by transit rather than private automobile, it will in turn reduce air pollution. Hence, these projects have been found to be consistent with air quality objectives.

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TABLE 2. THOSE PROJECTS IN WHICH THE ENVIRONMENTAL ASSESSMENT STATED THAT A DETAILED AIR QUALITY ANALYSIS WAS NOT NECESSARY\*\*

No. ON MAP	PROJECT LOCATION	IMPROVEMENT	IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK	MAJOR PROJECT	EFFECT ON SPEED	EFFECT ON VMT	RESULTS OF ANALYSIS
1*	33rd Ave @ Broadway	SB/NB left-turn refuges	Yes (1977)	No	increase	no effect	consistent
5	Grand Ave (99E) @ Morrison	Provide 2 left-turn lanes off Grand Ave onto the Morrison Bridge	Yes (1977 & 1982)	No	increase	no effect	consistent
6	Grand Ave (99E)--Harrison to Clay	Roadway Imprvmnts repaving and restriping	Yes (1977)	No	no effect	no effect	consistent
7	I-5 @ Marquam Bridge	Construction of Protective Barrier for added safety	Yes (1977)	No	no effect	no effect	consistent
9*	McLoughlin Blvd @ 100 ft. south of Haig St.	Construction of pedestrian underpass	Yes (1977)	No	no effect	no effect	consistent
11	McLoughlin Blvd @ Milwaukie Ave	Construction of NB ramp from Milwaukie onto McLoughlin; addition of signal	yes (1977)	Yes	increase	unknown	indeterminate
13*	Hawthorne Bridge	Automation of span lifting apparatus; replacement of dilapidated cables	yes (1977 & 1982)	No	no effect	no effect	consistent
15	Burnside Bridge	Resurfacing and replacement of deteriorating joints	yes (1977 & 1982)	No	no effect	no effect	consistent

\*\*DEQ may require an Indirect Source Permit for these projects

\*Programmed for FY 1980 Funding

No. ON MAP	PROJECT LOCATION	IMPROVEMENT	IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK	MAJOR PROJECT	EFFECT ON SPEED	EFFECT ON VMT	RESULTS OF ANALYSIS
16	I-80N @ I-5 Intrchg	Structural repair to overpass	yes (1977)	No	no effect	no effect	consistent
17	Broadway Bridge	Resurfacing	yes (1977)	No	no effect	no effect	consistent
18*	39th Ave--Glisan to Holgate	Reconstruct intersections and roadway to provide adequate 4-lane traffic operation with left turn lanes where necessary	yes (1977)	Yes	increase	unknown	indeterminate
				No	increase	no effect	consistent
20	I-5 @ Going St. Interchange	Ramp safety improvement	yes (1977)	Yes	no effect	no effect	consistent
22*	Fremont Bridge (I-405)	Interchange ramp and connections to link bridge with Eastside local street system	yes (1977)	No	increase	decrease	consistent
24	NW 18th/19th and NW 14th/16th couplets	Redirect traffic onto one-way streets to improve flow and safety	yes (1977)	No	increase	no effect	consistent
28*	Macadam Ave	Reconstruction of roadway including paving and inter-sectional improvements	yes (1977)	No	increase	no effect	consistent
33*	Allen Blvd @ Lombard Street	Signal	yes (1977)		increase	no effect	consistent

\*Programmed for FY 1980 Funding

NO. ON MAP	PROJECT LOCATION	IMPROVEMENT	IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK	MAJOR PROJECT	EFFECT ON SPEED	EFFECT ON VMT	RESULTS OF ANALYSIS
37	Beaverton-Hillsdale Hwy @ SW 91st Ave	Signal	yes (1977)	No	no effect	no effect	consistent
39	OR 99W--Bull Mountain Rd to N. Tigard Interchange	Signalization, channelization, synchronization with other 99W signals, to improve access to local traffic and improve traffic flow by platooning vehicles	yes (1977 & 1982)	No	increase	no effect	consistent
43	SPRR Crossing @ SE Hall Blvd	Installation of RR signal and gates	yes (1977 & 1982)	No	increase	no effect	consistent
17 46*	Powell Blvd @ 47th/69th	Installation of traffic signals at these two intersections	yes (1977)	No	unknown	no effect	indeterminate
49*	82nd Ave--Prescott to Flavel	Installation and replacement of 13 signals along this corridor	yes (1977)	No	increase	no effect	consistent
50*	I-80N @ 181st Ave.	Construction of an off-ramp and a WB on-ramp at 181st Ave @ I-80N	yes	Yes	no effect	unknown	indeterminate
53	McLoughlin @ SE Milwaukie	Construction of NB from SE Milwaukie to McLoughlin Blvd; also left-turn lane and signal at Milwaukie	no	Yes	increase	no effect	consistent

