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C O U N C I L

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

## *Agenda*

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Date: September 27, 1979

Day: Thursday

Time: 7:30 p.m.

Place: Council Hearing Room  
527 SW Hall  
Portland, Oregon

### CALL TO ORDER (7:30)

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSENT AGENDA (7:40)\*
  - 4.1 Minutes of Meeting of August 23, 1979
  - 4.2 A-95 Review, directly related to MSD
  - 4.3 Contracts
  - 4.4 Resolution No. 79-87, Amending Transportation Improvement Program (TIP), to Authorize Funding of the Banfield Transitway Project
  - 4.5 Resolution No. 79-88, Authorizing Funding for Right of Way Acquisition for Powell II Project
5. REPORTS
  - 5.1 Report from Executive Officer (8:00)\*
  - 5.2 Council Committee Reports (8:20)\*
  - 5.3 A-95 Review Report (8:40)\*
6. NEW BUSINESS
  - 6.1 Resolution No. 79-89, Authorizing New Positions Involved in Reorganization of the Transportation Department (8:45)\*

- 6.2 Resolution No. 79-90, Establishing Planning Technician Classification and Authorizing Six Positions in the FY 1980 Budget (9:00)\*
- 6.3 Resolution No. 79-91, Establishing a Development Officer Classification for Zoo and Authorizing This Position in FY 1980 Budget (9:30)\*
- 6.4 Resolution No. 79-92, Authorizing Interstate Funding for Preliminary Engineering and for Construction of Phase II I-5 North Freeway Improvement and Management Program and Amending Annual Element of Transportation Improvement Program (9:30)\*
- 6.5 Resolution No. 79-93, Revising Study Schedule and Process for Establishing Priorities for Metro Regional Reserve (9:45)\*
- 6.6 Resolution No. 79-94, Authorizing Federal Funds for Preliminary Engineering on Sunset/Hwy 217 Interchange Project (10:00)\*
- 6.7 Resolution No. 79-95, Authorizing Federal Funds for Air Quality Monitoring Program on McLoughlin Blvd. Corridor Project (10:15)\*
- 6.8 Resolution No. 79-96, Approving Allocation of Law Enforcement Assistance Administration (LEAA) Funds to Priority Projects for 1980 (10:30)\*
- 6.9 Resolution No. 79-97, Recommending Continuance of Multnomah County Request for Acknowledgment of Compliance with LCDC Goals (10:45)\*
- 6.10 Fairview Compliance Request (Resolution available at meeting) (11:00)\*

*Revised  
from  
agenda  
mcc*

8. ANNOUNCEMENTS

ADJOURNMENT (11:15)\*

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

mec

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C O U N C I L

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

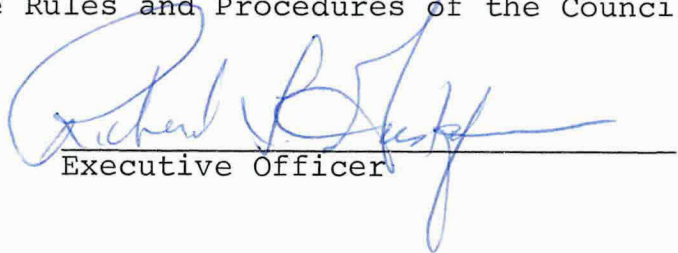
## *Agenda*

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*Date:* September 27, 1979  
*Day:* Thursday  
*Time:* 7:30 p.m.  
*Place:* Council Hearing Room

### 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 August 9, 1979  
Action Requested: Approve Minutes as circulated.
- 4.2 A-95 Review, Directly Related to MSD  
Action Requested: Concur in staff findings
- 4.3 Contracts  
Action Requested: Approve execution of contracts
- 4.4 Resolution No. 79-87, Amending Transportation Improvement Program (TIP), to Authorize Funding of Banfield Transitway Project  
Action Requested: Adopt Resolution No. 79-87
- 4.5 Resolution No. 79-88, Authorizing Funding for Right of Way Acquisition for Powell II Project  
Action Requested: Adopt Resolution No. 79-88

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Task Force for Community Economic Emergencies (#798-15) <u>Applicant:</u> State of Oregon, Dept. of Economic Development. <u>Project Summary:</u> Funding for development of a program and proposed legislation to address community economic emergencies. Program will be developed by a task force composed of representatives from natural resource, human resource and economic development state and local governments and the private sector. <u>Staff Recommendation:</u> Favorable action.</p>	<p>\$47,292 (Pacific NW Regional Commission) (PNRC)</p>	<p>\$42,474</p>			<p>\$89,766</p>
<p>2. <u>Project Title:</u> Community Economic Development Task Force (#798-16) <u>Applicant:</u> State of Oregon, Department of Economic Development. <u>Project Summary:</u> Funding to assist selected communities in organizing and establishing effective economic development programs. <u>Staff Recommendation:</u> Favorable action.</p>	<p>\$47,292 (PNRC)</p>	<p>\$43,552</p>			<p>\$90,844</p>
<p>3. <u>Project Title:</u> Cost of Government Regulation (#798-17) <u>Applicant:</u> State of Oregon, Department of Economic Development. <u>Project Summary:</u> Funding to initiate a study to determine the costs of government regulation to Oregon companies and consumers. The purpose of the program is to provide government decision makers with cost data in evaluating the economic impact of regulation. <u>Staff Recommendation:</u> Favorable action</p>	<p>\$175,000 (PNRC)</p>				<p>\$175,000</p>

*Approved*  
 ADOPTED BY THE  
 MSD COUNCIL  
 THIS 27<sup>th</sup> DAY OF  
 May 8, 1979  
 CLERK OF THE

## DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>4. <u>Project Title:</u> International Trade Specialist Proposal (#798-18)  <u>Applicant:</u> State of Oregon, Dept. of Economic Development  <u>Project Summary:</u> This project would provide two international trade specialists to work with small and medium size firms, giving them assistance in developing their export business.  <u>Staff Recommendation:</u> Favorable action.</p>	<p>\$95,792 (PNRC)</p>				<p>\$95,792</p>
<p>5. <u>Project Title:</u> Movie Location Photo Book (#798-19)  <u>Applicant:</u> State of Oregon, Dept. of Economic Development.  <u>Project Summary:</u> Funds will be used to produce location type photo books for distribution to film production companies to attract them to Oregon  <u>Staff Recommendation:</u> Favorable action.</p>	<p>\$4,000 (PNRC)</p>				<p>\$4,000</p>
<p>6. <u>Project Title:</u> Local Comprehensive Plan Review and Assistance Grant (#798-20)  <u>Applicant:</u> State of Oregon, Dept. of Economic Development.  <u>Project Summary:</u> Funds will be used to assist local governments in formulating the economic elements of their comprehensive plans. Economic plans will also be reviewed for compliance with state goals.  <u>Staff Recommendation:</u> Favorable action.</p>	<p>\$190,767 (PNRC)</p>	<p>\$5,130</p>			<p>\$195,897</p>

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>7. <u>Project Title:</u> Special Program for Industrial Development (#798-21) <u>Applicant:</u> State of Oregon, Dept. of Economic Development <u>Project Summary:</u> Funds will be used to find appropriate business activities (goods &amp; services in demand and businesses that seek to expand operations) for community development; locating small and medium sized communities appropriate for such development; and helping the development occur. <u>Staff Recommendation:</u> Favorable action</p>	<p>\$120,149 (PNRC)</p>	<p>\$87,456</p>			<p>\$207,605</p>

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

TO: Metro 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:

ZOO

Contractor: Kenneth Berry  
 Amount: Total possible liability of \$15,000.  
 Purpose: Purchase one elephant and board one elephant in partial payment of the purchase price.

Contractor: Proposal being evaluated - see addendum.  
 Amount:  
 Purpose: Provide security guard services for the Washington Park Zoo.

SOLID WASTE

Contractor: Stearns, Conrad & Schmidt, Engineers  
 Amount: \$88,500  
 Purpose: Determination of Solid Waste Characteristics and Flow in the Portland Metropolitan Service District

PB/ss  
 5154A  
 0033A  
 9/27/79

*approved* BY THE  
 METRO COUNCIL  
 27<sup>th</sup> DAY OF *September*, 1979  
*Mary E. Carder*  
 CLERK OF THE COUNCIL

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

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Authorization of Contract for Survey

BACKGROUND: In June, 1981, two primary sources of funding for the Metropolitan Service District will terminate--the five year serial levy for the Washington Park Zoo and the local government assessment. A Finance Task Force has just been formed to recommend options for future funding sources to the Council and the Executive Officer. A public opinion survey would provide data to aid this Task Force in its deliberations and would assist the Council in its eventual decision on replacing these funds.

BUDGET IMPLICATIONS: The cost of a survey sufficient to provide reliable data is estimated at approximately \$5,000. The cost will be shared equally between the Zoo and Metro from funds already allocated.

POLICY IMPLICATIONS: It is likely that some type of financing measure will be placed before the voters in either May or November, 1980. This survey will be helpful to the Council in making that determination.

ACTION REQUESTED: Authorize Executive Officer to enter into a contract not to exceed \$5000 for a public opinion survey.

9/26/79

RG:CW: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: Metro 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:

ZOO

Contractor: Kenneth Berry  
 Amount: Total possible liability of \$15,000.  
 Purpose: Purchase one elephant and board one elephant in partial payment of the purchase price.

Contractor: Proposal being evaluated - see addendum. *(pink sheet)*  
 Amount:  
 Purpose: Provide security guard services for the Washington Park Zoo.

SOLID WASTE

Contractor: Stearns, Conrad & Schmidt, Engineers  
 Amount: \$88,500  
 Purpose: Determination of Solid Waste Characteristics and Flow in the Portland Metropolitan Service District

*Under Urban Policy Grant*

PB/ss  
 5154A  
 0033A  
 9/27/79

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

TO: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Authorization of Federal Funding for the Banfield Transitway Project

BACKGROUND: The Federal Highway Administration and Urban Mass Transportation Administration have formally agreed on the selection of the preferred Banfield Corridor alternative (light rail transit to Gresham via Burnside and freeway upgrading). This means that preparation of a final Environmental Impact Statement can proceed.

Funds to accomplish Phase II -- preliminary engineering, right-of-way acquisition and construction of this project have already been requested. This may be accomplished by amending the Transportation Improvement Program to authorize the use of Mt. Hood withdrawal funds (in December 31, 1978, dollars) as follows:

1. FY 1980 Annual Element -- \$2 million for preliminary engineering and \$1 million for right-of-way for a total of \$3 million.
2. FY 1981 -- \$0.5 million for preliminary engineering, \$9 million for right-of-way and \$4.5 million for construction for a total of \$14 million.
3. FY 1982 -- \$30 million for construction.
4. FY 1983 -- \$35 million for construction.
5. Post 1983 -- \$13,414,000 for construction.

The JPACT at its meeting on September 13, recommended the adoption of the Resolution to the Metro Council.

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

POLICY IMPLICATIONS: The action is consistent with February 8, 1979, Metro Council action to support funding for the Banfield project. Approval will mean that right-of-way acquisition can proceed. It fulfills the requirement that system development activities and funding authorizations for this project be submitted to the Council.

ACTION REQUESTED: Council approval of the attached Resolution authorizing use of Interstate Transfer Funds for PE, right of way acquisition and construction on the Banfield Project

ADOPTED BY THE

MSD COUNCIL

THIS 27<sup>th</sup> DAY OF Sept, 1979

May E. Calkins  
 CLERK OF THE COUNCIL

9/27/79

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING )  
THE TRANSPORTATION IMPROVEMENT )  
PROGRAM (TIP) TO AUTHORIZE FUND- )  
ING OF THE BANFIELD TRANSITWAY )  
PROJECT )

RESOLUTION NO. 79-87

Introduced by the  
Joint Policy Alterna-  
tives Committee on  
Transportation

WHEREAS, The Metro Transportation Improvement Program (TIP) reserves Interstate Transfer Funds to develop a transitway corridor project in the Banfield Corridor; and

WHEREAS, The Metro Council in Resolution No. 79-14 requested State funding of the Banfield Project; and

WHEREAS, The Metro TIP sets forth the requirement for further Council action in funding authorizations for the Banfield Transitway project; and

WHEREAS, The Federal Highway Administration and Urban Mass Transportation Administration have agreed to the selection of the preferred Banfield alternative and authorized preparation of the Final Environmental Impact Study (EIS); and

WHEREAS, ODOT, working with Tri-Met and others, has formulated a funding schedule for the project; and

WHEREAS, ODOT has requested that the TIP be amended to incorporate this new funding schedule (Exhibit "A") which includes initiating right-of-way acquisition in FY 1980; now, therefore,

BE IT RESOLVED,

1. That the TIP and its annual element be amended to reflect the funding schedule set forth in Exhibit "A".
2. That authorization for use of the Mt. Hood Withdrawal

Reserve Funds in the 1980 Annual Element year for the Banfield Transitway project (Phase II preliminary engineering and right-of-way acquisition) is hereby given.

3. That the Metro Council finds the project 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 27th day of September, 1979.

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Presiding Officer

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0033A

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT A  
 PORTLAND-CLATSOP COUNTY METROPOLITAN AREA

**PROJECT DESCRIPTION**  
 RESPONSIBILITY (AGENCY) ODOT  
 LIMITS Portland downtown to Gresham LENGTH 16.0 mi+  
 DESCRIPTION The project consists of land acquisition and construction of light rail between downtown Portland and Gresham. This project would improve the people-moving capacity of this corridor, especially during peak flow periods while reducing energy consumption, downtown parking demand, and enhancing air quality.

PROJECT NAME Banfield  
 ID No \_\_\_\_\_  
 APPLICANT ODOT

**SCHEDULE**  
 TO ODOT 7/75  
 PE OK'D 3/77 EIS OK'D 5/80  
 CAT'Y 2ms BID LET TBD  
 HEARING 4/78 COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT X TSM ELEMENT \_\_\_\_\_

**FUNDING PLAN BY FISCAL YEAR (\$000)**

	FY 80	FY81	FY 82	FY83	POST 83	TOTAL
TOTAL	<u>3,529</u>	<u>16,471</u>	<u>35,294</u>	<u>41,177</u>	<u>15,781</u>	<u>112,252</u>
FEDERAL	<u>3,000</u>	<u>4,000</u>	<u>30,000</u>	<u>35,000</u>	<u>13,414</u>	<u>95,414</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	_____	_____	_____	_____	_____
*	<u>529</u>	<u>2,471</u>	<u>5,294</u>	<u>6,177</u>	<u>2,367</u>	<u>16,838</u>

\*Match from combination of highway and general funds

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING \$ 2,941,177  
 CONSTRUCTION 97,545,882  
 RIGHT OF WAY 11,764,706  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 112,251,765

**LOCATION MAP**

**SOURCE OF FUNDS (%)**

FEDERAL

FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION Mt Hood CatI 85

NON FEDERAL

\* STATE \_\_\_\_\_ LOCAL 15

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

TO: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Funding Authorization for the Powell Blvd. Phase II Project

**BACKGROUND:** Funds for right-of-way acquisition and construction of the Powell Blvd. (SE 50th to SE 92nd) project have already been reserved in the TIP. Council action for their utilization is needed before federal obligation of funds can take place.

ODOT has requested that the annual element of the TIP be amended to authorize the use of part of the Mt. Hood Interstate Transfer Funds reserved for the Powell II project for right-of-way acquisition in FY 1980 (\$2,250,000 in December 31, 1978 dollars). The remaining reserved funds (\$6,122,075 in December 31, 1978 dollars) would continue to be reserved for construction of the Powell II project. In addition, some of the funds authorized for the Powell I project may be available for construction of the Powell II project. The City of Portland has indicated that if additional funds are required to complete the construction of the Powell II project beyond those currently reserved by Metro, a request would be made to use a portion of the City I-505 Reserve Fund for this project. The JPACT at its meeting on September 13, recommended adoption of the Resolution to the Metro Council.

**BUDGET IMPLICATIONS:** The approved Metro Budget funds staff planning activities involved in establishing priorities and monitoring project implementation.

**POLICY IMPLICATIONS:** Approval will mean that right-of-way acquisition can proceed. It fulfills the requirement that funding authorizations for this project be submitted to Council.

**ACTION REQUESTED:** Council authorization of reserved Interstate Transfer Funds for right-of-way (ROW) acquisition of the Powell Blvd. Phase II project. This would be accomplished through amendment of the Metro Transportation Improvement Program (TIP).

KT/gl  
 4973A  
 0033  
 9/27/79

ADOPTED BY THE  
 MSD COUNCIL  
 THIS 27<sup>th</sup> DAY OF September, 1979  
 Mary E. Carlin  
 CLERK OF THE COUNCIL

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. <u>79-88</u>
FUNDING FOR RIGHT-OF-WAY	)	
ACQUISITION FOR THE POWELL II	)	Introduced by the
PROJECT	)	Joint Policy Alterna-
	)	tives Committee on
	)	Transportation

WHEREAS, The Metro Transportation Improvement Program (TIP) reserves Mt. Hood Interstate Transfer Funds to develop the Powell Blvd. II Project (SE 50th to SE 92nd); and

WHEREAS, Federal Highway Administration (FHWA) design approval of this project is anticipated in October, 1979, with right-of-way acquisition to commence shortly thereafter; and

WHEREAS, The Metro TIP sets forth the requirement that further Council action in funding authorizations for the Powell Blvd. II project is needed; and

WHEREAS, ODOT has requested \$2.25 million be authorized by Metro for right-of-way acquisition in FY 1980; now, therefore,

BE IT RESOLVED,

1. That authorization for use of the Mt. Hood Withdrawal reserve funds in the 1980 Annual Element year for the Powell Blvd. II project (right-of-way acquisition) is hereby given (\$2,250,000 in December 31, 1978, dollars).

2. That the TIP is hereby accordingly amended;

3. That the Metro Council finds the project 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 27th day of September, 1979.

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

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-CLATSOP  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) ODOT  
 LIMITS SE 50th to SE 92nd LENGTH 2.1 mi  
 DESCRIPTION Reconstruct Powell Blvd to provide four traffic lanes, left-turn provisions, improved signalization, bus pull-outs, pedestrian facilities, lighting, landscaping and required sound mitigating measures

PROJECT NAME Powell Blvd II

ID No FAP24

APPLICANT ODOT

## SCHEDULE

TO ODOT 12/76  
 PE OK'D 3/77 EIS OK'D 10/79  
 CAT'Y 2 MS BID LET 2/82  
 HEARING 6/78 COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT X TSM ELEMENT \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000) \*

	OBLIGATION FY 79	FY 80	FY 81	FY 82	TOTAL	
TOTAL	366	269	2647	2414	4789	10479
FEDERAL	306	229	2250	2052	4070	8907
STATE						
LOCAL						
STATE BOND	54	40	397	362	719	1572

\*in 12/31/78 dollars

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 629,000  
 CONSTRUCTION 7,202,000  
 RIGHT OF WAY 2,647,000  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_

9/79 TOTAL \$ 10,479,000

## LOCATION MAP

## SOURCE OF FUNDS (%)

### FEDERAL

FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA CRRIS \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION Cat II 85

### NON FEDERAL

STATE \_\_\_\_\_ LOCAL 15



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# Metropolitan Service District

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

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## Memorandum

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**Date:** September 27, 1979  
**To:** MSD Council  
**From:** Charles Williamson, Chairman, Council Transportation Committee  
**Subject:** Appointment of Citizen Members of Transportation Policy Advisory Committee

At its September 12 meeting the Council Transportation Committee reviewed applications of those persons interested in serving as citizen members of the Transportation Policy Alternative Committee. The following persons were selected:

Bill Jastram	Chairman, Gresham Chamber of Commerce Transportation Committee; Chairman, Citizens Advisory Committee, 221st-223rd Corridor, Gresham; Citizen Representative, Comprehensive Planning Transportation Task Force.
J. Richard Forester	Director, Legal Aid Service - Multnomah Bar Association, Inc.
David Jermain	Corporate Planning Specialist, Northwest Energy Resources Co., Inc.; Ph.D. candidate, PSU Urban Affairs; Consultant on Light Rail Transit for UMTA Grant to PSU School of Urban Affairs.
John Hankee	Engineer, R. A. Wright Engineering, Project Manager (Management and coordination of community development projects); former Executive Assistant to Multnomah County Commissioner Barbara Roberts, liaison to MSD and CRAG.
Mrs. E. Kimbark MacColl	Metro Committee, League of Women Voters, drafted League Transportation Study.

Memorandum  
September 27, 1979  
Page 2

We are requesting that the Council confirm the appointments of these people to serve on the Transportation Policy Alternative Committee.

CW:GW:ss  
5110A  
D/2

*approved*  
ACCEPTED BY THE  
THIS 27<sup>th</sup> DAY OF Sept. 1979  
Mary E. Gardner  
CLERK OF THE COUNCIL

# Agenda

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*Date:* September 24, 1979

*Day:* Monday

*Time:* 5:30 p.m.

*Place:* Room A

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS
3. CITIZEN COMMENTS
4. APPROVAL OF MINUTES
5. REPORTS AND BUSINESS
  - 5.1 Approval of Goals and Objectives Workprogram
  - 5.2 Durham Acknowledgment Review
  - 5.3 Fairview Acknowledgment Review
  - 5.4 Multnomah County Acknowledgment Review
  - 5.5 Presentation and Discussion of Land Market Monitoring System
  - 5.6 Progress Report on UGB Acknowledgment
6. ADJOURNMENT

## MEETING REPORT

DATE OF MEETING: September 10, 1979

SUBJECT: PLANNING AND DEVELOPMENT COMMITTEE

PERSONS ATTENDING: Chairman Marge Kafoury; Counc. Jane Rhodes  
Corky Kirkpatrick, Gene Peterson

Guests: Steve Fisher, Linda Macpherson,  
Adrienne Brockman, Lorna Stickel, Dave  
Frederickson, Ed Peters

Staff: Sue Klobertanz, Terry Waldele, Jack  
Bails, Jill Hinckley, Jim Sitzman, Peter  
MacIver

MEDIA: None

### SUMMARY:

#### Agenda Item 2: Written Communications

A letter from Multnomah County Commissioner Earl Blumenauer regarding Emergency Service Coordination and Planning was presented. Counc. Rhodes will attend the September 11 Multnomah County Commissioners meeting in response to this letter.

#### Agenda Item 4: Approval of Minutes

It was moved and seconded that the minutes of the August 20 and 29 meetings be approved. Passed unanimously.

#### Agenda Item 5: Reports and Business

##### 5.1 Special District Coordination Agreements

Sue Klobertanz presented the proposed coordination agreement between Tri-Met and Metro. She explained that the agreement was drafted to meet the requirements of ORS 197.254. Without this agreement with Metro, Tri-Met would need to execute an agreement with every city within Metro, if it wished to retain the right of commenting on the individual requests for acknowledgment. Steve Fisher of Tri-Met indicated that following approval of the proposed agreement by the Planning and Development Committee, it would be taken to the Tri-Met Board for their approval prior to returning the proposal to the Metro Council for action.

Following discussion by the Committee, the second "whereas" of the proposal was revised to read:

"WHEREAS, Tri-Met's objective in reviewing comprehensive plans is to determine whether development can be effectively and efficiently served by transit;"

Metro staff was directed to have the proposal reviewed by the LOAC Steering Committee, and sent to the full LOAC as an informational item.

5.2 - Discussion of Water Supply and Drainage Management Reports

Terry Waldele reviewed the Solid Waste/Public Facilities Committee's action on the Metro Water Resources Study reports and recommendations on Water Supply and Drainage Management for the Committee. The reports and recommendations were discussed briefly and it was the consensus of the Planning and Development Committee that their land use implications should be considered after the public has had an opportunity to review and comment.

5.3 - Interagency Crime Prevention Project

The Committee approved the Criminal Justice contract for the Interagency Crime Prevention Project (79.3). It was moved and seconded that the project be recommended for approval to the full Council.

5.4 - Plan Review Progress Report

Jill Hinckley discussed the status of current plan review activities including the progress of acknowledgment reviews for Fairview and Durham.

Counc. Kirkpatrick noted that parts of both Multnomah County and Durham were in her district and asked that further plan review progress reports be corrected to reflect this. She also said she would not be able to attend the Committee meeting at which the Durham review would be discussed and asked to be briefed on it the week before.

Counc. Rhodes asked for clarification as to how the Clackamas County review would be integrated with and affected by Clackamas County's request for an amendment to the Urban Growth Boundary as part of Metro's annual amendment process.

5.5. - Discussion of Goals and Objectives Report and Work Program

There were no questions on the August Goals and Objectives Report. Discussion centered on the Phase I work program for drafting goals and objectives. The work program schedule has been delayed one month due to UGB commitments. Barring

further interruptions, a set of goals and objectives would be available for public comment in time for Metro's first anniversary. The date for final adoption of the goals and objectives is dependent upon public comment and the timing of the Regular Amendment Process, which in turn is dependent upon UGB acknowledgment. Adoption is tentatively scheduled for late February.

The public involvement task force, chaired by Counc. Stuhr, has been asked to advise staff as to the process for developing public involvement policies within the context of the goals and objectives work program.

Chairman Kafoury inquired as to when (Phase I or Phase II) an "overall" agency philosophy would be developed and who would have this responsibility. Staff suggested that the Planning and Development Committee would have the responsibility. Counc. Peterson and Jim Sitzman suggested that it would be difficult to fully develop an "overall" philosophy in Phase I. They pointed out that there was already a large number of issues to address in Phase I, without increasing its complexity by discussing multi-aspect issues (e.g. quality of live, equal opportunity). (Additionally, to develop an overall agency philosophy it would be necessary to utilize such measures as an umbrella goal(s) and alternative future concepts. In order to use such measures effectively, an extensive public participation program will be necessary.)

#### 5.6 - Multnomah County Plan Review

Jill Hinckley summarized the staff report and explained that the Committee would be asked to make its recommendation to the Council at its September 24 meeting, for action by the Council at its September 27 meeting.

Multnomah County Comprehensive Planning Director, Adrienne Brockman; and Lorna Stickel, Dave Frederickson and Ed Peters, of her staff were available to answer questions about the County's plan.

Counc. Peterson pointed out that the citizen complaints referred to in the staff report were made early in the process and had since been resolved. He suggested that the staff report be revised to reflect this fact and asked why the policy on the provision of sewers adopted in the Cully/Parkrose Plan could not have been adopted County-wide. After discussion with County staff, the Committee agreed the sewer issue was an important one which Metro should continue to monitor.

Coun. Rhodes also expressed her concern about finding ways to sewer the Errol Heights community.

Coun. Peterson expressed concern that private open spaces as well as parks be given consideration in the plan. The rest of the Committee concurred with Coun. Peterson's feeling that Metro support the County's position on mobile homes and asked staff to review and revise the language in the staff report on this subject to the extent appropriate.

Chairman Kafoury asked whether the County's MUA zone might not allow an inappropriate level of commercial and residential development which would conflict with farm use. Ms. Brockman and Ms. Stickel explained the review process provided for such uses.

The meeting adjourned at 2:00 p.m.

COPIES TO: Metro Councilors  
Denton Kent  
Rick Gustafson

MEETING REPORT

DATE: September 12, 1979

GROUP: Council Transportation Committee

PERSONS IN ATTENDANCE: Charles Williamson, Carrie Miller, Donna Stuhr,  
Betty Schedeen, Bill Ockert, Gretchan Wolfe

MEDIA: None

SUMMARY:

1. The Committee reviewed applicants for citizen membership on the Transportation Policy Alternatives Committee (TPAC). The following people will be recommended to the Council for appointment:

David O. Jermain  
Bill Jastram  
John Hankee  
J. Richard Forester  
Mrs. E. Kimbark MacCall

2. The reorganization proposal for the Transportation Department was reviewed and the committee agreed to recommend the two new positions for approval. The reorganization is being done to accommodate the major effort required to complete the regional plan and alternatives analysis on the westside corridor.

REPORT WRITTEN BY: Karen Thackston



## MEETING REPORT

DATE OF MEETING: September 13, 1979

GROUP: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS IN ATTENDANCE: Charles Williamson, Chairman, Betty Schedeen, Connie Kearney, Rose Besserman, Dick Carroll, Al Myers, Donald E. Clark, Larry Cole, Jim Fisher, Bob Bothman

Bill Ockert, Steve Siegel, Deanna Mueller-Crispin, John MacGregor, Wink Brooks, Bebe Rucker, Mary Fellows Wight, John Lang, James Giesecking, Gary Spanovich, Dick Bolen, Dick Arenz, Karen Thackston

### 1. FUNDING AUTHORIZATION OF THE PHASE II - I-5 NORTH PROJECT

James Giesecking explained the ODOT proposal and the Systems Planning report prepared by Metro. Staff analysis showed the ODOT proposal to be the most cost effective in meeting the project objectives.

Don Clark asked if water transit had been evaluated. Staff explained that Portland is doing a special study on feasibility and costs and that once this information is available, a decision of next steps in addressing this mode will be needed. Dick Carroll offered data prepared by the Washington State Ferry Commission.

Larry Cole moved and was seconded to accept the report on the I-5 North-Phase II project and forward to the Council. Motion passed unanimously.

### 2. AUTHORIZATION OF FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY OF THE BANFIELD PROJECT

Betty Schedeen moved and was seconded to approve the funding authorization and forward to the Council. Motion passed unanimously.

### 3. AUTHORIZATION OF FUNDING FOR THE POWELL II PROJECT

It was explained that Portland has indicated that if additional funds are required, they will request additional funds from the I-505 withdrawal.

Mayor Meyers asked about the amount of housing to be moved as part of the project. Bob Bothman responded that considerably fewer displacements are required than would have been required with the Mt. Hood freeway.

Betty Schedeen moved and was seconded to approve the funding on Powell II and forward to the Council. Motion passed unanimously.

4. FUNDING OF THE DEVELOPMENT OF AN AIR QUALITY MONITORING PROGRAM FOR THE MCLOUGHLIN BLVD AND SUNSET/HWY 217 INTERCHANGE PROJECTS

ODOT needs to collect air quality data this winter in order to not lose a year on these projects.

Bob Bothman submitted a memorandum to JPACT requesting funding authorization for preliminary engineering studies on the Sunset/Hwy 217 interchange. He requested that \$250,000 be borrowed from the Westside Transitway Reserve to be repaid from the I-505 withdrawal once it is approved. Preliminary engineering could begin in January or February. Bill Ockert responded that a systems planning report is normally required before a new project commences. He felt, however, that the report could be prepared before the preliminary engineering begins in January.

Don Clark moved and was seconded to approve the requested PE for McLoughlin and Sunset/Hwy 217 with the understanding that the Systems Planning Report would be done before major preliminary engineering studies commence on the Sunset/Hwy 217 project. Motion passed unanimously.

5. STATUS REPORT - REGIONAL PLAN

Gary Spanovich discussed the regional plan and the proposed elements for the plan. Staff will be reporting to JPACT as major steps are taken. Gary pointed out that energy issues would be a major consideration in the plan. He requested feedback from the committee.

6. STATUS REPORT - CORRIDORS

Bill Ockert explained the two-step schedule proposed by TPAC for the \$20 Million Regional Reserve. Larry Cole asked how long critical projects in the westside or southern corridors would be delayed. Staff stated the target date for decisions in those corridors is June, 1980, so the delay would be about four months.

Larry Cole moved and was seconded to approve the revised schedule and forward to the Council. Motion passed unanimously.

Westside Corridor

Steve Siegel outlined some of the major problems such as schedules, deadlines and funds and discussed a proposed revised process to meet USDOT regulations. Metro staff will present the proposal to USDOT within the next few weeks. A proposed Policy Steering Committee made up of elected officials and implementing agencies would have policy and management responsibilities during the project. In November, JPACT will be asked to agree on promising alternatives and approve the work program.

Southern Corridor

Work on the Southern Corridor should be completed by June, 1980 according to Gary Spanovich. The work program has been reviewed by affected jurisdictions and implementing agencies.

7. OTHER BUSINESS

Dick Carroll reminded the Committee that the Washington Legislature subcommittee would be holding a hearing on the Northern Corridor solution September 21, in Vancouver.

REPORT WRITTEN BY: Karen Thackston

WASHINGTON PARK ZOO

To: Zoo Committee

Date: 9/13/79

From: Warren Iliff

Subject: Minutes and Next Meeting's Agenda

Attached are the minutes of our September 6 meeting and below is the agenda for our 4:00 p.m. meeting on September 26 (which is rescheduled from September 20).

A G E N D A

RECEIVED  
SEP 14 1979

METRO SERVICE DISTRICT

1. Minutes
2. Staff Presentation - Animal Management
3. Old Business
  - a. Public Hearings
  - b. Landscape Plan
  - c. Other
4. New Business
  - a. Public Relations and Marketing
  - b. Contracts
  - c. Other

Zoo Committee (MSD Council)  
Minutes: September 6, 1979  
3:30 p.m., Education Building  
Washington Park Zoo

NEXT MEETING  
Wednesday, September 26, 1979  
4:00 p.m. in the Zoo's  
Education Building

Those present: Cindy Banzer, Chairperson; Councilor Betty Schedeen.  
Staff: Warren Iliff, Judy Henry.

1. Minutes: The minutes of August 16 and August 23, 1979, were approved as published.

Motion: Councilor Schedeen stated that after thinking about it the committee realizes that it is not appropriate at this time to name the passing track after Neil Goldschmidt. (See August 16 minutes, page 2, section c.)  
Motion carried.

2. Old Business

a. Development Officer: A draft of the job description for this position was distributed and discussed. Councilor Schedeen noted that the objective of having the person selected for this position to at a minimum raise his/her own salary during the first year was not contained within the job description. Mr. Iliff stated that this would be a part of the ordinance authorizing the position.

Motion: Councilor Schedeen moved that we accept the job description of the Development Officer position.  
Motion carried.

We will be going to the MSD Council on September 28 to request authorization for funding of this position.

b. Public Hearings: A final draft of the statement/questionnaire was formulated (see attached). The Chairperson, members of the committee and Mr. Iliff have been meeting with the editors of the various newspapers asking that they publicize the hearings and print the questionnaire. The editors have been enthusiastically supportive and are very willing to run the questionnaire free of charge with the responses to be mailed to the Zoo. Councilor Schedeen directly attributes the good newspaper reception to Warren Iliff's excellent management of the Zoo and what has been done in the way of public relations by the Zoo staff. The reception in all cases at all of the newspapers was excellent and there were no criticisms whatsoever. Mr. Iliff is also to be credited with the hiring of Jack McGowan who has done a superb job as the Zoo's public relations director.

The schedule for the public hearings is attached. The suggestion was made that handouts be available for distribution at the hearings. The zoo's graphic department is requested to make name plaques for the individual Zoo Committee councilors (the title "Councilor" not to be on the plaques), Warren Iliff and Kay Rich.

The committee members suggested that Mr. Iliff ask the FOZ Board for permission to directly mail to their membership a letter informing them of the zoo hearings and asking that they attend. Mr. Iliff is also planning to request that members of the FOZ Board give him their written ideas on revisions they would like to see in the development plan.

- c. Zoo Trip: Chairperson Banzer stated that she has a family matter she must attend to during the time that the zoo trip is scheduled; she therefore requested that the trip be rescheduled. Councilor Berkman, contacted about this matter via telephone, objected strongly to changing the trip dates, but Councilor Schedeen was in favor of rescheduling. Knowing that Councilor Berkman does carry a heavy schedule of appointments, the trip was rescheduled for November 4-7 with the hope that he can participate. Chairperson Banzer stated that she really appreciated the consideration that the people involved have given her on changing the schedule for this trip.
- d. Primate House: Under Oregon State law the MSD will have the opportunity to become its own contract review board after October 5, 1979. This topic will be a Zoo Committee agenda item at its first meeting in October and the zoo staff will be asking for the committee's support in asking that the Council elect to become its own review board.

At these same meetings there will be a discussion of a request for the primate project to be exempted from competitive bid procedures and a request to allow us to negotiate a bid for this project. A Contractor Selection Process will be presented and it will then be possible for us to immediately receive bids on the primate house project from interested contractors. The bidders would be interviewed and asked for cost-saving ideas (these would be confidential). The three low bidders would once again be interviewed and the low bidder determined. We would then discuss all of the cost-saving ideas with the successful contractor and negotiate with him on deductive changes to the contract. This process should result in cost and time savings and get the project completed next year.

Two firms have already indicated that they would be more interested in bidding if this were to be a negotiated contract.

### 3. New Business

- a. Morgan Berry Memorial: We have a tape recording that Morgan Berry made a long time ago in which he talks about our elephants. When the Elephant Museum becomes a reality we can use his recording in the section dealing with our zoo's elephant history and dedicate that section to Morgan Berry.

b. Contracts:

- 1) Elephant: We may have a contract to purchase one of Morgan Berry's male elephants (Tonga) for \$15,000 and to board another male. We would pay \$5,000 outright and then charge the cost of that boarding against the remaining \$10,000 of the purchase price for Tonga.
  - 2) Security Contract: We shall have a standard contract for the services of an outside security firm.
  - 3) Landscape Planning Consultant: A drafted RFP for a landscape planning consultant is attached. The person selected will work with a gardening committee consisting of Warren Iliff, the Senior Gardener and Roger Yerke. It is thought that we can sole-source this.
- c. FOZ Board Meeting: Chairperson Banzer is unable to attend the FOZ meeting on September 11 at 7:30 p.m. Councilor Schedeen will attend in her stead.
- d. Meeting: The Zoo Committee meeting scheduled for September 20 is rescheduled to September 26 at 4:00 in the Zoo's Education Building.

jah

Attachments

## MEETING REPORT

DATE OF MEETING: September 18, 1979

GROUP/SUBJECT: Ways and Means Committee

PERSONS ATTENDING: Councilors: Corky Kirkpatrick, Jack Deines, Donna Stuhr

Staff: Charlie Shell, Michele Wilder, John Gregory, Andy Jordan

MEDIA: None

### SUMMARY:

Chairman Corky Kirkpatrick called the meeting to order at 5:15 p.m. and opened discussion on establishment of the Council as the Metro Contract Review Board. Andy Jordan explained that the existing state contract rules would be included for adoption by the Council. The other procedural rules presented for review would prescribe how the Contract Review Board would grant exceptions. In response to a question by Coun. Deines, Mr. Jordan explained that under these rules, Metro could negotiate a contract price after competitive bids had been received and an award made.

The Committee approved the proposed resolution and rules and recommended that the rules be consolidated into one document before the Council takes final action.

The Committee then discussed the Finance Task Force. Concern was expressed that the Council had not fully discussed its role in directing the work of the Task Force and had not resolved how the Zoo financing issues should be incorporated into the overall financial planning for Metro. Coun. Kirkpatrick agreed to discuss this matter with Council President Burton.

Charlie Shell then reviewed the work being done on financial reporting. He explained that due to delays in preparing Metro's records for audit, the schedule for reporting year end fund balances would have to be revised. The Committee recommended that a revised schedule be prepared to be submitted along with the Committee report at the September 27 Council Meeting.

Councilor Kirkpatrick suggested that a date be set for a Council Retreat to discuss goals and objectives for the FY 1981 budget. The Committee agreed to recommend holding the Retreat on Saturday,



December 1. It was also agreed to request that all council committees be prepared to present reports on their recommendations on goals and objectives for their respective areas.

REPORT WRITTEN BY: Charlie Shell

COPIES TO: Metro Council  
Executive Officer

CS:ss  
5194A  
D/3

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# Metropolitan Service District

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

## Memorandum

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**Date:** September 26, 1979  
**To:** Ways and Means Committee  
**From:** Charlie Shell  
**Subject:** Schedule of Financial Reports

As requested at the last Committee meeting, the staff has prepared a revised schedule for presenting financial reports to the Committee and the Council.