\*Programmed for FY 1980 Funding

<u>No. ON MAP</u>	<u>PROJECT LOCATION</u>	<u>IMPROVEMENT</u>	<u>IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK</u>	<u>MAJOR PROJECT</u>	<u>EFFECT ON SPEED</u>	<u>EFFECT ON VMT</u>	<u>RESULTS OF ANALYSIS</u>
55 **	Hwy 217 @ SW 72nd Ave	Construction of additional two legs of interchange to make it a full diamond interchange	no	Yes	no effect	unknown	indeterminate
58* **	SE Burnside St-- SE Stark St to Bull Run Rd (1st St)	Widen existing 2-lane road to 4 lanes; provide bikeway; bus stop turnouts	no	Yes	increase	increase	indeterminate
61	SW Hwy 217 @ Scholls Ferry Rd	Construct an off-ramp from the southbound lanes of Hwy 217 to Scholls Ferry Rd (OR 210). Relocate existing frontage road connection to Scholls Ferry Rd	no	Yes	no effect	unknown	indeterminate
62	Signal Computer Control Expansion	This project connects 21 signalized intersections in the South Auditorium area to the CBD traffic control computer to allow better coordination and flexibility	no	Yes	increase	no effect	consistent
65	Tri-Met carpool/vanpool projects		no	Yes	increase	decrease	consistent

\*Programmed for FY 1980 Funding

\*\*While the Environmental Assessment concluded that a detailed air quality analysis is not needed, a decision has since been made to conduct such an analysis

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TABLE 3. PROJECTS IN WHICH THE DETAILED AIR QUALITY ANALYSIS IS IN PROGRESS

These projects were found to be 'indeterminate.' Consistency cannot be determined until a detailed analysis is completed.

<u>No. ON MAP</u>	<u>PROJECT LOCATION</u>	<u>IMPROVEMENT</u>	<u>IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK</u>	<u>MAJOR PROJECT</u>	<u>RESULTS OF ANALYSIS</u>
3*	(I-80N) Banfield Frwy	Transitway	Yes (1977 & 1982)	Yes	indeterminate
8	I-5 @ Marquam Bridge	Construction of interchange ramps linking the East Portland local street system to the interstate system	Yes (1977)	Yes	indeterminate
23	Fremont Bridge (I-405)	Interchange ramp and connections to link bridge with West Portland street system	yes (1977)	Yes	indeterminate
29* **	Powell Blvd-Ross Island Bridge to I-205	Reconstruction of roadway to provide 4 lanes with left-turn lanes where needed. Repaving and intersectional improvements should improve safety and traffic flow	yes (1977)	Yes	indeterminate
34	Allen Blvd-Alice St to Murray Blvd	Repaving and intersectional improvements	yes (1977)	No	indeterminate

\*Programmed for FY 1980 Funding

\*\*The section between the Ross Island Bridge has been granted a conditional permit by DEQ

No. ON MAP	PROJECT LOCATION	IMPROVEMENT	IS IMPROVEMENT	MAJOR PROJECT	RESULTS OF ANALYSIS
			RELATED TO A SPECIFIC CO VIOLATION LINK		
52	Oregon City Bypass	Construction of highway which will redirect SB regional trips around Oregon City	no	Yes	indeterminate
56*	221st/223rd/Towle Rd Farise Rd-Butler Rd	Construction and extension to provide a major north-south arterial in East Multnomah County and open up rural hinterland to the urbanized areas and tie into I-80N	no	Yes	indeterminate
20 57	Hwy 212-I-205 to Boring Rd	The project consists of widening the existing 2-lane highway to 4 lanes including left-turn lanes, shoulders, and bikeway.	no	Yes	indeterminate
59*	SW Nyberg Rd-- SW 89th to I-5	Widen existing 2-lane road to 4 lanes; add left-turn refuge, curbs and pedestrian walks	no	Yes	indeterminate
60	SW Barnes Rd--Hwy 217 to Multnomah County Line	Widen existing 2-lane road to 4 lanes including left-turn medians, curbs, and side-walks	no	Yes	indeterminate

\*Programmed for FY 1980 Funding

TABLE 4. PROJECTS IN WHICH A DETAILED AIR QUALITY ANALYSIS HAS BEEN COMPLETED AND DEQ HAS ISSUED AN UNCONDITIONAL PERMIT FOR CONSTRUCTION

It has been determined that these projects are not inconsistent with air quality objectives. Each of these projects is consistent, or at least indeterminate, in terms of its overall effect on air quality.