1. Year-end Budget Report and Fund Balances:

To Ways and Means	October 16
To Council	October 25

2. Quarterly Report for period ending September 30, 1979:

To Ways and Means	November 13
To Council	November 20

3. Audit for fiscal year 1979:

To Council	December 6
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The Audit Report will be delivered by December 1. To expedite the presentation of the audit it is recommended that it be sent to the Council at the first meeting in December. If the Committee wants to review the report first arrangements can be made for a presentation at a special Committee meeting.

CS:ss  
5277A  
D/4

# Metropolitan Service District

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

## Memorandum

**Date:** September 17, 1979  
**To:** Metro Council  
**From:** Executive Officer  
**Subject:** A-95 Review Report

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

1. Project Title: Indochinese Demonstration and Evaluation Project (#797-25)  
Applicant: Multnomah County  
Project Summary: Nutritional services will be delivered to low-income Indochinese women, infants and children in Multnomah County. The program will be tailored to the special language, dietary, and cultural differences of the Indochinese population.  
Federal Funds Requested: \$198,539 (Department of Agriculture, Food and Nutrition Service)  
Staff Recommendation: Favorable Action
2. Project Title: Adolescent Pregnancy Prevention Program (#797-24)  
Applicant: Washington County  
Project Summary: Program would provide prenatal care, family counseling, social and educational services to pregnant adolescents, adolescent parents and limited services to non-pregnant adolescents in Washington County.  
Federal Funds Requested: \$88,464 (Department of Health, Education and Welfare, Public Health Service)  
Staff Recommendation: Favorable Action
3. Project Title: Supplemental Funding (#798-1)  
Applicant: Washington County Community Action Organization  
Project Summary: Request for supplemental funds available to community action agencies whose budgets exceed \$1,000,000. Funds would be used to increase program supervision and personnel management.  
Federal Funds Requested: \$17,410 (Community Services Administration)  
Staff Recommendation: Favorable Action

4. Project Title: Oregon Immunization Program (#798-3)  
Applicant: State of Oregon  
Project Summary: Funding would be used for programs to immunize pre-school and school age children in Oregon.  
Federal Funds Requested: \$306,315 (Department of Health, Education and Welfare, Public Health Service)  
Staff Recommendation: Favorable Action
5. Project Title: Oregon Venereal Disease Control Program (#798-4)  
Applicant: State of Oregon  
Project Summary: Funding would be used for a statewide program to reduce the incidence of venereal disease through investigation of infected cases, screening of high risk population for infection, educating the population about the dangers of V.D. and ways of prevention, and providing adequate treatment.  
Federal Funds Requested: \$270,900 (Department of Health, Education and Welfare, Public Health Service)  
Staff Recommendation: Favorable Action
6. Project Title: Fluoridation Public Information Project (#798-5)  
Applicant: Multnomah County Department of Dental Health Services  
Project Summary: Funding would be used for a public information and education program to increase public awareness of the purpose, costs and benefits of fluoridation.  
Federal Funds Requested: \$100,051 (Department of Health, Education and Welfare, Center for Disease Control)  
Staff Recommendation: Favorable Action
7. Project Title: Medical/Dental Health Program for Migrant Farmworkers (#798-6)  
Applicant: Salud de la Familia  
Project Summary: Program to provide primary medical-dental health care services to migrant/seasonal farmworkers and other medically indigent groups in Clackamas, Marion, Polk and Yamhill counties of Oregon.  
Federal Funds Requested: \$250,000 (Farmers Home Administration)  
Staff Recommendation: Favorable Action
8. Project Title: General Community Programming (#798-7)  
Applicant: Portland Action Committees Together, Inc. (PACT)

Project Summary: Funding would be used to provide crisis intervention services, technical assistance to neighborhood and community groups, information and referral services to target area residents, and to educate the community and Legislators about the needs of low income people. The PACT target area covers S.E. Portland and a portion of S.W. Portland.

Federal Funds Requested: \$217,000 (Community Services Administration)

Staff Recommendation: Favorable Action

9. Project Title: Prenatal Smoking Intervention Program (#798-13)

Applicant: Washington County Health Department

Project Summary: Funding to be used to develop and implement intervention program directed toward pregnant women and potentially pregnant women in Washington County who smoke.

Federal Funds Requested: \$32,302 (Department of Health, Education and Welfare, Center for Disease Control)

Staff Recommendation: Favorable Action

LB:bk  
5123A  
D/2

*approved*  
ADOPTED BY THE  
MSD COUNCIL  
THIS 27<sup>th</sup> DAY OF Sept., 1979  
*Mary E. Carter*  
CLERK OF THE COUNCIL

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

TO: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Reorganization of the Transportation Department of the Metropolitan Service District

**BACKGROUND:** A thorough review of the priority tasks facing the Transportation Department has recently been undertaken. Part of this examination involved an assessment of how well the current staff organization could respond to these priorities. At the same time, transportation planning revenue sources were reviewed. As a result of these reviews, Metro management is proposing a reorganization of the Transportation Department.

The reorganization (shown on the attached chart) responds to a number of priority planning concerns. First, it establishes a separate division to address westside transportation issues. This division would evaluate transportation/land use alternatives in the Westside Corridor and develop and refine a planning strategy for this corridor. Staffing for this division would be drawn from the Plan Development Division. Second, the reorganization combines the short-term and long-range transportation planning activities of the department into a single Plan and Program Division. This will allow a better integration of planning and programming studies. The three major concerns of this group will be 1) development and refinement of a planning strategy for the southern corridor, 2) coordination of short-range planning studies (including monitoring of the Transportation Improvement Program and evaluation of funding priorities), and 3) preparation of the Regional Transportation Plan. To adequately staff these efforts, a new Planning Technician position is needed. The principal responsibility of this position will be support for the Southern Corridor Study. Also involved is an administrative reclassification of two positions in this division. The third division, the Systems Planning Division, would be continued. To compensate for the loss of a Planner III transferred to the Plan and Program Division, a new Planner II position is needed. This position would be involved in preparing and coordinating alternative regional growth projections. Last, \$6,000 would be budgeted in this division to support temporary coding staff as needed in the conduct of the Westside and Southern Corridor Studies.

**BUDGET IMPLICATIONS:** Adequate transportation planning funds exist to implement this organization plan. A subsequent budget adjustment and amendment to the Unified Work Program will be proposed which accounts for these funding sources. Matching fund requirements from Metro do not increase above previously budgeted amounts.

**POLICY IMPLICATIONS:** The reorganization will bring about staffing arrangements which would better respond to Council priorities.

**ACTION REQUESTED:** Endorsement of the proposed organization concept, creation of two new positions and authorization for the Executive Officer to implement the reorganization.

9/27/79

ADOPTED BY THE  
 METRO COUNCIL  
 THIS 27th DAY OF Sept. 1979  
 Mary E. Casler  
 CLERK OF THE COUNCIL

TRANSP  
DIRECTOR  
(Ockert)

Transp Dir (Ockert)  
Sec I (Thackston)

WESTSIDE  
(Siegel)

PLAN AND  
PROGRAM  
(Spanovich)

SYSTEMS  
ANALYSIS  
(Lawton)

SOUTHERN  
CORRIDOR

TIP

REGIONAL  
PLAN

LAND  
USE

COMPUTER  
SUPPORT

SYSTEMS  
ANALYSTS

Prin Plg (Siegel)  
Plg III (Cotugno)  
Plg Tech (Ferris)  
Washington Co Liaison  
Portland Liaison  
Plg Tech (Fiscus)  
Tri-Met Support  
ODOT Liaison

Plg. III (Haas)  
70% Clackamas Co Liaison  
40% Prin Plg (Spanovich)  
10% Portland Liaison  
Plg II (Giesecking)  
50% ODOT Liaison  
Plg Tech (Vacant)

Plg III (Pettis)  
20% Prin Plg (Spanovich)

Plg III (Bolen)  
40% Prin Plg (Spanovich)  
30% Washington Co Liaison  
30% Portland Liaison  
30% Clackamas Co Liaison  
Plg Tech (Seeman)

40% Prin Plg (Lawton)  
Plg II (Vacant)

Computer Prog II (Lloyd)  
Plg I (Booth)  
10% Prin Plg (Lawton)

50% Prin Plg (Lawton)  
Plg III (Walker)  
Plg III (Miller)  
Computer Prog I (Burnett)  
Plg Tech (Hart)  
Plg Tech (Scott)  
ODOT Liaison  
Tri-Met Support  
Plg Tech (Brown)  
Temporary Coder (Vacant)

PROPOSED ORGANIZATION  
MSD TRANSPORTATION DEPARTMENT

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING )  
NEW POSITIONS INVOLVED IN THE )  
REORGANIZATION OF THE TRANSPORTATION )  
DEPARTMENT )

RESOLUTION NO. 79-89

Introduced by Couns.  
Williamson, Stuhr,  
Schedeen and Miller

WHEREAS, The Executive Officer has proposed a reorganization of the Transportation Department of the Metropolitan Service District which responds to priority planning projects; and

WHEREAS, An increase in staffing levels for the Transportation Department is needed to implement the proposed reorganization and meet work program priorities of Metro; and

WHEREAS, Adequate federal funds are available to implement the reorganization and no new funds from local sources are required; now, therefore,

BE IT RESOLVED,

1. That Council agrees in concept with the reorganization plan for the Transportation Department.

2. That Council authorizes the establishment of two new permanent positions (Planning Technician and Regional Planner II) in the Transportation Department.

3. That Council authorizes the hiring of temporary employees, consistent with temporary employment guidelines, up to a cost of \$6,000 for the fiscal year.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 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: Metro Council  
FROM: Executive Officer  
SUBJECT: Establishment of New Planning Technician Classification

**BACKGROUND:** The Metro Council adopted Personnel Rules on August 9, 1979, which included the Personnel Task Force recommendation that temporary employees be limited to no more than 2,080 hours of work in an eighteen month period. An employee reaching this limit would either be terminated or hired into a regular classification. The Executive Officer was given until September 30 to review the status of temporary employees and either set a termination date or hire them into regular positions paying full benefits. The Executive Officer had agreed with the Task Force to review the requirement for a new entry level planning position paying full benefits which covered the tasks typically performed by temporary employees and make a recommendation to the Council on a new classification. Employees would be hired into this classification instead of a temporary position, where the workload would require such a position for a full fiscal year.

The staff has prepared the attached job description for a Planning Technician to meet the requirements for a new entry level position and is recommending a 3.0 salary range, \$9,911 to \$11,925. Six new planning technician positions are being requested, five in transportation and one in Metropolitan Development. Five of the current temporary positions are filled and the respective Department Directors have requested that the incumbents be hired in the new classification at their existing salary levels.

**BUDGET IMPLICATIONS:** Funds previously budgeted for temporary classifications will be transferred to the new regular positions. The salary increase to be absorbed in the FY 1980 budget will be the \$9,800 required to pay full benefits for the remaining nine months of the fiscal year. The previous estimates on the cost of salary increases took the temporary employees into account.

The Transportation Department will cover \$8,200 of the increase through increased grant revenue expected in FY 1980. These revenues will be appropriated in a supplemental budget later in the year. Half of the \$1,600 in the Metropolitan Development Department can be covered by grants. The remaining \$800 can be covered by Personnel Services savings earned through turnover in positions.

**POLICY IMPLICATIONS:** This action will carry out the intent of the Personnel Task Force recommendation to pay benefits on positions which are expected to be filled for a full fiscal year.

**ACTION REQUESTED:** Approve the attached Resolution establishing a Planning Technician position, eliminating six temporary positions, and authorizing six new positions in the FY 1980 budget.

ADOPTED BY THE

RG:CS:bk  
5064A  
9/27/79

MSD COUNCIL  
THIS 27<sup>th</sup> DAY OF September 1979  
Mary E. Carter  
CLERK OF THE COUNCIL

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

TO: Metro Council  
 FROM: Executive Officer  
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The staff has prepared the attached job description for a Planning Technician to meet the requirements for a new entry level position and is recommending a 3.0 salary range, \$9,911 to \$11,925. Six new planning technician positions are being requested, five in transportation and one in Metropolitan Development. Five of the current temporary positions are filled and the respective Department Directors have requested that the incumbents be hired in the new classification at their existing salary levels.

**BUDGET IMPLICATIONS:** Funds previously budgeted for temporary classifications will be transferred to the new regular positions. The salary increase to be absorbed in the FY 1980 budget will be the \$9,800 required to pay full benefits for the remaining nine months of the fiscal year. The previous estimates on the cost of salary increases took the temporary employees into account.

The Transportation Department will cover \$8,200 of the increase through increased grant revenue expected in FY 1980. These revenues will be appropriated in a supplemental budget later in the year. The remaining \$1,600 for the Metropolitan Development Department will have to be covered by the Planning Fund contingency. This will reduce the contingency from \$7,798 to \$6,198.

**POLICY IMPLICATIONS:** This action will carry out the intent of the Personnel Task Force recommendation to pay benefits on positions which are expected to be filled for a full fiscal year.

**ACTION REQUESTED:** Approve the attached Resolution establishing a Planning Technician position, eliminating six temporary positions, and authorizing six new positions in the FY 1980 budget.

RG:CS:bk  
 5064A  
 9/27/79

ADOPTED BY THE  
 METRO COUNCIL  
 THIS 27<sup>th</sup> DAY OF September, 1979  
 Mary E. Barber  
 CLERK OF THE COUNCIL

## PLANNING TECHNICIAN

### Definition

Entry level staff assignment to assist staff in research; statistical compilations; organization of data for development of reports; perform various office related duties, including assistance in administrative statistical compilations, organization of data for management reports, and assistance in grant management.

### Typical Tasks

Collects and organizes planning information from existing records, aerial photographs and on-site inspections; serves as technical assistant to local jurisdictions in developing planning information; assists in preparation of maps, charts and graphics; works with planners in the development and presentation of regional plans; performs related work as required. Assignment to assist in administration will require performance of similar tasks in a management context, including data gathering, statistical compilations, grant reporting assistance, and related administrative duties.

### Task Options

Metropolitan Development: Transfers geographic codes, street names and address ranges from map and reference materials to coding sheets; analyzes computer listings and corrects coding errors; follows carefully U.S. Census Bureau written procedures.

Transportation: Collects and organizes data and codes results for computer processing; prepares coding sheets of planning data for computer processing; assists planners in the development of long and short range multimodal regional transportation systems, and assists in the preparation of the unified work program and other supportive administrative activities.

### Employment Standards

Training and experience equivalent to one year of course work at an accredited college or university.

Knowledge of: mathematics, statistics, modern principles and practices of planning; local geography and resources as they relate to planning.

Ability to: gather and analyze technical and statistical data; speak and write effectively; establish and maintain cooperative relationships with those contacted in the course of work.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. <u>79-90</u>
A PLANNING TECHNICIAN	)	
CLASSIFICATION AND AUTHORIZING	)	Requested by
SIX POSITIONS IN THE FY 1980	)	Rick Gustafson
BUDGET	)	

WHEREAS, The Personnel Rules adopted by the Council on August 9, 1979, required that by September 30, the Executive Officer establish a termination date for temporary employees, or hire them into a regular classification paying full benefits; and

WHEREAS, A need exists for a new entry level classification to accommodate the type of work which has been performed by temporary employees; and

WHEREAS, A need exists for six entry level positions for the remainder of FY 1980; now, therefore,

BE IT RESOLVED,

1. That the Planning Technician classification be adopted and the salary range of 3.0 be established for this classification.
2. That five new classifications be established in the Transportation Department and one in the Metropolitan Planning Department. All six of the positions are to be established in lieu of previously budgeted temporary positions.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1979.

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

CS:bk  
5067A/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: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Establishing a Development Officer Position

BACKGROUND: The Council passed Resolution No. 79-72 on August 9, 1979, endorsing the establishment of a private, non-profit foundation to raise private funds to underwrite capital improvements at the Washington Park Zoo. At the time the Resolution was passed, the Zoo Committee recommended establishing a staff position to direct the fund-raising activities of the foundation. The attached job description has been developed for the position of a Development Officer to perform that function. Placement of the position in range 10.5 at the salary of \$20,458 to \$24,857 has been recommended. The cost of benefits would add 22 percent to the basic salary.

BUDGET IMPLICATIONS: Filling the position at the entry level for the remainder of the fiscal year, plus benefits, would cost \$18,720 and would be absorbed by the Zoo fund contingency. The contingency, after adjustment for the salary increases, will be reduced from \$266,969 to \$248,249.

POLICY IMPLICATIONS: Approval of this position will be consistent with the action taken by the Council in adopting Resolution No. 79-22.

ACTION REQUESTED: Approve the attached Resolution establishing a position of Development Officer for the Zoo and setting the salary range at 10.5.

CS:bk  
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 9/27/79

ADOPTED BY THE  
 MSD COUNCIL  
 THIS 27<sup>th</sup> DAY OF Sept., 1979  
 Mary E. Curd  
 CLERK OF THE COUNCIL

## DEVELOPMENT OFFICER

### GENERAL STATEMENT OF DUTIES:

Researches, analyzes, plans, develops, and implements a variety of fund-raising programs to increase private and corporate contributions, and grant revenues for the Zoo's capital improvement program and the programmatic areas of education, conservation and research. Is responsible for assisting the Zoo Director and the board of a zoo foundation. Serves as zoo foundation liaison to the MSD Council and the Executive Officer; coordinates an annual corporate deferred-giving and bequest fund-raising program; and oversees the processing administration and Zoo grant requests.

### SUPERVISION RECEIVED:

Works under the direction of the Zoo Director who outlines general policies and major objectives and may assign specific projects. Independence of action is stressed, and work is reviewed through results obtained.

### SUPERVISION EXERCISED:

Supervises fund-raising volunteers, and coordinates with Zoo staff who are involved in grant preparation and grant management.

### TYPICAL EXAMPLES OF WORK:

An employee in this classification may perform any of the following duties. However, these examples do not include all the specific tasks which an employee may be expected to perform.

1. Works with the foundation board and Zoo Director to formulate objectives, plans, and program for assigned developmental functions and implements these upon review by the Executive Officer and approval by the MSD Council.
2. Develops and implements a long-range solicitation program for selected funding prospects.
3. Directs private and corporate donation and grant capital fund-raising programs for the Zoo.
4. Oversees and coordinates all major, special fund-raising events.
5. Represents the Zoo at various community and related organizations where appropriate to the Development Program.
6. Keeps the MSD Council, Executive Officer, Zoo Director, and foundation board fully informed about assigned functions, and on progress towards meeting established goals, including an annual evaluation of the foundation's progress.

7. Provides staffing for the foundation's board meetings, activities, mailings, etc.
8. Makes public speaking appearances before civic groups and on radio and television.
9. Works with staff to investigate sources of grants, and prepares and monitors grant applications.

DESIRABLE QUALIFICATIONS FOR EMPLOYMENT,  
KNOWLEDGE, SKILL, AND ABILITY:

1. Knowledge of fund-raising and grant writing principles and practices.
2. Knowledge of administrative principles and practices associated with budgeting, program planning, project organization and implementation.
3. Demonstrated skill in expressing ideas and information, clearly and concisely, both in writing style and public speaking.
4. Demonstrated ability to establish and maintain effective working relationships with leading business and industrial citizens as well as the general public.
5. Demonstrated ability to evaluate potential fund-raising sources, and then develop strategies and programs to draw on them effectively.

EXPERIENCE AND TRAINING:

Four years of progressively responsible and successful experience in development work including experience in a supervisory and administrative capacity in a fund-raising or grant writing program. Graduation from a four-year college or university with major course work in business marketing or closely related field. A satisfactory equivalent combination of experience and training which, in the view of the Zoo Director insures the ability to perform the work, may substitute for the above.

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BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. <u>79-91</u>
A DEVELOPMENT OFFICER	)	
CLASSIFICATION FOR THE ZOO	)	Introduced by the
AND AUTHORIZING THIS POSITION	)	Zoo Committee
IN THE FY 1980 BUDGET	)	

WHEREAS, The Council adopted Resolution No. 79-72 endorsing the establishment of a private, non-profit foundation at the Washington Park Zoo; and

WHEREAS, A staff position is needed to direct the fund raising activities of this foundation; now, therefore,

BE IT RESOLVED,

1. That the Development Officer classification be adopted and a salary range of 10.5 be approved for this classification.

2. That the position of Development Officer be authorized in the FY 1980 budget.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1979.

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

CS:bk  
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9/27/79



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

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Phase II I-5 Freeway Improvement and Management Program

BACKGROUND: Traffic management improvements, coupled with increased transit services, appear to represent an effective solution to many of the transportation problems in the northern corridor. The Metro Systems Analysis of Major Regional Transportation Corridors indicates that peak-period traffic conditions on the I-5 North Freeway are the most severe in the region, with large segments of the facility exhibiting 30 or more hours of vehicle delay per mile during the peak hours. The opening of the northern segment of the I-205 Freeway in 1982 is expected to initially reduce traffic by about 20 percent, but traffic levels are expected to climb back to present levels by 1995. Metro has verified a finding made by ODOT that management-type solutions will help significantly to correct many of the most severe transportation problems in this corridor.

At its meeting on July 26, the Metro Council authorized federal funds for the Phase I I-5 North Freeway Improvement and Management Project. This phase of the program, initiated by ODOT, includes the design and installation of ramp metering signals at all on-ramps on I-5 North and restriping and/or widening these ramps to provide High Occupancy Vehicle (HOV) Bypass Lanes.

As part of the Metro Council action in July, the staff was directed to perform a systems analysis and provide a System Planning Report for the Phase II I-5 North Freeway Improvement and Management Program. This phase of the program, also initiated by ODOT, would involve the widening of segments of the freeway to eliminate key freeway bottlenecks. Involved is the widening of the existing four-lane section between the Portland Boulevard ramps to six lanes. Additionally, both northbound and southbound connections to the east end of the Marquam Bridge would be widened.

The JPACT at their September 13, meeting recommended adoption of the Resolution to the Metro Council.

BUDGET IMPLICATIONS: The approved Metro Budget provides funds for the staff planning activities involved in preparing systems documentation for new projects funded by Interstate funds.

POLICY IMPLICATIONS: Phase II of the I-5 North Freeway Improvement and Management Project is consistent with the Metro authorization of Phase I funding, the Metro Corridor Improvement Strategy, and regional policies to develop and implement management solutions to transportation problems. The attached Systems Planning Report documents the impact of the project on the region's transportation

system.

**ACTION REQUESTED:** Approve the attached resolution which would authorize expenditure of (a) \$4,000,000 in Federal Interstate funds for Preliminary Engineering, and (b) \$37,000,000 for the Construction of Phase II I-5 North Freeway Improvement and Management Program. This would be done by amending the FY 1980 Annual Element of the Transportation Improvement Program (TIP).

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9/27/79

ADOPTED BY THE

MSO COUNCIL

THIS 27<sup>th</sup> DAY OF Sept., 1979

Mary E. Carter  
CLERK OF THE COUNCIL

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING )  
INTERSTATE FUNDING FOR PRELIMINARY )  
ENGINEERING AND FOR CONSTRUCTION )  
OF THE PHASE II I-5 NORTH )  
FREEWAY IMPROVEMENT AND )  
MANAGEMENT PROGRAM AND AMENDING )  
THE ANNUAL ELEMENT OF THE TRANS- )  
PORTATION IMPROVEMENT PROGRAM )

RESOLUTION NO. 79-92

Introduced by the  
Joint Policy Alterna-  
tives Committee on  
Transportation

WHEREAS, Metro has performed an analysis which indicates that travel conditions in the northern corridor are a major regional concern; and

WHEREAS, Metro analysis indicates that recommended priority improvement on the I-5 North Freeway should involve traffic management techniques; and

WHEREAS, The Oregon Department of Transportation (ODOT) has prepared the I-5 North Freeway Improvement and Management Program which identified traffic management objectives for the I-5 North Freeway; and

WHEREAS, ODOT has initiated two projects to meet these improvement objectives; and

WHEREAS, The Metro Council has approved Resolution No. 79-62 authorizing funds for Preliminary Engineering (PE) and construction of the Phase I I-5 North Freeway Improvement and Management Project; and

WHEREAS, ODOT has requested that PE and construction funds be authorized for the Phase II I-5 North Freeway Improvement and Management Program; and

WHEREAS, ODOT and Metro staff analyses indicate that

implementation of the I-5 North Freeway Improvement and Mangement Project will meet the specified improvement objectives; and

WHEREAS, Through Resolution No. 79-80 the Metro Council adopted the Transportation Improvement Program (TIP) and its Fiscal Year (FY) 1980 Annual Element; now, therefore,

BE IT RESOLVED:

1. That the Metro Council authorizes \$4,000,000 in Federal Interstate Funds to initiate PE on the Phase II I-5 Freeway Improvement and Management Program.

2. That the Metro Council authorizes \$37,000,000 in Federal Interstate Funds for construction of the Phase II I-5 Freeway Improvement Management Program.

3. That the Metro Council amend the FY 1980 Annual Element accordingly, and if necessary carry over the funds into subsequent fiscal years.

4. That the Metro Council finds the Phase II project to be 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 27th day of September, 1979.

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Presiding Officer

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Staff Report No. 52

MSD  
SYSTEMS PLANNING REPORT:  
ODOT RECONSTRUCTION  
& WIDENING PROJECT  
I-5 (NORTH)  
SUMMARY

**Metropolitan Service District**

SEPTEMBER 16, 1979

PUBLISHED BY

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## CONCLUSION AND RECOMMENDATIONS

Congestion and problems associated with congestion on I-5 North are among the most severe in the region. Several system alternatives have been analyzed by MSD staff in relation to the identified objectives in the Corridor. Evaluation was done for the following alternatives:

1. TSM Alternative: involves the reconstruction and limited widening of I-5 to eliminate bottleneck sections;
2. Major Transitway Alternative: involves the construction of a Light Rail transit (LRT) or Busway in the freeway corridor; and
3. Highway Alternative: involves increasing highway capacity along the full extent of the freeway through the construction of an additional lane on the I-5 North facility. This lane would be used for either mixed traffic or exclusive High Occupancy Vehicle (HOV) use.

Based on current assumptions, the TSM Alternative (traffic management improvements and increased transit service) appears to be the most effective system solution over the next fifteen years. The MSD staff conclusion is 1) that the TSM Alternative developed by ODOT should be considered a priority cost-effective solution to the identified problems in the corridor and 2) the project would have a positive impact on the region's transportation system. MSD staff, therefore, recommends that the federal funds be authorized for the Phase II project proposed by ODOT.

## BACKGROUND

The MSD Systems Analysis of Major Regional Transportation Corridors indicates that peak-period traffic conditions on the I-5 North Freeway are the most severe in the region. The opening of the northern segment of the I-205 Freeway in 1982 is expected to initially reduce traffic on I-5 by about 20 percent, but traffic levels are projected to climb back to present levels by the year 1995.

The Oregon Department of Transportation (ODOT) has examined management options for the I-5 Freeway in depth and has initiated a two phase program for solving the problems. The first phase, already programmed by the MSD Council, involves the design and installation of ramp metering signals at all on-ramps on I-5 North, both northbound and southbound, between Hayden Island and North Broadway. Also included are restriping and/or widening activities to provide High Occupancy Vehicle (HOV) Bypass Lanes on the on-ramps. The second phase would involve the widening of segments of the freeway where bottleneck situations exist. It is proposed to widen the existing four-lane section between the Portland Blvd. ramps to six lanes. Additionally, it is proposed to widen both northbound and southbound connections to the east end of the Marquam Bridge.

In accordance with the timetable set forth by the MSD Council when funds were programmed for Phase I, MSD staff has prepared this Systems Planning Report for Phase II. This report documents the analysis performed in relation to the achievement of project objectives, and the overall system impact on the regional transportation system, and related corridor issues.

#### PROBLEM IDENTIFICATION

The I-5 North Freeway currently carries about seventy percent of the peak-hour traffic in the Northern Corridor. Peak-period congestion in the six mile segment of I-5 between the Marquam and Interstate Bridges is the most severe in the region. Long sections of the facility experience 30 or more vehicle hours of delay per mile. In the p.m. peak-hour, some 200 vehicle hours of delay occur on the freeway itself (not counting delays on the on-ramps), a total nearly as high as that for roadways in the entire Eastern Corridor. In addition, I-5 North experiences a much longer peak period (three hours) than most other regional corridors. Due to this congestion, long sections of the facility act as storage areas for vehicles waiting to proceed. As a result, the stop and go (20 mph) driving conditions and limited maneuverability produce a high number of rear-end and merging accidents on I-5 North.

Other facilities in the corridor, such as Union and Interstate Avenues, suffer adverse impacts as a significant number of through trips are diverted onto these alternate routes in an effort to avoid the congestion on I-5. These diversions place inappropriate demands on the arterial system in the corridor and conflict with more localized traffic on Union and Interstate Avenues.

Much of the cause for the congestion on I-5 North is due to the geometric configuration of the facility itself. Several capacity deficient and bottleneck sections act as an impedence to the traffic flow. In addition, access to and from major intersecting routes is inadequate at some points, and insufficient weave/merge distances produce dangerous and inefficient operating conditions at others.

If no projects other than those already planned (Slough Bridge Project, Greeley Ramp Project) are implemented to remove freeway bottlenecks and modify the physical restrictions on I-5 North, it can be expected that congestion will worsen considerably, with operating speeds below 20 mph for most of this segment for extensive periods. In addition, there will certainly be an increase in the number of accidents due to more stop and go driving conditions, a worsening of air quality, increased neighborhood infiltration of diverted trips, and increases in energy consumption as it takes much longer to travel the same distance.

#### OBJECTIVES OF THE PROJECT

The objectives of the Phase II I-5 North project are to:

1. Relieve operational and capacity deficiencies on I-5 North at the identified bottleneck locations;



2. Provide more efficient operation of the facility;
3. Promote safety on the facility;
4. Encourage the diversion of peak-hour trips from the single occupant automobile into more efficient transportation modes; and
5. Provide improved operating conditions for transit in the corridor.

MSD staff analysis indicates that the preceding objectives adequately address the problems identified on I-5 North.

### EVALUATION OF SYSTEM ALTERNATIVES

#### TSM Alternative

This alternative, initiated by ODOT, directly responds to the corridor objectives. The MSD staff analysis confirms the ODOT finding that this project, when combined with Phase I, will result in significantly improved level of service for buses, trucks, and autos.

#### Transitway Alternative

As part of the MSD System Planning Program, the potential over the next 15 years for Light Rail Transit (LRT) and Busway investments in the North Corridor was examined. The I-5 North Corridor currently exhibits one of the lowest work trip volumes of any of the regional corridors. By 1995, fewer work trips are projected to cross the Columbia River in the I-5 North Corridor than today. Two indicators of the potential for such a facility were examined: work trip flows and origin-destination patterns of corridor movements. The principal trip movements in the corridor are not heavily oriented to the CBD. Rather, movements are dispersed with trips destined to many activities in northeast, east, and northwest Portland. This pattern is not projected to change significantly by 1995. These figures indicate that travel markets in the corridor would be very difficult to attract to a light-rail facility.

The cost of LRT or Busway construction within the I-5 North facility has been estimated at approximately \$145 million. Given the identified travel patterns and current assumptions, neither present nor future concentrations and/or volumes of the most efficiently transit served trips (home-based work) appear to justify LRT or Busway investments in the I-5 North Freeway within the next 15 years. If assumptions change, further study of fixed guideway investments elsewhere in the Northern Corridor may be warranted. In the meantime, improved, more flexible transit service in the corridor would appear to be a more cost effective transit approach.

## Highway Alternative

Two highway alternatives for the I-5 North Corridor have also been evaluated: 1) additional capacity for mixed traffic or 2) additional capacity for exclusive High Occupancy Vehicle (HOV) use. To accommodate these capacity increases, construction of a continuous six-lane section from the Banfield Interchange to the north end of the Slough Bridge was assumed.

### 1. Addition of Standard Lane for Mixed Traffic Use

Analysis of this six-lane alternative shows that although an extra lane of capacity would be added in each direction, the weave length and other operational deficiencies between interchanges would not be eliminated. The cost would exceed \$100 million. Cost estimates were prepared by ODOT for comparative purposes only. In addition, six lanes between Lombard Street and the Denver-Delta Interchange is not required for existing or future traffic volumes.

### 2. Exclusive High Occupancy Vehicle (HOV) Lane

At a minimum cost estimated by ODOT of \$60 million (substandard lanes and no shy distance), it does not appear that the construction of an exclusive HOV lane would provide benefits equal to those achieved through the proposed reconstruction and widening project at a cost of \$40 million. In fact, exclusive HOV lanes would provide 5-8% less service, with less safety, at 50% more cost.

The MSD staff analysis indicates that the TSM solution would be a cost-effective alternative available to address the problems in the I-5 North Corridor.

## IMPACTS OF THE PHASE II PROJECT ON THE REGIONAL TRANSPORTATION SYSTEM

The proposed Phase II project has a number of system impacts. I-5 North is a major regional facility and the problems identified in the analysis are regional transportation system problems. The project adequately addresses the problems on I-5 North and appears to offer potential in relieving those problems. Specifically, the regional impacts include:

- relieving operating deficiencies on the major facility in the corridor;
- insuring an adequate level of service on I-5 North;
- allowing the Greeley Ramp Project to proceed, which will alleviate the Basin/Going/Interstate problem;

<sup>1</sup> This analysis is based on a sensitivity determination of the MSD travel simulation tools.

- improving transit operating conditions in the corridor;
- decreasing through traffic over the majority of the corridor's parallel arterials;
- improving safety in the corridor; and
- reducing air pollution and energy consumption levels produced by corridor trips.

The project is also related to a number of other issues within the I-5 North Corridor. The impact of the proposed reconstruction and widening project vis a vis these issues is as follows:

1. Ramp Metering of I-5 North On-Ramps

Approved for Interstate funding by the MSD Council in July, 1979, the ramp and meters (Phase I) will complement the reconstruction and widening project (Phase II). Combined, these projects provide a cost-effective program to assure adequate operating levels on the I-5 North Freeway through 1995 and provide improved transit operating conditions and incentives to divert peak-hour trips from the single occupant automobile into more efficient transportation modes.

2. Completion of I-205 North

The completion of the segment of I-205 north of Lents in 1982 will provide some relief for traffic demand on I-5 North. This reduction, however, will be short-term, and 1995 traffic volumes in the I-5 North Corridor are expected to be near current levels. Clearly, the completion of I-205 will not, by itself, prove an adequate solution to the problems identified on I-5 North.

3. Greeley Ramp Project

A project has been developed to provide a new set of ramps on I-5 to improve access to Swan Island Industrial site. The Greeley ramps provide access to and from I-5 for motorists traveling southbound and nearly eliminate any weave conflict in this section. Traffic from I-5 southbound would access Swan Island via the Greeley ramps. Travel between the Fremont Bridge and Going Street is on the outer flow of traffic and not involved in any weave.

An undesirable level of service south of the Fremont Bridge occurs with or without the Greeley ramp project. This problem can only be solved through the capacity improvements proposed in the Phase II project, as sections of I-5 in this area are already at or near capacity.

4. Oregon Slough Bridge Project

A project to widen the existing Slough Bridge between the Union/Swift Interchange and Hayden Island is being designed by

ODOT. The existing six-lane structure would be widened to an eight-lane structure. When this proposed project is constructed, the existing weave-merge problem between Union/Swift and Hayden Island would be alleviated.

This project is required to balance the volume and capacity on the north section of the I-5 freeway and to eliminate the deficiency on the bridge approach. In conjunction with ramp metering and the Phase II project, this physical reconstruction program will provide increased service and safety levels for I-5 North travel.

#### 5. Marquam Bridge Ramps

A proposal to provide increased access to I-5 from the Central Eastside Industrial area is presently being studied. The proposal is to construct ramps at the east end of the Marquam Bridge for access to I-5 northbound and/or southbound. This additional access is still in the study stage, and consequently it cannot be evaluated as part of this analysis.

An evaluation of the Marquam ramp proposals will be made to insure that a reasonable level of service will be maintained on I-5 and that any additional access is compatible with the geometric improvements to I-5 identified in this project.

Certain of the identified alternatives for the Marquam Bridge Ramp Project would require extensive modification of the collector-distributor road proposed in the ODOT Phase II project north of the Morrison Bridge. MSD staff recommends funding of the Phase II decision with the understanding that the Marquam Ramp project design will be coordinated with the design decisions on the Phase II project.

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Beaverton  
@ 11:45  
Blvd.

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

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Allocation of \$20 Million Regional Reserve

BACKGROUND: Metro staff recently held a meeting with the staff from local jurisdictions proposing projects for funding consideration by the Metro Reserve. The discussion centered on how proposed projects would relate to corridor improvement programs being developed by Metro for the Westside and Southern Corridors. Corridor concerns are already identified as a criteria in allocating the Reserve. Additionally, participants of the meeting questioned how the projects would tie into the Regional Transportation Plan currently being written. The general consensus of the meeting was that decisions on projects relating to the Westside and Southern Corridors should complement corridor improvements. To do this, the timing of decisions to fund these projects would be scheduled for June, 1980. The group felt that some of the reserve funds (not more than 25%) could be allocated in February to priority projects not relating to these corridors. To accomplish this, a sketch-level analysis would be undertaken to determine how the various problem areas relate to corridor alternatives. TPAC on September 7 passed a Resolution recommending such a change to JPACT and the Metro Council. JPACT at their meeting of September 13 recommended the adoption of the Resolution to the Metro Council.

BUDGET IMPLICATIONS: Transportation planning revenues appear to be adequate to support staff efforts which would integrate corridor studies with the Reserve planning process. Adjustments in staffing levels and shifts between work tasks will probably be necessary.

POLICY IMPLICATIONS: This change in the decision schedule will allow the development of priorities for the Metro Reserve which would support corridor improvements as well as meet other objectives. Major policy concerns are: 1) how many funds would be allocated to projects in February so as to leave adequate funds for corridor related projects, and 2) whether corridor studies will progress far enough by June, 1980, to allow funding decisions on corridor-related projects.

ACTION REQUESTED: Recommend change in the timing of Metro Reserve allocation decisions to allow an integration with corridor planning efforts as proposed by the Transportation Policy Alternatives Committee. Funding decisions on projects which relate to Westside and Southern Corridor improvements would be made in June, 1980, to

ensure consistency with corridor solutions. Decisions on funding the remaining projects would be scheduled for February, 1980, (as previously scheduled). No more than 25% of the available funds would be allocated in this earlier time frame although the allocation would probably be considerably less.

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9/27/79

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REVISING )  
THE STUDY SCHEDULE AND THE PROCESS )  
FOR THE ESTABLISHING PRIORITIES )  
FOR THE METRO REGIONAL RESERVE )  
)  
)

RESOLUTION NO. 79-93

Introduced by the  
Joint Policy Alternatives  
Committee on  
Transportation

WHEREAS, The CRAG Board of Directors in Resolution No. BD 781213, established a Metro Regional Reserve Account, a \$20 million reserve of Federal Interstate Transfer funds (as of September 30, 1978) to fund regional transit and highway improvement projects outside the City of Portland; and

WHEREAS, As a condition for projects to be funded from this Metro Regional Reserve, the regional Transportation Systems Planning Program in cooperation with local jurisdictions and implementation agencies is to prepare a "systems analysis" for all projects; and

WHEREAS, The Metro Council in Resolution No. 79-48 established a study process and a schedule (Staff Report No. 42) for establishing priorities for the Metro Regional Reserve Account; and

WHEREAS, The Metro Council in Resolution No. 79-54 adopted criteria for establishing problem priorities and evaluating proposed projects; and

WHEREAS, The Metro Council in Resolution No. 79-67 selected 23 high priority problem areas for further study and identified them as eligible for future funding decisions; now, therefore,

BE IT RESOLVED,

1. That Staff Report No. 42 is hereby amended to include the following:

- a. The study process will emphasize relationships between projects in the selected problem areas and improvements in the major regional transportation corridors.
- b. The schedule for funding decisions shall be revised to include a two-step process. Initially, funding would be considered for projects not relating to the Westside and Southern Corridor improvements. A target date of February, 1980, is projected, with no more than 25 percent of the available funds to be considered for allocation at this time. Second, consideration of funding of projects relating to the Westside and Southern Corridors would be considered. A target date of June, 1980, is projected for these funding decisions.