<u>No. ON MAP</u>	<u>PROJECT LOCATION</u>	<u>IMPROVEMENT</u>	<u>IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK</u>	<u>MAJOR PROJECT</u>	<u>RESULTS OF ANALYSIS</u>
4*	E. Burnside St. @ Sandy Blvd	Intersection improvement	Yes (1977 & 1982)	No	permit issued
14	Front Ave-Burnside Bridge to Hawthorne Bridge	Paving, channel- ization, and addi- tion of median strip to improve safety and flow	yes (1977 & 1982)	No	permit issued
19**	Union Ave (OR 99E)	Reconstruction of roadway and inter- sections to improve safety and flow	yes (1977)	No	permit issued
21*	N. Greeley @ I-5	Construction of ramp connection from Greeley Ave to I-5 to provide better flow from Swan Island	yes (1977)	Yes	permit issued
26*	Basin Ave @ Going St	Construction of ramp and signal- ization improve- ments to increase efficiency in this intersection	yes (1977)	No	permit issued

\*Programmed for FY 1980 Funding

\*\* DEQ concluded that this project was consistent with air quality objectives, but a permit was not required because of the small scale of the project (Union Ave. has an average daily auto count of less than 20,000).

<u>No. ON MAP</u>	<u>PROJECT LOCATION</u>	<u>IMPROVEMENT</u>	<u>IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK</u>	<u>MAJOR PROJECT</u>	<u>RESULTS OF ANALYSIS</u>
31	Hwy 217 @ Allen Blvd Interchange	Construction of interchange at Allen Blvd	yes (1977)	Yes	permit issued
40	SW Greenburg Rd-- Hall to Oak	Roadway widening with addition of left-turn lanes	yes (1977)	No	permit issued
42	I-5/N Tigard Interchg	Interim Safety Project	yes (1977 & 1982)	No	permit issued
51	Hwy 217 @ Denny Rd Interchange	Construction of interchange at Denny Rd	no	Yes	permit issued

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\*Programmed for FY 1980 Funding

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TABLE 5. PROJECTS IN WHICH AN EIS HAS BEEN COMPLETE AND DEQ HAS GRANTED A CONDITIONAL PERMIT FOR CONSTRUCTION

These projects are inconsistent with air quality objectives under their original design. However, if conditions of the permit are met, the projects will meet air quality objectives.

<u>No. ON MAP</u>	<u>PROJECT LOCATION</u>	<u>IMPROVEMENT</u>	<u>IS IMPROVEMENT RELATED TO A SPECIFIC CO VIOLATION LINK</u>	<u>MAJOR PROJECT</u>	<u>RESULTS OF ANALYSIS</u>
12*	Holgate Blvd--17th Ave to 28th Ave	Widen to 4 lanes and construct new bridge over SPRR yard	yes (1977)	Yes	conditional permit issued
47*	I-205	Construction of	yes (1977 & 1982)	Yes	conditional approval issued

\*Programmed for FY 1980 Funding

DS:bk  
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0055A

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: Continuation of MSD's State and Federal Planning Designations

BACKGROUND: MSD holds interim designations as the Areawide Clearinghouse for A-95 review and comment; Metropolitan Planning Organization for Transportation Planning; Lead Agency for Air Quality Planning; "208" Water Quality Planning Agency; "701" Comprehensive Planning Organization; Law Enforcement Assistance Administration Planning Agency. The transportation, air quality and water quality planning designations cover only the urbanized portion of the Portland metropolitan area while MSD's "701" comprehensive planning designation covers the entirety of Clackamas, Multnomah and Washington Counties. The A-95 Clearinghouse and Law Enforcement designations cover Oregon Administrative District II which includes Columbia County. The Governor may wish to consider dropping Columbia County from MSD's A-95 and Law Enforcement designations. All of the above designations were transferred to MSD by Governor Straub for the period January 1 through September 30, 1979. Therefore, it is now appropriate for permanent designations to be made by the Governor. MSD Policy Alternatives Committees and the Local Officials Advisory Committee have recommended that MSD receive permanent designation to perform these planning responsibilities.

BUDGET IMPLICATIONS: The above designations are necessary for MSD to continue to receive planning assistance funds.

POLICY IMPLICATIONS: The designations are necessary for MSD to continue its role as a regional planning agency. The A-95 designations ensures MSD's role in coordination and review of grant applications.

ACTION REQUESTED: Endorse MSD's request to the Governor for the above described designations.

LB:bc  
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 8/14/79

ADOPTED BY THE  
 MSD COUNCIL  
 THIS 28<sup>th</sup> DAY OF August, 19 79  
Mary E. Chandler  
 CLERK OF THE COUNCIL

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REQUESTING )  
DESIGNATION OF MSD AS THE )  
METROPOLITAN PLANNING ORGANI- )  
ZATION FOR TRANSPORTATION )  
PLANNING, A-95 CLEARINGHOUSE, )  
AIR QUALITY PLANNING LEAD )  
AGENCY, "701" COMPREHENSIVE )  
PLANNING ORGANIZATION, "208" )  
WATER QUALITY PLANNING AGENCY )  
AND LAW ENFORCEMENT ASSISTANCE )  
ADMINISTRATION PLANNING AGENCY )

Resolution No. 79-81  
At the request of  
Rick Gustafson

WHEREAS, The Governor of Oregon has the responsibility for designating a Metropolitan Planning Organization, A-95 Clearinghouse, Air Quality Planning Lead Agency, "208" Water Quality Planning Agency, "701" Comprehensive Planning Organization, and Law Enforcement Assistance Administration Planning Agency in the Portland Metropolitan Area as specified in federal regulations; and

WHEREAS, The Metropolitan Service District was so designated by Governor Straub on an interim basis through September 30, 1979; and

WHEREAS, The Steering Committee of the Local Officials Advisory Committee has recommended that MSD retain federal planning designations; now, therefore,

BE IT RESOLVED, That MSD request Governor Atiyeh to permanently designate MSD as the

1. Metropolitan Planning Organization for Transportation Planning for the Portland Urbanized Area.
2. A-95 Clearinghouse for Oregon Administrative District II.

3. Air Quality Planning Lead Agency for the Portland Urbanized Area.

4. "208" Water Quality Agency for the Portland Urbanized Area.

5. "701" Comprehensive Planning Organization for Clackamas, Multnomah and Washington Counties.

6. Law Enforcement Assistance Administration Planning Agency for Oregon Administrative District II.

ADOPTED By the Council of the Metropolitan Service District this 23rd day of August, 1979.

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Presiding Officer

LB:bc  
4726A  
0033A



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SUPPORTING	)	RESOLUTION NO. 79-83
REQUEST FOR ACKNOWLEDGMENT OF THE	)	
MSD URBAN GROWTH BOUNDARY FROM	)	Introduced by the
THE LCDC BY SUBMITTING RESPONSE	)	Planning and Development
TO FIVE QUESTIONS AND PLEDGING	)	Committee
TO IMPLEMENT CERTAIN NEW POLICIES	)	
ON MANAGEMENT OF URBAN LAND	)	

WHEREAS, CRAG Order No. 78-35 adopted the regional Urban Growth Boundary and submitted it to the Land Conservation and Development Commission for acknowledgment on December 21, 1979; and

WHEREAS, The LCDC did on July 12, 1979, continue acknowledgment considerations pending reply from MSD and the Department of Land Conservation and Development staff to the following five concerns:

- I. MSD commitment and timetable to complete functional plan elements on housing, transportation and public facilities and services,
- II. MSD policy statement on the control of urban sprawl. Policy statement to be implemented by adoption of conversion policies,
- III. MSD and county policy statements on control of development within the Tri-County area and outside the urban growth boundaries,
- IV. MSD policy/procedure for amendment of the Urban Growth Boundary,
- V. Examination of Agricultural Soft Areas (ASA); and

WHEREAS, The MSD has prepared a reply contained in a report dated August 21, 1979 and titled "Reply to LCDC Questions Regarding Implementation of the UGB"; and

WHEREAS, The content of this report was developed after

extensive discussion with the DLCD staff, elected officials and staff of the three counties and several cities, the Council and Planning and Development subcommittee and other interested parties; and

WHEREAS, Clackamas, Multnomah and Washington Counties are adopting and submitting resolutions supporting acknowledgment by LCDC and committing to adopt and implement strong policies on conversion of undeveloped land and on regulation of land outside the Boundary; now, therefore,

BE IT RESOLVED,

1. That the MSD Council approves for submittal to the LCDC the report titled "Reply to LCDC Questions Regarding Implementation of the UGB."

2. That the policies in Part II labeled Policy Guidelines Nos. 1-4 and those in Part V shown as options for protective regulation of productive, prime agricultural land, whichever if either is selected as guidelines by the MSD, shall be used in the review of local comprehensive plans to assure that these or equally strong policies are locally implemented.

3. That the MSD will utilize its powers under 1977 Oregon Laws, chapter 665, Sections 17 or 18, to enforce the policies referenced above in No. 2 or equally strong policies in the event that a local jurisdiction(s) does not voluntarily implement them by the dates specified in the report to LCDC.