ADOPTED by the Council of the Metropolitan Service District  
this 27th day of September, 1979.

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

CWO/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: Metro Council  
FROM: Executive Officer  
SUBJECT: Authorization of Federal Funding for Preliminary Engineering on the Sunset Highway/Hwy 217 Interchange Project

BACKGROUND: ODOT has requested that Federal Interstate Transfer funds be authorized to conduct Preliminary Engineering (PE) studies on the Sunset/Hwy 217 Interchange project. These efforts would anticipate the preparation by Metro of a system planning report for this project.

As part of the I-505 Interstate withdrawal decision, I-505 withdrawal funds were reserved for this project. This action is not official until I-505 withdrawal is approved by USDOT. In order to maintain accountability for funding decisions predicated on the I-505 withdrawal, the ODOT request can be accommodated by authorizing the borrowing of \$250,000 (federal) from the Westside Transitway Reserve (which is funded by Mt. Hood withdrawal funds). Upon I-505 approval, the funds will be repaid from the I-505 funds set aside for the Sunset/Hwy 217 project.

JPACT, at its meeting on September 13, recommended the requested funds be authorized with the understanding that the PE studies not commence until a systems planning report on the project is written (scheduled for December of this year).

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

POLICY IMPLICATIONS: Approval of funding of PE studies for this project will allow continuing progress in developing this priority project.

ACTION REQUESTED: Council approval of the attached Resolution authorizing funds for PE on the 217/Sunset Interchange.

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9/27/79

ADOPTED BY THE

MSD COUNCIL

THIS 27<sup>th</sup> DAY OF Sept., 1979  
Mary E. Gardner  
CLERK OF THE COUNCIL

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING )  
FEDERAL FUNDS FOR PRELIMINARY )  
ENGINEERING ON THE SUNSET/ )  
HWY 217 INTERCHANGE PROJECT )  
)  
)

RESOLUTION NO. 79-94  
  
Introduced by the  
Joint Policy Alterna-  
tives Committee on  
Transportation

WHEREAS, The CRAG Board of Directors in BD 781213 reserved a portion of I-505 withdrawal funds for the Sunset/Hwy 217 interchange project; and

WHEREAS, This action is contingent upon USDOT approval of the I-505 withdrawal; and

WHEREAS, ODOT has requested that federal funds for Preliminary Engineering (PE) be authorized on this project; and

WHEREAS, It is understood that a Systems Planning Report describing how this project relates to the overall transportation system will be prepared by Metro before preliminary engineering commences; now, therefore,

BE IT RESOLVED,

1. That \$250,000 is authorized for PE on the Sunset/Hwy 217 project. This would be accomplished by borrowing from the Westside Transitway Account (funded by Mt. Hood withdrawal funds). These funds are to be repaid from I-505 funds reserved for the Sunset/217 Interchange project once the I-505 withdrawal is approved.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect the funding authorization.



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

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Development of An Air Quality Monitoring Program for the McLoughlin Blvd. Project.

BACKGROUND: ODOT has requested that \$22,700 in Federal Interstate Transfer Funds be authorized to establish an air quality monitoring program relating to a future project in the McLoughlin Blvd. Corridor. These initial Preliminary Engineering (PE) funds will be used to support air data collection activities this winter. These efforts would anticipate completion by Metro of system planning studies in the Southern Corridor. These studies are projected to be completed next June. The air quality data collected in this program would be used in subsequent PE studies to be initiated once the systems planning studies are completed.

As part of the I-505 Interstate withdrawal decision, a portion of Mt. Hood transfer funds previously reserved for the Oregon City Corridor was reallocated to the McLoughlin Blvd. Corridor project.

This action is not official until the I-505 withdrawal is approved by USDOT. In order to maintain accountability for funding decisions predicated on the I-505 withdrawal, the ODOT request can be accommodated by authorizing \$22,700 (federal) from the Oregon City Transitway Reserve Account (which is funded by Mt. Hood withdrawal funds). Once the I-505 withdrawal is approved, these obligations would be deducted from the McLoughlin Corridor account.

JPACT at its meeting on September 13, recommended adoption of the attached Resolution to the Metro Council.

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

POLICY IMPLICATIONS: Authorization of these funds will allow continuing progress in developing projects in this priority problem area.

ACTION REQUESTED: Council approval of the attached Resolution.

CWO/gl  
5142A  
0033A  
9/27/79

ADOPTED BY THE

MSD COUNCIL

THIS 27<sup>th</sup> DAY OF Sept. 1979  
*Mary G. Calkins*  
CLERK OF THE COUNCIL

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING )  
FEDERAL FUNDS FOR AN AIR QUALITY )  
MONITORING PROGRAM ON THE )  
MCLOUGHLIN BLVD. CORRIDOR PROJECT )

RESOLUTION NO. 79-95

Introduced by the  
Joint Policy Alternatives  
Committee on  
Transportation

WHEREAS, The CRAG Board of Directors in BD 781213 reserved a portion of Mt. Hood Freeway withdrawal funds for development of the McLoughlin Blvd. Corridor project; and

WHEREAS, This action is contingent upon USDOT approval of the I-505 withdrawal; and

WHEREAS, ODOT has requested that Preliminary Engineering (PE) be initiated on this project in order to conduct air data collection activities this coming winter; now, therefore,

BE IT RESOLVED,

1. That \$22,700 (federal) be authorized from the Oregon City Transitway account (funded by Mt. Hood withdrawal funds) for PE activities on McLoughlin Blvd. That upon approval of the I-505 withdrawal, the obligation will be transferred to the McLoughlin Blvd. Corridor project account.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect this authorization.

3. That authorization for use of Mt. Hood Interstate Transfer funds, as noted for the PE project is hereby given.

4. That the Metro Council finds the project 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 27th day of September, 1979.

Presiding Officer

CWO/gl  
5143A  
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: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Criminal Justice Project Priority Recommendation

**BACKGROUND:** Upon approval of the 1980 Criminal Justice Plan by Metro and the Oregon Law Enforcement Council on February 22, 1979, notifications were sent to over 100 local public and private agencies requesting proposals for implementing the plan. Sixty different proposals were received and reviewed by the Criminal Justice Policy Alternatives Advisory Committee. Through the advisory committee process and a subsequent decision by the Planning and Development Committee to reinstate a disapproved project to the approved list, the total approved priority projects have been reduced to the 32 which are listed on pages 1 through 3 of the attached document. Projects S-1 through S-5 on page 3, are projects which the State has requested that District II (Metro) administer, even though the funding is from a special State initiative fund. The two projects listed on page 4 were approved for two years' operation in the 1979 process.

All projects listed meet the criteria and program requirements of the District II 1980 Criminal Justice Plan, and have been approved by the Planning and Development Committee.

The amount of federal funds available to finance approved projects is as yet unknown; however, the small arrow to the right of the dollars requested represents the Metro staff's best guess at how far down the list funds will be allocated. As in past years, any funds that are returned or unused will be applied to projects by program, in priority order.

**BUDGET IMPLICATIONS:** None. Any local matching funds that are required will have to be provided by the local agency or jurisdiction.

**POLICY IMPLICATIONS:** None. The procedures and criteria used are a function of existing Metro policy.

**ACTION REQUESTED:** Adoption of the attached Resolution approving 1980 Project Priorities for Oregon Administrative District II.

RG:JB:bk  
 5165A  
 0033A  
 9/27/79

ADOPTED BY THE  
 MSD COUNCIL

THIS 27<sup>th</sup> DAY OF Sept., 1979  
*Mary G. Carter*  
 CLERK OF THE COUNCIL

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING )  
THE ALLOCATION OF LAW ENFORCE- )  
MENT ASSISTANCE ADMINISTRATION )  
FUNDS TO PRIORITY PROJECTS FOR 1980 )

RESOLUTION NO. 79-96

Introduced by the  
Planning and Development  
Committee

WHEREAS, The Metropolitan Service District is the designated Regional Planning Unit for Criminal Justice in Oregon Administrative District II; and

WHEREAS, Priority projects were reviewed and approved in accordance with an Oregon Law Enforcement Council and Metropolitan Service District Plan dated February 22, 1979; and

WHEREAS, Local agencies have agreed to provide any matching funds required; now, therefore,

BE IT RESOLVED,

That as Law Enforcement Assistance Administration Funds become available they will be awarded to approved 1980 projects in program priority order.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1979.

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

5185A  
0033A



August, 1979

CRIMINAL-JUSTICE PLANNING - DISTRICT II

FISCAL YEAR 1980

This document provides an overview of District II's Fiscal Year 1980 Plan Implementation Cycle.

- \* Criminal Justice Advisory Committee  
Recommended Priority Programs
- \* Project Summaries of 1980 Grant Applications
- \* Summaries of State Initiative Juvenile  
Justice & Delinquency Prevention Awards
- \* Summaries of Continuing Juvenile Projects-  
Awarded Two Consecutive Years in the Fiscal  
Year 1979 Cycle

Criminal Justice Advisory Committee  
 Recommended Priority Programs for F.Y. 1980

July 10, 1979

Enforcement and General Programs  
 (No required minimum allocation)

<u>Project Number</u>	<u>Priority</u>	<u>Project Title</u>	<u>Agency</u>	<u>Federal Funds</u>
80.1	(P.5) 1	Interagency Crime Prevention	MSD	\$185,779 (4th Year)
80.2	(P.6) 2	Office of Planning and Evaluation	Portland	\$84,800
<u>One Year Only:</u>				
80.3	(P.7) 3	Central Dispatch Expansion	St. Helens	\$43,852
80.4	(P.7) 4	"911" Implementation	Portland	\$84,581 ←
80.5	(P.7) 5	Justice Data System	Multnomah County	\$66,600
80.6	(P.8) 6	Operational Planning	Multnomah County	\$24,000
<u>Multi-Year:</u>				
80.7	(P.8) 7	Crime Prevention & Crisis Intervention	Milwaukie	\$75,600
80.8	(P.9) 8	Service Dog Training	Hillsboro	\$54,000
80.9	(P.9) 9	Family Crisis Team	Luthern Family Services	\$63,592
80.10	(P.10) 10	Police Performance Measures	Portland	\$83,920

Adjudication (Courts, Prosecution & Defense) Programs  
 (Required Minimum 20%)

80.11	(P.10) 1	<u>Courts (10%)</u> Caseflow Management	Multnomah County	\$20,000 (3rd Year)
80.12	(P.11) 2	Interagency Microfilm	Multnomah County	\$35,200 (2nd Year)
80.13	(P.11) 3	Caseflow Management	Clackamas County	\$25,630 ← (3rd Year)
80.14	(P.12) 4	Interagency Training	Multnomah County	\$31,500

Prosecution (10%)

80.15	(P.12) 1	Career Criminal Prosecution	Multnomah County	\$64,618 (4th Year)
80.16	(P.13) 2	Career Criminal Prosecution	Columbia County	\$47,780 ←
80.17	(P.13) 3	Career Criminal Prosecution	Clackamas County	\$81,566

Corrections  
(Required Minimum 20%)

80.18	(P.14) 1	Regional Corrections Program Improvement	MSD	\$67,500
80.19	(P.14) 2	Mobile Booking & Referral	Washington County	\$97,750
80.20	(P.15) 3	Burnside Bridge	Burnside Bridge Inc.	\$126,691 ←
80.21	(P.15) 4	Women Offender Program	Urban Indian Council	\$51,120

Juvenile Justice & Delinquency Prevention  
(Required Minimum 19.15% & JJDP Funds)

80.22	(P.16) 1	School & Family Enrichment	Morrison Center	\$72,450 (2nd Year)
80.23	(P.16) 2	North Clackamas Youth Project	YMCA	\$19,272 (3rd Year)
80.24	(P.16) 3	Juvenile Justice Data System	MSD	\$89,000 (2nd Year)
80.25	(P.17) 4	Tri-County Youth Consortium	MSD	\$163,271* ←
80.26*	(P.17) 5	Clackamas Youth Network	Clackamas ESD	\$35,867
	(P.18) 5	Vol. Foster Homes (Washington County)	Boys & Girls Aid Society	\$17,100
	(P.18) 5	DSO - Multnomah County	Harry's Mother EMO	\$80,000

}\$50,000

80.27 (P.19) 6	Intervention & Diversion	Columbia County	\$83,054
80.28 (P.19) 7	Alternative Care East Mult. County	Albertina Kerr	\$44,098
80.29 (P.20) 8	Rebuild - Return	Tree of Learning	\$49,550
80.30 (P.20) 9	Juv. Detention Wash. & Mult. County	MSD	\$65,596
80.31 (P.21) 10	Experienced Based Career Education (1 Year Only)	Clack. ESD	\$67,791
80.00 (P.21) All	Evaluation Phase 1: Juvenile Projects	MSD	\$53,982

Project to be funded by receiving an equal percentage from all funded Juvenile Justice Projects.

\* 80.26, Priority 5, projects be funded through the Tri-County Youth Consortium, 80.25, for up to a total of \$50,000 for the three projects, consortium to determine division of funds.

In addition to the above listed MSD Projects, the Oregon Law Enforcement Council is requesting that MSD administer the following projects which will be funded from State Initiative Juvenile Justice Delinquency Prevention Act funds:

(Summarized on pages 22-24)

<u>Project Number</u>	<u>Title</u>	<u>Agency</u>	<u>JJDPA Initiative Funds</u>
S-1 (8-9)	Volunteer Foster Care (Clackamas County)	Harry's Mother EMO	\$52,500 (1 Year)
S-2 (8)	Crisis Intervention Team (Juvenile) (Washington County)	Luthern Family Services	\$71,000 (1 Year)
S-3 (8-9)	Juvenile Justice Advocacy	Oregon Legal Services	\$105,000 (1 Year)
S-4 (8)	Operation Satellite (Clackamas County)	Boys & Girls Aid Society	\$60,000 * (1 Year)
* (an additional \$5,000 for project evaluation allocated, pending approval of design)			
S-5 (8-9)	Youth Diversion & Delinquency Prevention	Albertina Kerr	\$75,000 (18 months)
			<hr/> \$363,500

Continuing Juvenile Projects - Awarded Two Consecutive Years

(Summarized on page 25)

80.8-9.17	Volunteer Foster Homes for Status Offenders (Washington Co.)	Boys & Girls Aid Society	\$67,752
80.8-9.19	Youth Projects Development	Clackamas Co. Youth Commission	\$50,400

PROJECT SUMMARIES

FISCAL YEAR 1980 DISTRICT II GRANT APPLICATIONS

Enforcement and General Program

80.1 Interagency Crime Prevention (Plan: Page C-1)

GRANTEE: MSD for Multnomah County, City of Gresham,  
City of Troutdale

Grant Period/ See each jurisdiction below  
Federal Amount: \$185,779

Description: A multi-jurisdiction crime prevention program in its third year to reduce the incidence of commercial and residential burglary; reduce rape; implement the concept of crime prevention through environmental design; provide public education on prevention techniques. Participating agencies operate a crime prevention display center, conduct group or block meetings, provide property identification and conduct a grade school education program.

Achievements: Selected project accomplishments since July 1, 1978.

Multnomah County Sheriff's Office: (4th Year: 8-1-80 to 7-31-81)

1. A decrease of 6.7% in the incidence of reported rape 1977 to 1978.
2. 75 residential burglary block meetings conducted; 54 block meetings conducted to date.
3. 40 rape prevention meetings planned; 46 meetings conducted to date - objective exceeded.
4. Conducted grade school educational programs in crime prevention, 512 students reached to date.
5. Conducted 4 robbery-shoplift presentations for merchants and their employees.
6. Senior citizen target hardening program.
7. Through property I.D. program, 547 property engravers loaned to date.

City of Gresham

(4th Year: 10-1-80 to 9-30-81)

1. 73 block meetings held to date; 3,067 people contacted through the meetings.
2. 19 premise surveys conducted to date.
3. Display center operated for 77 days, 9:00 am to 8:00 pm. 937 people contacted to date.
4. Crime prevention fair held in August.
5. To date, 14 "Officer Bill" presentations made to schools; 11 personal safety presentations, 3 presentations on drug use and abuse, and 1 rape prevention assembly held at Gresham High School.

Troutdale

(4th Year: 7-1-80 to 6-30-81)

1. One crime prevention fair held to date, 2 more scheduled for late June and July.
2. Completed 35 business premise surveys-- objective met.
3. Residential surveys are given at time of theft by officers who were trained in crime prevention.

80.2 Office of Planning and Evaluation (Plan: Page E-1)

GRANTEE: City of Portland (Department of Public Safety)

Grant Period/ July 1, 1980 to June 30, 1981

Amount: \$84,800 (Continuing Project)

Description: Planning, research and evaluation expertise to address local operational problem-resolution; conduct special studies as required.

Achievements: (Previously entitled "Office of Justice Programs)

1. Crime Prevention Evaluation
2. Juvenile Justice Program Data System
3. Citation-in-Lieu of Custody Study
4. Child Development Specialist Program in selected elementary schools.

80.3 Central Dispatch Expansion (Plan: Pages C-1, C-3)

Grantee: City of St. Helens

Grant Period/ 1-1-80 to 12-31-80  
Amount: \$43,852 (One Year Only)

Description: An equipment/ physical facility improvement project to provide a higher level of service to all municipal enforcement agencies in Columbia County: St. Helens, Scappoose, Rainier, Vernonia, and Clatskanie. Specifically, the Dispatch Center Board of Directors seeks to develop an information-sharing system, purchase and install a repeater to access all points in the county and activate a model 911 emergency call-answering system for later county-wide implementation.

80.4 "911" Implementation (Plan: Page C-10)

GRANTEE: City of Portland (Department of Public Works)

Grant Period/ 7-1-80 to 6-30-81  
Fed. Amount: \$84,581 (One Year Only)

Description: A joint city/county project to provide all citizens with immediate access to emergency fire, medical or police services through dialing a single 3-digit, residential or no-coin-required telephone number: Nine-One-One (911). The user/provider Policy Board (fire, ambulance, police, telephone companies) will provide technical expertise and will facilitate intra-jurisdictional compatibility in implementing the detailed elements of the previously adopted work plan. Citizens and elected officials will be continuously advised as the project develops.

80.5 Justice Data System (Plan: Page E-1)

GRANTEE: Multnomah County (Division of Public Safety)

Grant Period/ 1-1-80 to 12-31-80  
Fed. Amount: \$66,600 (One Year Only)

Description: An automated system, dedicated solely to meet the needs of the Public Safety division. Improved management and operations is the intent of this effort through more efficient recording, storing, retrieving and processing of criminal justice information. Along with providing necessary tactical and operational information needed daily, the system will be compatible with local, state, and national information systems to provide or



receive client-centered, data-centered or incident-centered system information.

80.6 Operational Planning (Multnomah County Department of Justice Services) (Plan: Page E-1)

GRANTEE: Multnomah County

Grant Period/ 1-1-80 to 12-31-80  
Fed. Amount: \$24,000 (One Year Only)

Description: A one-person staff position grant to provide operational planning expertise to the Multnomah County Criminal Justice Council (comprised of representatives from all components of the county's Criminal Justice System). In addition to preparing agenda and insuring meeting coordination, substantive research and data-analysis to identify problems and preparing alternatives recommendations for system wide problem-resolution will be carried out. The intent of the project is for operational-level planning, centered on individual agency operations, to provide system-wide improvements leading to efficient and effective justice.