4. That the MSD Council directs preparation of definitions described in Part III, B of the report to LCDC, which shall be completed in time to allow for adoption no later than December 1, 1979.

5. That the MSD Council approves the Policy for Amending The Urban Growth Boundary stated in Part IV of the report to LDCD as a guideline for consideration of proposed amendments.

6. That the MSD Council is prepared to consider adjustment and if necessary expansion of the Boundary in Clackamas County to redress unresolved issues stemming from previous Urban Growth Boundary deliberations.

7. That the MSD Council directs implementation of the actions regarding the Agricultural Soft Areas which are contained in the final report to LCDC.

8. That the MSD Council otherwise concurs with the statements and policies contained in the report to LCDC, which is hereby incorporated in this Resolution.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of August, 1979.

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Presiding Officer

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MSD COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Francis Amant

Aug 23, 1979

AYE

NAY

DISTRICT 7

Betty Schedeen

X

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DISTRICT 8

Caroline Miller

X

\_\_\_\_\_

M. Carriel

DISTRICT 9

Cindy Banzer

X

\_\_\_\_\_

DISTRICT 10

Gene Peterson

\_\_\_\_\_

X

DISTRICT 11

Marge Kafoury

\_\_\_\_\_

\_\_\_\_\_

DISTRICT 12

Mike Burton

\_\_\_\_\_

X

DISTRICT 1

Donna Stuhr

\_\_\_\_\_

X

DISTRICT 2

Charles Williamson

\_\_\_\_\_

\_\_\_\_\_

DISTRICT 3

Craig Berkman

X

\_\_\_\_\_

DISTRICT 4

Corky Kirkpatrick

X

\_\_\_\_\_

DISTRICT 5

Jack Deines

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\_\_\_\_\_

DISTRICT 6

Jane Rhodes

\_\_\_\_\_

X

Total

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MSD COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Rollcall

Aug. 23, 1979

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

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DISTRICT 7

Betty Schedeen

X

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DISTRICT 8

Caroline Miller

X

\_\_\_\_\_

DISTRICT 9

Cindy Banzer

X

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DISTRICT 10

Gene Peterson

X

\_\_\_\_\_

DISTRICT 11

Marge Kafoury

X

\_\_\_\_\_

Total

\_\_\_\_\_

\_\_\_\_\_



MEETING TITLE

MSD Council

DATE

August 23, 1979

NAME

AFFILIATION/ADDRESS

x Steve Lockwood	Port Air Qual Comm
Charles Sherr	Staff
Judy Buehler	MSD
x Arl Adamsak	Oregon Journal
x Carter & Mary K. Stanley	Home Owners
x John MacGregor	PORT OF PORTLAND
x RICHARD DANIELS	MULTNOMAH COUNTY
Carol Waters	MSD
Robert H. H. H.	MSD
x ARDIS STEVENSON	Clackamas County
Jim Stephens	MSD
x Virginia Beckwith	
x Zola Gredwig	
x Dick Arenz	FHWA
x BURTON WEAST	Home Builders Assoc.
x Kevin Hanway	" " "
x Dick SMELSER	CLACK. CO. HOME BLDG ASSOC.
WARREN ILIFF	MSD-200
McKay Rich	MSD-200
Jack Baird	MSD
x FRANK MYERS	WASH CO OEDP
x Larry Byers	EG Stations
x Bob Meacher	Staff

MEETING TITLE

MSL Council

DATE

August 23, 1979

NAME

AFFILIATION/ADDRESS

x	Jiff & Kim Bennett	32 NE 45th Plld
x	Diane Speers	150 S.W. Harrison Plld
	Marilyn Holstrom	MSD
	Sue Klobertann	MSD
	Linda Brentano	MSD
	Tom O'Connor	MSD
	Karen Whitt	MSD
x	Rick L. Carlson	Mult. Co. Comm Shadburne AIDE
	TERRY WALDELE	MSD
	<del>DAVE SPEERS</del>	<del>Attorney - 150</del>
>	Sharon & Greg Kullberg	7245 S.W. Gable Pk Rd - Portland
x	Leslie Dingles	Clackamas County
	John Heagerty	MSD
	NICHELE M. WILDER	MSD
>	Dave Bryan	12385 S.W. Allen Bl. Beaverton
	Rod Boling	MSD
x	Tracy Watson	City of Portland
x	Linda Macpherson	DLCD
>	Ron Cease	PSU
x	Red Spence	OOT
x	Larry A. Breuss	CPO #1 WASH. CTY.
x	Bebe Rucker	Multnomah County