80.7 Crime Prevention and Crisis Intervention (Plan: Pages C-1, E-8)

GRANTEE: City of Milwaukie (Police Department)

Grant Period/ 1-1-80 to 12-31-80  
Fed. Amount: \$75,600

Description: A single-jurisdiction Crime Prevention Program, initially, with other cities to participate in subsequent years. A traditional approach to crime reduction by alteration of physical environment and education of citizenry to encourage behavioral changes resulting in reduced vulnerability to personal as well as property crimes. In addition, a non-sworn, skilled counselor will be utilized in domestic or marginal criminal-civil incidents, both at the time of the initial police contact and as a follow-up and referral strategy. This would allow the sworn officer to return to duty and would reduce the number of calls for police response to "repeat" families by utilizing appropriate community services to potentially reduce future family violence.

80.8 Service-Dog Training (Plan: Page C-1, E-11)

GRANTEE: City of Hillsboro (Police Department)

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$54,000

Description: A specialized training program available to all enforcement agencies in the district to train dogmasters in handling of department utility canines. These dog/master teams would be trained in both structured or formal and field environments, following admission under specified entrance requirements. Upon successful completion of the 12-week program, the teams would be assigned to special duties such as tracking, area searches and narcotic detection. The animals will be able to respond to direction, to search, harass, delay, pursue, and protect; they are trained for utility rather than for "guard" or "attack" purposes.

80.9 Family Assistance Crisis Team (FACT). (Plan: Pages C-1, C-8, D-6, D-9, E-8, B-12)

GRANTEE: Lutheran Family Services (Washington County)

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$63,592

Description: A private-agency program available to all enforcement agencies in Washington County. Crisis intervention specialists are available 24 hours a day and will respond to requests through paging devices or direct telephone, enabling them to appear on site within 10-20 minutes at the scene of an individual or family crisis. Skilled counselors follow-up by providing direct or brokering services in community-based agencies to insure client problem-solving strategies (medical, psychological, drug, alcohol, personal or family). The intent of this expanded program is to further reduce officer time at the scene of a domestic emergency and provide greater services for adult and juvenile clients in an effort to prevent further criminal/negative social behaviors from occurring.

80.10 Police Performance Measures (Plan: Page C-1)

GRANTEE: City of Portland (Police Bureau)

Grant Period/ 1-1-80 to 12-31-80  
Fed. Amount: \$83,920

Description: A model program to evaluate police performance of achieving the community's objectives and priorities for police service. The Police Bureau will ascertain, through community contacts, the level and extent of citizen satisfaction or dissatisfaction, investigate all incidents involving use of force, analyze all data, and, provide findings to the Chief and citizens, where appropriate. As an outcome of review by the Commissioner of Public Safety and Bureau Command staff, a design and mechanism for continuing evaluation will be developed, training programs will be modified, if indicated, and policies and procedures regarding performance standards will be formulated. On-going citizen contact will insure enhanced Police-Community relations and internal operational modifications will provide for more effective management strategies in providing police services to the community.

Adjudication

Courts

80.11 Caseflow Management (Plan: Page A-5)

GRANTEE: Multnomah County (Circuit Court)

Grant Period/ 5-1-80 to 4-30-81  
Fed. Amount: \$20,000 (3rd Year)

Description: 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. The second year will be devoted to developing a procedures manual for administrative services, accounting, records, jury and pre-trial release Support Services. The third year project will concentrate on developing a procedural manual for the Judiciary, and, establishing an information program to assist both professional participants in the system and the general public having occasional or infrequent contact with the Criminal Justice System. While training will be an

immediate outcome for Multnomah County personnel and the manuals made available to other courts, the intent of the program is to increase case-flow and reduce back-log of continuously growing numbers of cases scheduled for Circuit Court litigation.

80.12 Interagency Microfilm (Plan: Page A-13)

GRANTEE: Multnomah County (Circuit Court)

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$35,200 (2nd Year)

Description: A multi-agency project to alleviate storage over-crowding, reduce excessive manpower required, increase security, and enhance retrieval and distribution capabilities. The initial grant purpose was to purchase the equipment and train personnel. This project will be devoted to filming Circuit Court case files, docket, and fee books, and, time permitting to begin the filming of District Attorney files, with Public Defender files filmed lastly. The intent of the project is to establish processes which will enable future information to be effectively stored and retained, as required, and efficiently retrieved and utilized, if necessary.

80.13 Caseflow Management (Plan: Page A-5)

GRANTEE: Clackamas County (Circuit and District Courts)

Grant Period/ 10-1-80 to 9-30-81

Fed. Amount: \$25,630

Description: A program to enhance the effectiveness of courts-of-record through automation of management and case information necessary for efficient operations of Circuit Court, District Court, and Clerk's Office. The initial project concentrated on determining District Court problems and needs, and, solutions to Traffic Citation/Desk transaction/Disposition processing in both the automated and manual mode. The second year project will be devoted to finalizing an automated Receipting/Balancing System followed by an on-line case-tracking and recording of both courts judgement-docket, register of actions, and plaintiff and defendant indexes, time permitting. The intent of the program is to automate all transaction processes associated with case-flow, and, to eventually tie the totally integrated courts management and information network to other components of the system in a comprehensive Criminal Justice information-sharing system.

80.14 Interagency Training (Plan: Page E-11)

GRANTEE: Multnomah County (Circuit Court)

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$31,500

Description: A model program to develop curricula and methodologies for implementing training programs for all court personnel. Upon completion the program will be made available to other judicial districts in the region. The intent is to design and up-date a program which can be replicated district wide for improving supervisory-level as well as clerical employee proficiency.

Prosecution

80.15 Career Criminal Prosecution (Plan: Page E-5)

GRANTEE: Multnomah County (District Attorney)

Grant Period/ 7-1-80 to 6-30-81

Fed. Amount: \$64,618 (4th Year)

Description: A program begun with LEAA discretionary funding to identify, fully prosecute and participate in post-conviction activities of repeat offenders. The project utilizes specified offender selection criteria, engages in intensive case-preparation, provides thorough historical and current-incident evidence for trials, and, stresses maximum sentence recommendations at the time of offering a plea to, or conviction of guilt. Examples of project activities during the first year (10-76 to 9-77) evaluation indicate that of the 152 unit offenders handled, 99% had criminal records with an average of 11 prior arrests and 4 felony convictions, were convicted at a rate of 96% and incarcerated at a rate of 92% for an average minimum sentence of 10 years. The intent of the District Attorney is to continue the prosecution of Career Criminals subsequent to this final year of federal funding.

80.16 Career Criminal Prosecution (Plan: Page E-5)

GRANTEE: Columbia County (District Attorney)

Grant Period/ 3-1-80 to 2-28-81

Fed. Amount: \$47,780 (2nd Year)

Description: A program to maximize investigatory and prosecutorial effectiveness to identify, convict and incarcerate major or repeat offenders. Emphasis will be given to training and assisting all Columbia County law enforcement agency investigators in thorough and complete crime-scene investigations and case-preparations for trial. All major crimes will be considered, screened, and selected for prosecution in accordance with standards and procedures outlined in a continually up-dated operational manual. The intent of this project is to focus on the detection, apprehension, prosecution and incarceration of major offenders.

80.17 Career Criminal Prosecution (Plan: Page E-5)

GRANTEE: Clackamas County (District Attorney)

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$81,566

Description: A program to improve organizational and operational efficiency to prosecute offenders who repeat dangerous or violent crimes. This project would develop special processes and assign permanent personnel to screen, select, indict, accelerate trial dates, insure complete case preparation and press for maximum sentencing of offenders. The intent of the project is to insure that repeat offenders are properly identified and convicted by increasing the effectiveness and efficiency of prosecutorial procedures.

Corrections

80.18 Regional Corrections - Facility and Program Improvement,  
Phase I: Client and Management  
Information System (Plan: Pages B-1,  
B-2, B-3)

GRANTEE: MSD for Clackamas, Multnomah, Washington Counties,  
and Oregon Corrections Division.

Grant Period/ January 1, 1980 to December 31, 1980  
Fed. Amount: \$67,500 .

Description: A multiagency approach to improving corrections management, operations, and performance. The uniqueness of this effort is the realization of participation by multilevel governments, i.e. local, regional and state, in developing, managing and implementing community based and facility modernization strategies. The three developmental steps or phases include information-gathering, selection and implementation of priority program(s), and refinement of program-elements and continuing implementation. Phase I (first of 4 years anticipated federal funding) consists of an assessment of the current scope and content of client and management information, selection of needed operational data elements, and determination of methods for recording, storing, retrieving and sharing information in the most cost-beneficial, automated manner. Participants are MSD, administrators of correctional facilities and field services from Clackamas, Multnomah, and Washington Counties, and Oregon State Corrections.

80.19 Mobile Booking and Referral Unit (Plan: Pages B-12, C-1, C-6,  
D-9)

GRANTEE: Washington County

Grant Period/ January 1, 1980 to December 31, 1980  
Fed. Amount: \$97,750

Description: A county-wide mobile unit operated by Corrections Officers from the Washington County Department of Public Safety. The unit will serve all law enforcement agencies within their respective jurisdictions to alleviate costs and officer time required to transport and process offenders in Hillsboro. The Unit will develop criteria and procedures with juvenile authorities for diverting eligible juveniles as well as utilizing the standards for issuing citation-in-lieu-of-custody for adults. In addition, the unit will utilize referral resources in the community

when social maladjustment/crisis rather than criminal circumstances are indicated. The intent of this model project is to address the long-standing problems of jail over-crowding, increasing officer time for law enforcement duties and obtaining the appropriate community service for the proper client, outside the Criminal Justice System when indicated.

80.20 Burnside Bridge (Plan: Page B-5)

GRANTEE: Burnside Bridge, Inc.

Grant Period/ 10-1-79 to 9-30-80  
Fed. Amount: \$126,691

Description: A private agency providing pre-trial and post-trial services to skid row persons. The agency has been providing basic survival services for nearly a decade. It now is endeavoring to provide expanded services to include shelter in lieu of incarceration or upon release, screening of clients at the booking facility, counseling and referral services, client advocacy in community adjustment, job counseling/development/referral, and, basic material assistance in providing food, clothing, shelter and small loans. The intent of this multi-service agency is to address jail overcrowding and assist clients in adjusting positively to community re-entry.

80.21 Women Offender (Plan: Page B-5)

GRANTEE: Urban Indian Council

Grant Period/ January 1, 1980 to December 31, 1980  
Fed. Amount: \$51,120

Description: A community-based, multi-service demonstration project to address the reduction in repeat offenses by women. The agency seeks to utilize experience gained in providing services to male offenders to provide the following coordinated services to female offenders: Job development and placement, GED classes, family, child, and housing counseling, welfare and legal assistance, and, alcohol, drug and legal referral to services. The agency will provide services to all women offenders in District II; previous services have been primarily directed towards native Americans and Spanish-speaking women offenders.



Juvenile Justice

80.22 School and Family Enrichment (SAFE) (Plan: Pages D-1, D-6)

GRANTEE: Morrison Center

Grant Period/ 9-1-79 to 8-31-80  
Fed. Amount: \$72,450 (2nd Year)

Description: An early intervention program utilizing the Child Development Specialist (CDS) approach in identifying and intervening with high-risk children and their families in the Marshall High School attendance area. The CDS program operates an early detection and prevention model in 9 outer Southeast schools and serves kindergarten through third grade. Selected activities include: Intervene with 100 high-risk families through home visits, family meetings, parent skill groups and problem-solving groups for children, provide information and educational materials to 200 families on delinquency and family influences, and Administer and Evaluate Family Environmental Scales (FES) to at least 100 high-risk-for-delinquency families.

80.23 North Clackamas Youth Project (Plan: Page D-1)

GRANTEE: YMCA

Grant Period/ 7-1-80 to 6-30-81  
Fed. Amount: \$19,272 (3rd Year)

Description: A prevention program providing recreation, counseling, GED Services and information and referral services for youth in Clackamas County. Selected activities include: Develop and implement recreational programs to serve 250 youth at the Milwaukie, Oregon facility, and provide counseling services to 60 youth in need of special assistance in the North Clackamas area.

80.24 Juvenile Justice Data System (Plan: Page D-17)

GRANTEE: MSD for: Multnomah County, Clackamas County & Washington County

Grant Period/ 7-1-80 to 6-30-81  
Fed. Amount: \$89,000 (2nd Year)

Description: A program to develop and implement a timely, accurate and uniform automated juvenile data system in Clackamas, Washington and Multnomah Counties. Selected activities during the

second year will be based on the results and findings of the first year grant and include: Collect information on at least three alternative systems and select appropriate system; review bids and/or contracts and award bid ; and supervise installation and transfer or development of purchase or lease of basic hardware and programs.

80.25 Tri-County Youth Consortium (Plan: Pages D-1, D-6, D-9, D-13)

GRANTEE: MSD for participating member agencies

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$163,271

Description: A comprehensive youth service network providing prevention, diversion and treatment services for status and minor misdemeanor offenders in the Tri-county area. Furthermore, it will serve to enhance the present youth services in the area by ensuring availability of needed programs. To date, there are 26 member agencies in the consortium. Selected activities include: 1) Providing prevention services such as recreation, Big Brother/Big Sister, tutoring and parenting skills to 535 youth ages 10-18, during the first year, 2) To provide an array of treatment services including: psychological testing, drug and alcohol counseling, and alternative education to 320 youth and families, and 3) To provide diversion services on a 24-hour basis in the tri-county area including intake, needs assessment, personal and family counseling, employment and career counseling and emergency shelter care to 470 youth.

80.26\* Clackamas County Youth Network (Plan: Page D-6)

GRANTEE: Clackamas County ESD

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$35,687 (Requested)

Description: A diversion program to be coordinated and managed by Clackamas ESD and utilizing the existing Clackamas County Youth Network for interagency decision-making and approving referrals and assessments. The project seeks to enhance the interface between schools and public and private youth-serving agencies in the County. Some activities include: Identification and updating of youth resource information,

receiving requests for youth services, assessment of service needs, referral to appropriate agency and recording of service provided.

80.26\* Volunteer Foster Homes for Status Offenders in Washington County (Plan: Pages D-1, D-6, D-9, D-13)

GRANTEE: Boys and Girls Aid Society

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$17,100 (Requested)

Description: A diversion program which provides emergency shelter-care and counseling to status offenders and works closely with the County Juvenile Department in receiving referrals and placement in foster homes. Selected project activities include: Provision of shelter-care on a 24-hour-per-day basis, crisis counseling for youth and their families and continuing follow-up counseling. The \$17,100 is to provide for hiring an additional counselor to perform psychological testing on a portion of the youth served.

80.26\* Deinstitutionalization of Status Offenders-Multnomah County  
(Plan: Page D-13)

GRANTEE: Harry's Mother/Ecumenical Ministries of Oregon

Grant Period/ April 1, 1980 to March 31, 1981

Fed. Amount: \$80,000 (Requested)

Description: A program to provide 24-hour shelter-care as an alternative to detention in Multnomah County for status offenders and to establish a short-term residential facility for youth requiring a more secure-type setting. (Phase II Youth) This program will provide residential care to youth at the residential facility or through the Volunteer Foster Home network on a 24-hour basis to 700 youth in Multnomah County; provide transportation for youth from court to project; provide counseling, advocacy, information and referral services when needed; conduct communications skills workshops for youth and parenting groups for clients and families; provide follow up contact for youth 30 days and 6 months after termination.

\*80.26 The above three projects to be funded through the Tri-County Youth Consortium (80.25) for up to a total of \$50,000- Consortium Board to determine division of funds.

80.27 Early Intervention & Diversion (Plan: Page D-6)

GRANTEE: Columbia County (Juvenile Court)

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$83,054

Description: An Alternative Education program designed to receive referrals directly from the public schools, Juvenile Court and from parents. The program will provide a needs assessment based on administering Peabody Individual Achievement Test and the Alternative School provides instruction in basic skills, GED, Vocational Ed, and referral to other educational programs. Counseling and individual and group recreational activities are also services provided. Selected activities to include: 1) recruiting, testing, and evaluating needs of 60 students, 2) basic skills instruction, 3) career orientation and counseling, 4) individual and group recreation, and 5) recruit, train and supervise volunteers.

80.28 East County Alternative Care (ECAC) (Plan: Pages D-6, D-9)

GRANTEE: Albertina Kerr

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$44,098

Description: The program will provide an alternative for selected juvenile and status offenders from East Multnomah County and provide a resource for and early intervention and treatment for 150 children in East Multnomah County. Selected activities include: 1) hiring and training of Alternative Care and Intake Workers, 2) provide 24-hour-a-day intake and crisis counseling, 3) Alternative Care Workers will give short-term family care and 24-hour-a-day children supervision, 4) crisis counseling and family therapy, 5) follow-up counseling services and family therapy, 6) referral services to other community resources and 7) pre and post-testing using MOOS Environmental Test.

80.29 Rebuild - Return (Plan: Page D-6)

GRANTEE: Tree of Learning

Grant Period/ 9-1-80 to 8-31-81

Fed. Amount: \$49,550

Description: This program is to treat students from the ages of 13-18 in order to help them feel a sense of worth and establish success as a substitute to delinquency. The program will help each student discover his own sense of value in a self-supporting way, prescribe individual programs for each student based on his academic needs and maximum potential and prepare a student for relocating to a regular high school and take personal responsibility for his own learning. The activities will include group sessions dealing with values, problems they might face in society, and a general awareness of the community. The students will also be involved in individualized academic learning projects and individual weekly counseling sessions.

80.30 Model Regional Juvenile Detention (Washington & Multnomah Counties) (Plan: Page D-15)

GRANTEE: MSD

Grant Period/ 7-1-80 to 6-30-81

Fed. Amount: \$65,596

Description: The programs aim is to provide an appropriate detention facility for juveniles by placing Washington County juvenile offenders in Multnomah County Juvenile Detention Center (Donald E. Long Home) and to provide additional and improved treatment services to juveniles who were previously being held in jails. By removing juveniles from adult jails, the program aims to provide more appropriate treatment strategies to juveniles, facilitate improvements in juvenile justice system, alleviate management and custodial problems in adult facilities, and enhance community awareness and support of the criminal justice system. The selected activities include provision of adequate space, food, materials and supervision on a 24-hour basis; 24-hour intake screening and court counseling, individual and family crisis counseling, medical recreational, and education assistance, along with a follow-up function. The program will maintain accurate and regular referral, counselor caseload, and detention data on juveniles.

80.31 Experienced Based Career Education (Plan: Page D-1)

GRANTEE: Clackamas County E.S.D.

Grant Period/ 1-1-80 to 12-31-80 (1 Year Only)

Fed. Amount: \$67,791

Description: A program to identify school drop-outs and implement an alternative education-work site curriculum to prepare those students to successfully participate in six life roles in the community. The project would utilize the existing county youth network, consisting of public and private youth-serving agencies, as a referral source, develop voluntary community-based work-experience sites and evaluate student progress by assessing random samples of students progress through tests, and interviews with students, staff, employers and parents. Student tracking 6 months prior, during, and six months after program participation will be conducted to determine involvement with the Juvenile Justice System. The intent of the program is to focus on individual needs of high-risk youth.

80.00 Systemwide Evaluation - Phase I - Juvenile Project Impact  
(Plan: Page E-1)

GRANTEE: MSD

Grant Period/ 1-1-80 to 12-31-80

Fed. Amount: \$53,982

Description: This program will provide a comprehensive evaluation of current youth-serving agency programs leading to improved future strategies for delinquency reduction and system improvement. A qualified contractor will be selected to develop an evaluation design appropriate for the Juvenile Justice Program area, carry out the approved evaluation strategy, collect all pertinent data and assure the appropriate usefulness of the final evaluation document. The selected activities will include: 1) approve R.F.P. content and bid procedures, 2) interview applicants and recommend choice, 3) provide assistance to enhance communication, solve technical problems and facilitate revisions in data requirements due to changes, 4) monitor, review, and approve the data analysis, findings, recommendations and summary and 5) distribute and describe the use of the documents.

STATE INITIATIVE JUVENILE JUSTICE AND  
DELIQUENCY PREVENTION AWARDS

S-1(8-9) Volunteer Foster Care (Clackamas County) (Plan: Pages D-1, D-6,  
D-9, D-13)

GRANTEE: Harry's Mother/EMO

Grant Period/ 10-1-79 to 9-30-80

Fed. Amount: \$108,567 (\$56,067-Multnomah County)  
(\$52,500-Clackamas County)

Description: This is an expansion of the existing Multnomah County program into Clackamas County. The main goal of the project is to provide an alternative to detention of status offenders through utilization of a volunteer foster home network in Clackamas and Multnomah Counties. The program operates on a 24-hour-a-day basis and provides emergency temporary shelter-care, individual and family counseling, information & referral, follow-up and after-care services to youth, as well as transportation to and from juvenile court. A satellite counseling site and counselor team will be established in Clackamas County to handle juvenile court referrals there.

S-2(8) Crisis Intervention Team (Plan: Pages D-1, D-6, D-9, D-13, E-1)

GRANTEE: Lutheran Family Services

Grant Period/ 7-1-79 to 6-30-80

Fed. Amount: \$71,000

Description: 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 projects' 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.

S-3 (8-9) Juvenile Justice Advocacy (Plan: Page D-1)

GRANTEE: Oregon Legal Services

Grant Period/ 8-1-79 to 7-31-80

Fed. Amount: \$105,000

Description: The project goal is to reduce the over-reliance upon the juvenile justice system for resolution of youth behavioral and family problems for which there are or should be alternative means of resolution, and thus to help achieve compliance with the requirement of the Juvenile Justice Delinquency Prevention Act. The project will provide representation of juveniles and others to develop and implement standards through activities involving legal advocacy, development of standards, community education, support for other child advocates, clearinghouse function, and monitoring. An internal effort evaluation as well as an independent impact evaluation will be provided.

S-4(8) Operation Satellite (Plan: Pages D-1, D-6, D-9, D-13, E-1)

GRANTEE: Boys and Girls Aid Society

Grant Period/ 7-1-79 to 6-30-80

Fed. Amount: \$60,000

Description: This project is to develop an unobtrusive, non-stigmatizing, more natural alternative service model that serves both troubled youth and their families together, in lieu of extended out of home placement. The project provides preventive services on a child-by-child basis, and can function as one of the following forms of resource mechanisms: temporary shelter or close supervision alternative to detention, voluntary diversion resource from juvenile justice system, neighborhood resource that can be used in lieu of placement in a group care facility located outside the child's community, and as a reentry support mechanism for either parolee or a youth leaving an out-of-home resource to return home.



S-5(8-9) Youth Diversion & Delinquency Prevention (Plan: Pages D-1, D-6,  
D-13, E-1)

GRANTEE: Albertina Kerr

Grant Period/ January 1, 1980 to December 31, 1980  
Fed. Amount: \$100,000

Description: An expansion of the existing program through State Initiative funds, the Albertina Kerr program will provide increased crisis intervention treatment services to 200 status offenders and their families in East Multnomah County during 1980. The major emphasis is on preventing status offenders from being removed from their parental home. The goal is to enable 85% of the youth handled through this program to remain intact. Utilization of the Multiple Impact Family Therapy will also be implemented and evaluated at the end of the project year.

CONTINUING JUVENILE PROJECTS-AWARDED TWO CONSECUTIVE YEARS

JJDPA FUNDING IN 1979

80.8-9.17 Volunteer Foster Homes for Status Offenders in Washington County (Plan: Pages D-1, D-6, D-9, D-13)

GRANTEE: Boys and Girls Aid Society of Oregon

Grant Period/ 11-15-79 to 11-14-80

Fed. Amount: \$67,752

Description: A county-wide program to recruit, screen, select, and support volunteer foster homes as shelter-care alternatives to jail or detention for status offenders. Youths will receive the following direct services: crisis and personal counseling, medical, clothing and personal needs, and, continuing follow-up contacts when returned home or placed in longer-term foster care. Families/parents of youth will also be involved in receiving direct services where appropriate. After-care services will be obtained from other community agencies when indicated. The intent of the project is the implementation of a model program in Washington County for subsequent replication statewide to divert status offenders from the Juvenile Justice System.

80.8-9.19 Youth Projects Development (Plan: Pages D-1, D-6, D-9, E-1)

GRANTEE: Clackamas County Youth Commission

Grant Period/ 6-1-80 to 5-30-81

Fed. Amount: \$50,400

Description: A county-wide project implemented on 6-1-79, to provide direct personal, educational and employment counseling and job placement services, or, to broker those services to other Clackamas County agencies in addition to the purchase of recreational services for selected youth. Where no youth programs exist in a rural area or neighborhood (at least) one will be implemented. An evaluation will be conducted to measure project impact, effectiveness of inter-agency coordination and services delivered. The intent of the project is to reduce referrals to the Juvenile Department from schools, parents, other youth-serving agencies and other sources.

## AGENDA MANAGEMENT SUMMARY

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Multnomah County Compliance Acknowledgment Request

**BACKGROUND:** Multnomah County adopted its Comprehensive Framework Plan in 1977. Community Plans for seven urban communities in East Multnomah County, and appropriate implementing measures were adopted in the spring of 1979. Plan materials also include an Overall Economic Development Plan, a Capital Improvements Program, and several technical reports on housing and transportation issues.

Metro staff began its review when Multnomah County submitted its plan to LCDC for compliance acknowledgment in June, 1979. Multnomah County staff have met with Metro staff on several occasions to assist with the review.

A draft of the staff report was presented to the Planning and Development Committee at its September 10, 1979, meeting. Comprehensive Planning Director, Adrienne Brockman, and three of her staff attended the meeting to answer questions about the plan. The Committee expressed general concurrence with the report, but will not make its final recommendation to the Council until its September 24 meeting, when it will have had an opportunity to review the final staff report and recommendations.

Staff finds that the County's plan complies with goal requirements with four exceptions and recommends that the County be granted a continuance by LCDC to make the four plan amendments identified as necessary for goal compliance.

These amendments are summarized at the beginning of the report attached as Exhibit "A" and outlined in more detail in Exhibit "B."

Continuance of an acknowledgment request is a procedure LCDC has used on several occasions in the past (including in its action on acknowledgment of Metro's UGB). In September the Commission adopted a temporary rule to formalize these procedures. They are designed to provide a more flexible response to local plans which substantially comply with goal requirements but require some correction before acknowledgment can be granted. An Order of Continuance by LCDC specifies the deficiencies which need to be corrected and a time period for their completion.

Evidence that the identified deficiencies have been corrected is then sufficient for LCDC to grant compliance acknowledgment. County planning staff feel a continuance of their acknowledgment request is an appropriate way to allow them to make all corrections desired by Metro and LCDC in an efficient manner and to expedite compliance

acknowledgment.

BUDGET IMPLICATIONS: None.

POLICY IMPLICATIONS: In general, approval of the proposed recommendation will help establish a basis for future Metro Council action on compliance acknowledgment requests, consistent with the procedures and criteria continued in the Metro Plan Review Manual. Particular plan changes recommended are consistent with, and necessary to, continued coordination of local and regional planning for the Urban Growth Boundary and for the siting of solid waste facilities.

ACTION REQUESTED: Adoption of the Resolution recommending a continuance of Multnomah County's compliance acknowledgment request.

JH/gl  
5144A  
0033A  
9/27/79

*Held <sup>over</sup> to meeting  
of Oct. 11, 1979*

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING )  
A CONTINUANCE OF MULTNOMAH COUNTY )  
REQUEST FOR ACKNOWLEDGMENT OF )  
COMPLIANCE WITH THE LCDC GOALS )

RESOLUTION NO. 79-97  
Introduced by  
Planning and Development  
Committee  
Marge Kafoury, Chairman

WHEREAS, Metro is the designated planning coordination  
body under ORS 197.765; and

WHEREAS, Under ORS 197.255 the Council is required to  
advise LCDC and local jurisdictions preparing comprehensive plans  
whether or not such plans are in conformity with the statewide  
planning goals; and

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

WHEREAS, Multnomah County's comprehensive plan has been  
evaluated following the criteria and procedures contained in the  
"Metro Plan Review Manual" and found to comply with most LCDC goals  
and to be consistent with most regional plans adopted by CRAG or  
Metro prior to July, 1979, as summarized in the staff reports  
attached as Exhibit "A," but requires correction in four areas, as  
summarized in Exhibit "B," to comply with goals #6, 11, 14 and 15;  
and

WHEREAS, Multnomah County is now requesting that LCDC  
acknowledge its comprehensive plan as complying with the statewide  
planning goals; and

WHEREAS, LCDC has adopted a temporary rule amending OAR  
Chapter 660-03-000 to 660-03-035 to permit the Commission to

continue its consideration of an acknowledgment request in order to allow a local jurisdiction to make such corrections as may be needed for compliance acknowledgment; now, therefore,

BE IT RESOLVED,

1. That Multnomah County be granted a continuance by LCDC to undertake the plan amendments outlined in Exhibit "B."
2. That Multnomah County's comprehensive plan be granted compliance acknowledgment after successful completion of these amendments.
3. That the Executive Officer forward copies of this Resolution and staff reports attached hereto as Exhibits "A" and "B" to LCDC, Multnomah County and to the appropriate agencies.
4. That, subsequent to adoption by the Council of any goals and objectives or functional plans after June, 1979, the Council will again review Multnomah County's plan for consistency with regional plans and notify Multnomah County of any changes that may be needed at that time.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1979.

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Presiding Officer

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## E X H I B I T " A "

### MULTNOMAH COUNTY ACKNOWLEDGMENT REVIEW

#### Conclusions and Recommendations

Metro finds that Multnomah County's Comprehensive Plan for land within Metro's boundaries complies with all state goals and regional plans with the following exceptions:

1. Additional policy is needed to insure cooperation with DEQ on the development of a groundwater plan in order to provide for the protection of water quality (Goal #6) and the timely, orderly and efficient provision of sewer service (Goal #11);
2. An Amendment to the locational criteria for major regional facilities as they affect the siting of solid waste facilities is needed for the protection of land quality (Goal #6) and provision for solid waste facility sites (Goal #11);
3. Amendment to the Urban Growth Boundary (UGB) shown on the comprehensive plan map to be consistent with Metro's is necessary to establish a cooperative process for the identification and maintenance of a regional UGB (Goal #14);
4. Amendments to the comprehensive plan map and zoning map are necessary to apply the Greenway Overlay Zone in the urban portion of the Greenway (Goal #15).

Metro recommends that the County be granted a continuance to accomplish the amendments and that the County's plan be acknowledged once they are completed. Examples of amendments adequate for this purpose are given in Exhibit "B."

This recommendation does not include consideration of compliance with Goal #3 (Agricultural Lands) and with Goal #2 requirements for taking an exception to this Goal, because LCDC will make its own decision on this issue prior to hearing the County's acknowledgment request. However, Metro comments for consideration by LCDC at the time of its October decision are included in the report.

#### Summary

**GENERAL REQUIREMENTS:** Although the County's population projections are inconsistent with the regional "208" plan projections, Metro finds that this inconsistency does not threaten the viability of local or regional planning efforts and can best be resolved when Metro completes current work to develop regional consensus for a

projected population distribution in the region. Metro finds, therefore, that all general requirements have been adequately satisfied.

**GOAL #1 -- CITIZEN INVOLVEMENT:** The County has undertaken an extensive citizen involvement program which has been positively evaluated by the local Committee for Citizen Involvement. The County complies with goal requirements.

**GOAL #2 -- LAND USE PLANNING:** Although the County adequately complies with goal requirements, the following items should be undertaken during the County's plan update process: (1) amendment of the plan to include reproductions or, at a minimum, a listing of all available inventory maps; (2) clarification of the status of remaining study areas; (3) resolution of two small inconsistencies between the plan map and zoning map.

**GOAL #3 -- AGRICULTURAL LANDS:** The only agricultural designation in Metro boundaries is Multiple Use Agriculture (MUA). This zone is not an EFU Zone and LCDC will decide in October whether or not the County has taken a proper exception to this goal in order to apply MUA. Because this issue will be resolved prior to the acknowledgment hearing, Metro does not make a formal recommendation on compliance as part of its review, but does find that, in general, exception material is adequate to justify the relatively small deviations from EFU zoning provided for by MUA. It does not appear, however, that the County has adequately justified the wider range of commercial and community service uses permitted conditionally in MUA.

**GOAL #4 -- FOREST LANDS:** The County complies with goal requirements.

**GOAL #5--NATURAL RESOURCES:** Although the County does not appear to have undertaken adequate implementation measures for the protection of historic sites, Metro does not believe this small deficiency jeopardizes the otherwise thorough work the County has done in this area and finds that the County adequately complies with goal requirements.

**GOAL #6 -- AIR, WATER AND LAND RESOURCE QUALITY:** The County has a problem with groundwater pollution which it is working with DEQ to resolve, but which is not currently addressed by plan policy.

Policy supporting continued cooperation with DEQ on the development and implementation of a groundwater plan to address the problem will be adequate to achieve compliance.

**GOAL #7 -- NATURAL HAZARDS:** The County complies with goal requirements.

**GOAL #8 -- RECREATION:** Although the County has not yet completed work on its Park Plan, Metro finds that materials now contained in the Framework Plan and Community Plans adequately comply with goal requirements.



GOAL #9 -- ECONOMY: The County has done extensive planning for economic development and integrated work for its Overall Economic Development Plan with its comprehensive planning efforts. The County complies with goal requirements.

GOAL #10 -- HOUSING: The County has done a thorough housing analysis and planned and zoned for a wide variety of housing types at densities which exceed those assumed necessary in Metro's UGB Findings. The design review process for multi-family housing and the conditional use process for mobile homes have been appealed to LCDC as violations of its "St. Helens" policy, which prohibits subjecting needed housing types to vague or discretionary conditions or standards in order to win approval. Metro believes the County's design review provisions are an admirable example of how to deal with complex design issues without unnecessarily slowing the rate or increasing the cost of construction and are sufficiently specific and limited that they will pass the St. Helens test. Although provisions for mobile homes do allow a good deal of discretion in approval, the County has prepared a report which indicates its belief that mobile homes may not be the best way to meet lower cost housing needs. Although it is a difficult issue, Metro supports the right of local jurisdictions to make their own determination of the best way to achieve goal compliance when supported by findings. The County complies with goal requirements.

GOAL #11 -- PUBLIC FACILITIES AND SERVICES: The County has generally done a good job of planning for the provision of all facilities and services listed in the goal. Current plan provisions for the siting of solid waste facilities are not adequate but the County has indicated its willingness to make appropriate plan amendments. These amendments will be adequate to comply with goal requirements.

GOAL #12 -- TRANSPORTATION: Metro's transportation staff has identified a number of inconsistencies between the County's functional street classification system and that in the regional Interim Transportation Plan (ITP) for which revision of the ITP is not warranted. This problem can best be dealt with after completion of Metro's Regional Transportation Plan and does not jeopardize compliance. The County complies with goal requirements.

GOAL #13 -- ENERGY CONSERVATION: The County complies with goal requirements.

GOAL #14 -- URBANIZATION: The County's UGB is not consistent with the Metro UGB. The County is now in the process of correcting three of the four areas of conflict. The County's provisions for the conversion of urbanizable land to urban use are adequate to comply with goal requirements and regional policy contained in the Land Use Framework Element (LUF), and the protection of non-urban land is consistent with the LUF. The County will comply with goal requirements if the Plan Map is amended to be consistent with the regional UGB.

GOAL #15 -- WILLAMETTE GREENWAY: The County has a Greenway Overlay Zone which provides for compatibility review consistent with goal requirements for most uses. Amendment of the plan and zoning maps to apply this zone in the urban portion of the Greenway will be adequate to achieve compliance.

## MULTNOMAH COUNTY ACKNOWLEDGMENT REVIEW

### Introduction

In preparing its comprehensive plan, Multnomah County has been faced with one of the most challenging and complex planning problems in the state. The County contains not only extensive natural resource areas but highly developed urban communities served by a plethora of special districts. To design a plan adequate to deal with the full range of planning issues facing it, the County developed a two-staged planning process. During the first stage, a Framework Plan was prepared and adopted to establish policy for Rural and Natural Resource areas and a policy framework within which more detailed Community Plans for the urban area could be completed. The second stage was the careful evaluation and application of Framework Policies to each community, culminating in the adoption of seven Community Plans. At the same time, the County was involved in the preparation of detailed functional plans in the areas of transportation, economic development, and sewerage treatment.

The results are impressive. The County's comprehensive planning documents include a wealth of background data and analysis and a variety of creative solutions to planning problems which require a delicate balancing of numerous goal requirements and competing community interests.

The nature of the County's planning process required completion and adoption of plan elements over a period of years. Each year brought with it new interpretations of goal requirements and new regional planning activities. While the plan must nonetheless be evaluated against state and regional policy as currently understood, consideration of the time frame within which the plan was completed must be a part of that evaluation.

Metro's review of the plan has been facilitated by the County's own compliance evaluation. County planning staff prepared notebooks for each goal and in each notebook listed and in many cases, reproduced the materials relevant to each review criterion.

Metro congratulates Multnomah County on the successful completion of a monumental task. A detailed evaluation of the plan shows that the County has adequately satisfied most of the DLCD/Metro plan review criteria and in many cases gone far beyond minimum requirements.

The problems which remain can be resolved satisfactorily with relatively minor plan amendments.

### General Requirements

DLCD has notified the County that all items on the "completeness check" have been complied with.

The only other general requirement (based on Goals #2, #10, #11, #12

and #14) is for population projections which, in the Metro region, should be consistent with those used in the regional "208" Plan (0.2 and 0.2.1). The County's Framework Plan discusses population projections prepared by various agencies for the entire county on pp. 39 - 44 and concludes that "Multnomah County will use the CRAG projections in their assessments of future needs." In the discussion of "Land Needed to Accommodate Future Growth" on p. 149, high, medium and low projections for population growth in the unincorporated urban area are presented. These range from 39,300 to 91,300. Although not identified as such, the low projection is most consistent with the "208" Plan.

In an "Update on Housing Needs and Supply Assessment in Urban Unincorporated East Multnomah County, 1978-2000" dated February 1979, the County uses an estimate of 52,596 additional people by the year 2000 to assess housing needs. This estimate is identified as 33 percent higher than the CRAG projection.

Because the "208" projections are for census tracts which contain a larger area than that covered by Multnomah County's urban area plans, it is difficult to make direct comparisons. However, Metro staff analysis indicates that the population the County is reporting as its current population in the urban unincorporated area is close to an estimate of "208" projections to the year 2000 for that area, and that the County's year 2000 estimate for that area exceeds the "208" projections for all land in the census tracts which encompass but extend beyond the County's unincorporated urban area. The County's most recent population projections are, therefore, inconsistent with those used in the regional "208" Plan.

Metro is now in the process, however, of developing revised population projections for the region and will be working with the County and the other jurisdictions in the region to achieve consensus on estimates of regional population distribution to the year 2000. When completed, these numbers will be used by EPA in evaluating "208" projects, as well as by Metro for transportation planning purposes. While it is Metro policy that the "208" projections should be used in the interim for comprehensive planning, Metro does not believe that the County's failure to do so jeopardizes compliance.

Population projections are important in comprehensive planning primarily in the establishment of a UGB and in the planning and sizing of major public facilities. Since the County's "Update on Housing Needs" demonstrates that even the higher population estimate can be accommodated within the regional UGB for the county, the inconsistency does not threaten Goal #14 compliance. If actual population growth in the county is closer to that projected in the "208" plan than that currently expected by the County, the only land use consequence will be that land may develop somewhat less intensively, or that some land may remain vacant. Since the County's "Update on Housing Needs" indicates that the County's urban plan provides for close to exactly that amount of residential land that will be needed to accommodate expected growth if all land were

developed to the highest density permitted without recourse to special approval procedures, a somewhat lower population projection would actually be more consistent with County's land use plan, in order to account for market uncertainties and allow for market flexibility. If subsequent Metro projections require a downward revision of the County's current estimates, in other words, no changes in the County's land use plan or in the regional UGB would be required.

Similarly, the highest population estimates do not jeopardize efficient facilities planning, nor would any subsequent revisions require any major changes in those plans. As is discussed under Goal #11 (Public Facilities and Services), the County is currently involved in a consortium with Gresham and Troutdale to prepare a sewer plan for East Multnomah County. This effort is an outgrowth of and coordinated with the regional "208" planning process and its outcome will become a part of the regional "208" plan. Metro coordination of this ongoing process will be adequate to insure that the County's sewer plan is designed in a manner consistent with regional plans and projections.

The County's transportation planning work, as summarized in its "Transportation Technical Appendix: East Multnomah County Road System," has been based on population projections used in the regional Interim Transportation Plan (ITP), which are consistent with those in the "208" plan. Thus, there is no inconsistency between population projections used in the County's Transportation Plans and those in the "208" Plan. Because it is unlikely that the County's vacant land will be fully developed, neither is there any serious inconsistency between the County's Transportation and Land Use Plans.

In conclusion, Metro finds that the County's current population projections are inconsistent with the regional "208" Plan but that this inconsistency is not of a character to require changes in the County's land use or facilities plans or to otherwise jeopardize goal compliance. Furthermore, the adopted Framework Plan contains language recognizing and supporting the regional projections and policy supporting ongoing coordination with regional agencies, while the "Update on Housing Needs" is only a technical memorandum used to evaluate rather than create policy. For these reasons, Metro finds the inconsistency is not of a character to warrant denial of acknowledgment. This finding does not mean, however, that Metro in any way recognizes or condones the County's population estimates; Metro will not approve either requests for amendment to the UGB or for project funding based on these estimates, but will continue to work with the County to develop consensus on regionally coordinated population projections.

**CONCLUSION:** The County adequately satisfies general requirements.

Goal #1: Citizen Involvement

The County has undertaken an extensive citizen involvement program,

including the notification of all households of proposed land use changes, as required by law. The lengthy and complex Community Planning process provided an opportunity for residents to understand and evaluate the effects of the general policies of the Framework Plan and to tailor and apply them in response to the needs of individual communities.

The County's Committee for Citizen Involvement (CCI) has evaluated the County's program against each of the six points of the goal and found it to be satisfactory. The Community Plans include policy for ongoing citizen involvement in both the implementation of the plan and in updates and amendments to it.

Metro has not received directly any complaints against the County's program but has received copies of correspondence to the County from citizens concerned about actions on specific issues or the process in general. Metro's Citizen Involvement Specialist has reviewed this correspondence and has not found any evidence of violations of goal requirements. In any case, this correspondence dates back to as much as a year prior to the completion of the comprehensive planning process and, as the CCI evaluation indicates, most citizen concerns appear to have since been resolved satisfactorily.

Comprehensive planning is a difficult and complex process of balancing the interests and needs of a variety of different groups and individuals and no plan can be equally responsive to everyone's concerns. Metro finds that the County has prepared its plan in a fair and open manner, consistent with goal requirements.

CONCLUSION: The County complies.

#### Goal #2: Land Use Planning

2.1.1. Plan includes overall identification of problems, analysis of inventories, evaluation of alternatives, and ultimate policy choices.

INVENTORIES: Although the County has been thorough in undertaking the inventories required by various goals, the results have been presented only sketchily in the Framework and no maps have been included. More detailed work was done for the Community Plans, which generally contain a more site specific discussion of the location, quality and quantity of various resources and hazards and many of the important elements are mapped on "design features" maps or elsewhere. However, the Community Plans cover only the East County urban area and the number of inventory items included and the manner of their presentation varies among the Community Plans themselves.

Metro believes that it is important to the comprehensive planning process that basic background data, including required inventories, be presented in a clear, accessible, site specific manner in order to promote an effective evaluation of alternatives, to insure clear and understandable policy choices, and to make plan implementation both simple and effective. Although the County's plan suffers in

this respect from the absence of summary maps of Countywide inventory information, Metro does not believe it jeopardizes compliance for the following reasons:

- (1) the necessary work has been done, and maps of the results are on file with the County, as documented in the County's compliance evaluation;
- (2) where resources are protected through the application of specific zones (the agricultural and forest zones in the non-urban area, the "significant environmental concern" zone, the Greenway zone), plan and zoning maps indicate the location of these resources;
- (3) where resources are protected (or hazards are protected against) through site-specific review procedures (design review and subdivision approval standards relating to natural resources and hazards), generalized maps would not be effective in indicating the likely impact on any specific development, while the site-specific information needed for protection is adequately provided at the time development is proposed.

Nonetheless, Metro recommends that the County either reproduce maps of significant inventories or, at a minimum, publish a summary list of inventory maps on file for addition to the plan (similar to the lists made available to Metro and LCDC in its compliance evaluation), as part of its plan update process.

**POLICY CHOICES:** For the non-urban portions of the county and for those urban areas covered by the newly adopted Community Plans, the County's "ultimate policy choices" are clear. For the two communities (Wilkes and Hayden Island) for which plans were completed prior to adoption of the Framework Plan, and for lands on the west side of the County for which no Community Plan has been prepared, the County's policy is less clear.

Although the Framework Plan sets a policy direction for the entire County, the Framework Plan also provides that in these areas the pre-existing Community Plans, or, on the west side, the 1964 plan map, shall be used to determine the permitted use of land in any specific location, notwithstanding a conflict with the Framework Plan. The applicable plans in these areas are not themselves sufficiently detailed to meet all goal requirements.

However, the Wilkes community is scheduled for an update of its plan this coming year, Hayden Island is currently the subject of a special study project and lands on the west side are planned for annexation by the City of Portland. In addition, there do not appear to be any major conflicts between the planning and zoning for these areas and the applicable Framework Plan policies, which are general rather than site specific, and implementation measures other than zoning (e.g., subdivision standards and capital improvement programming) are applied uniformly Countywide. Finally, Metro is

satisfied that goal requirements which are not site specific (e.g., for housing) have been adequately complied with by means of the more recent Community Plans.

Thus, although the situation is an unusual one, Metro finds that it does not jeopardize goal compliance.

#### 2.1.2. Implementation measures consistent with and adequate to carry out the plan

The Framework Plan and the Community Plans contain both policies, which establish the comprehensive planning standards, and strategies, which provide recommendations as to how these policies should be implemented. While many of the strategies are quite general, those in the Community Plans often are quite detailed -- for example, those for housing, which discuss specific zoning provisions for various residential zones. The County's implementation measures (primarily the zoning and subdivision ordinances) are generally consistent with and adequate to carry out plan policies, but there are some inconsistencies between specific strategies suggested in the Community Plans and specific provision of the zoning ordinance.

The plan, however, is clear that it is the policies which are the guide to land use actions and that the strategies are merely suggestions for implementation which do not and should not have the force of law. The Community Plans explain that the terms "strategies" and "community recommendations" are interchangeable and are "recommendations which the County should consider in making future land use actions" (e.g., Hazelwood, pp. 57 - 58). Metro does not, therefore, believe that inconsistencies between the strategies and the implementation measures now in place are a violation of goal requirements.

##### 2.1.2.1. Plan map consistent with and derived from ultimate policy choices.

The Hazelwood, Centennial, Cully/Parkrose and Errol Heights plan maps show land designated as a "special study area." The study area in Hazelwood is adjacent to I-205 and designated as a "transit station study area." Within the study area, land is designated for high density residential, light industrial and commercial use, consistent with plan provisions for such areas. What the intent of the study area designation was and how it will be implemented is not clear. However, Metro supports this effort to integrate land use with regional transportation. The study area in Centennial is currently planned for neighborhood commercial and accompanied by a "community recommendation" as to the circumstances under which the plan might be amended to provide for a community commercial center. The Errol Heights study area is now designated for industrial and residential use but the plan contains a "community recommendation" that a (presumably new) plan for this area should be developed in consideration, in part, of the relationship with Johnson Creek, which runs through it. The nature of the special study area in Cully/Parkrose is unclear.



In general, all policy issues relating to the use of land should be resolved and all study areas completed before completion of the comprehensive plan. However, since land use designations for these areas have been established, and since neither the current plans for these areas nor any changes which might be made as a result of the study area designation appear to jeopardize goal compliance in any substantive way, Metro does not believe that the presence of these study areas on the plan maps jeopardizes compliance with Goal #2. Metro does recommend, however, that policy for these study areas and, if appropriate, a schedule for their resolution, should be clarified as part of the plan update process.

#### 2.1.2.2. Zoning map consistent with plan map

There are several types of small differences between the plan and zoning maps. The first is in Cully/Parkrose, where about 20 acres that have been designated for General Industry on the plan map are zoned LR 40 (one dwelling unit/40,000 sq. ft.). However, since the land so zoned has not been counted toward and is not needed for the County's supply of residential land to meet its housing needs, since this designation is sufficiently low-density to be consistent with future industrial development of the area, and since, in any case, the entire area affected is so small and does not appear to affect goal compliance in any substantive way, Metro does not believe that this method of providing for industrial development in this area on a "by request" basis jeopardizes goal compliance.

The second area of concern is in the Wilkes community, where the plan was adopted before the Framework Plan and revised zoning ordinance. The Wilkes plan contains only "policy areas" on its plan map, within which uses which should be allowed outright and conditionally are listed. Although in several of these policy areas uses are allowed "outright," where the plan provides for them only conditionally the rezoning of these areas subsequent to plan adoption should have provided the type of community review and site-specific evaluation which is the intent of allowing uses conditionally. Therefore, Metro finds that these differences do not constitute an actual inconsistency.

Finally, there are two small areas in the Centennial community where there are inconsistencies between plan and zoning maps for which there is no apparent explanation: at Powell and 165th, designated for office use and zoned LR-7, and at Division and 143rd, designated for light industry and zoned HR-2. These are inconsistencies which should be resolved through the plan amendment process as early as possible, but they affect so small an area, and have so little an effect on substantive goal compliance, that Metro does not believe that they warrant a denial of acknowledgment.

#### 2.2. Procedural criteria

The County has submitted all necessary material to comply with these requirements.

CONCLUSION: The County complies. However, the following items should be included in the plan update process:

- (1) reproduction or listing of countywide inventories for inclusion in the plan;
- (2) clarification of status of study areas;
- (3) resolution of inconsistencies between the plan and zoning maps in the Centennial community.

GOAL #3: Agricultural Lands

The county has two agricultural zones: an EFU zone which meets statutory and Goal #3 requirements for the preservation of agricultural land and an Multiple Use Agriculture Zone (MUA) which LCDC indicated in an advisory opinion requires a goal exception.

The EFU designation has been applied to lands which lie entirely outside the Metro boundary, and so has not been reviewed or evaluated. The MUA designation is the zone applied to all agricultural land within the Metro boundary.

1000 Friends has appealed this designation to LCDC and the Exceptions Statement on which it was based. The Hearings Officer's initial report included the following findings:

- . The (County's) Exceptions Statement does not justify a general exception to permit MUA zoning of agricultural lands.
- . The Exceptions Statement adequately demonstrates that the Orient and Corbett rural centers and the Corbett buffer strip are committed to non-farm uses.
- . The Exceptions Statement does not adequately demonstrate that the other lands in questions are committed to non-farm uses and, therefore, exempt from the requirements of Goal #3.
- . It appears that substantial portions of the areas in question are so committed, but it is the County's responsibility to clearly and accurately delineate them. Department staff will be directed to assist in preparing modified findings to be submitted as part of the acknowledgment process.

Metro makes no recommendation on whether the County complies with this Goal because this matter is scheduled for resolution by LCDC in October, prior to the acknowledgment hearing in November. However, Metro staff has reviewed the County's Exception Statement and the reports of the Hearings Officer and of DLCD staff and offers the following comments for consideration by LCDC at its October hearing.

**BURDEN OF PROOF:** Metro concurs with the County that the exception requested for MUA is a minor one, with a correspondingly lighter burden of proof. Areas designated for rural residential or rural center use allow a more substantial departure from EFU zoning and so require a heavier burden of proof, but Metro concurs with the Hearings Officer that data presented on commitment to non-farm use in these areas is sufficient to meet this burden.

Although the MUA designation covers thousands of acres, it is not the size of the area but the degree to which the uses permitted in the area depart from uses which would otherwise be permitted under EFU zoning which should determine the degree of departure from the excepted zone, and the corresponding burden of proof.

The MUA zone differs from an EFU zone mainly in the following ways:

- a. Single family housing is allowed outright on 20 acre lots or lots of record, whether or not in conjunction with a farm use, although those not in conjunction with a farm use would require a conditional use permit under EFU.
- b. Commercial activities in conjunction with farm use are permitted "under prescribed" conditions" (without a hearing) in MUA which are permitted only as conditional uses (with a hearing) in EFU.
- c. A variety of activities which would be prohibited in an EFU zone are permitted as conditional uses in MUA. Some -- tourist and rural service commercial uses and rural planned developments -- are permitted only on Class IV soils or higher, while others -- community services uses including government buildings, hospitals, and racetracks -- are not so restricted.

Most of these differences (a and b) are largely differences in process rather than differences in actual uses. Admittedly, the differences in process are such that some single family not in conjunction with farm use and some of the commercial activities which are in conjunction with farm use which would be permitted under MUA might be denied under EFU. Nonetheless, Metro believes that this increment of additional uses of a type which would still occur under EFU and which is generally compatible with farm use is a minor rather than major departure from the goal.

Although other uses (c) would also be allowed which would be prohibited altogether in an EFU zone, the standards for the issuance of a conditional use permit for these uses are sufficiently restrictive, and consistent with the intent of Goal #3, as to constitute only a minor departure from the goal as well.

Metro believes that conversion of agricultural land to rural or urban use, or any form of development which effectively precludes continued agricultural use is a major departure from the goal which should be subject to the strictest scrutiny. When, however, the

issue is only one of the exact type and degree of agricultural protection afforded, the justification for an exception (or for the non-applicability of the goal in the case of committed lands) need not be so weighty as to be "compelling."

**COMMITTED LANDS:** The County has designated parts of each subarea as "committed lands." The Hearings Officer accepts some of these lands as adequately justified as committed and questions the level of commitment of others. The findings of DLCDC staff are similar. Both reports find inadequate evidence that the remaining areas are sufficiently committed to non-farm uses to exempt them from application of the goal.

Although Metro is inclined to recognize as "committed" more land than so recognized by either the Hearings Officer or DLCDC staff, it is clear that there remain some lands which are not committed irrevocably to non-farm use. The County must, therefore, demonstrate a need for an exception for these lands. The County's argument of need applies equally to the entire exception area and, if found compelling, would be adequate to justify MUA for that area. For this reason, rather than dispute precisely which areas are committed, this report will focus on the issue of the demonstration of need.

**NEED:** The County's case rests on an argument that the topography, soil classification, parcelization patterns and land use patterns are such that virtually any land owner wishing to construct a single family house not in conjunction with a farm use could meet the conditional use standards required for EFU zones and receive permission to build. The County, therefore, believes that the primary consequence of MUA rather than EFU zoning would not be one of results but one of process -- a shorter, simpler, less costly administrative procedure for the approval of such uses. Although inevitably, a certain number of additional dwellings would be built under MUA than EFU, Metro finds the savings in administrative time and cost a sufficiently compelling reason to justify this incremental difference in the level and type of development, given that this small difference would not appear to have any negative environmental, social, economic or energy consequences (as the County argues, some of the consequences would in fact be positive), and would be compatible with new or continued agricultural uses.

While Metro believes that the County has met the burden of proof that there is a need to allow single family housing outright and commercial uses in conjunction with a farm use under prescribed conditions, rather than conditionally, it does not find that the County has presented sufficient justification for the range of additional uses permitted as conditional uses. Most of these uses appear more appropriate to nearby rural centers or rural residential areas and, if permitted in MUA, might increase pressures from employees for proximate housing in a manner that would significantly alter the character of the MUA zone.

Metro believes that if the County were either to eliminate those

uses not permitted under any conditions under EFU from the list of conditional uses permitted under MUA or to present a more detailed and compelling case for the need for these uses in the MUA area, then an exception from Goal #3 should be approved for the entire MUA area.

**CONCLUSION:** Metro makes no formal recommendation but believes that the County has prepared an Exception Statement consistent with Goal #2 requirements adequate to justify all uses not permitted under EFU zoning with the exception of its justification of community service and tourist and rural service commercial uses. Elimination of these uses from the list of conditional uses permitted or a more detailed and compelling justification of them would be adequate to achieve compliance.

#### Goal #4: Forest Lands

Although the absence of summary maps (discussed under Goal #2) is a problem, the County appears to have done an adequate job of inventorying its forest resources and protecting lands identified in an appropriate manner.

The County has two plan and zone designations for forest lands: one for commercial forest, the other for multiple use forest. Since the former lies entirely outside Metro boundaries, only the latter has been evaluated in this review.

Framework Plan policy and zoning provisions for multiple use forest areas are consistent with goal requirements for the protection of forest lands. In addition, the propagation and harvesting of forest products is permitted in multiple use agricultural areas, and conditional use standards for all non-urban zones include considerations for the protection of this resource.

**CONCLUSION:** The County complies.

#### Goal #5: Natural Resources

Although not all the required inventories have been mapped on the Community Design Features maps or elsewhere, the Framework and Community Plans generally contain a discussion of each resource adequate to meet goals requirements.

Identified resources are protected primarily through designation of an area of "significant environmental concern (SEC)." An overlay zone for these areas establishes a permit process which provides for review of all development to insure maximum feasible protection of these resources. Design review provisions also include criteria relating to resource protection.

Although the County has done extensive work in the area of historical preservation, plan materials remain weakest in this area. The Framework Plan and most Community Plans do identify some historical sites, and a more comprehensive inventory has been undertaken, but

is not included with submitted materials. Framework Plan policy calls for consideration of historic sites in the designation of areas of significant environmental concern, but without maps of identified sites, it is difficult to tell how often sites have been protected in this way. The County has also adopted an historic preservation overlay zone, but has not yet applied it to any areas. In short, the County has done everything necessary to meet goal requirements with respect to historic sites except for actual implementation of its policies.

The County has generally provided such strong protection for the resources covered by this goal that Metro does not believe that this one shortcoming should jeopardize compliance. Work done to date shows a strong commitment by the County to historic preservation, and policy has been adopted to provide for adequate protection through the application of appropriate zoning as soon as staff resources are available to undertake this project. Metro believes this adequate for goal compliance.

**CONCLUSION:** The County complies.

Goal #6: Air, Water and Land Resources Quality

The plan generally contains adequate background information on air, water and land quality, although some of the information on air quality is no longer accurate and should be revised when the plan is updated. The State Implementation Plan for air quality in the metropolitan region indicates that federal standards will not be met in some categories unless significant additional control measures are undertaken and both the extent and causes of the problem should be accurately reflected in the County's plan. Metro staff will provide the County with data and assistance to make these changes when the plan is updated.

The plan also recognizes the regional role in air, water and land quality planning, and although the plan does not contain separate policies recognizing and supporting each of these activities, the "sample language" which Metro plan review staff has been encouraging local jurisdictions to adopt was not available until after the Framework Plan was adopted. The plan does contain a general policy on intergovernmental coordination which is adequate to meet most requirements in this respect.

There are, however, two problems related to this goal which must be further addressed by the County. The first, relating to land quality, is a problem with County policy on the provision of solid waste facilities. This problem is discussed under Goal #11 (Public Facilities and Services).

The second problem relates to water quality. There is a problem with groundwater pollution from septic tanks and cesspools in parts of the developed urban area which the Environmental Quality Commission has asked the County to address by preparing a plan for the phasing out of the use of these systems. The County is preparing a report to DEQ on its work in this area. This report is not

yet available but Metro staff have discussed it with County planning staff.

The County believes that the only effective way to solve the groundwater problem is to sewer the areas affected. The County is currently working on preparation of a sewer plan and although funding of the system remains a major problem, Metro is satisfied that the County is doing all it can to work towards the provision of sewer service to these areas (see the discussion under Goal #11). To avoid a worsening of the problem, the County does require new development to hook into the system in areas where sewer service is available. Sewer service is not yet readily accessible in the area being contaminated, however.

The problem is a difficult one, and although the County does not appear to have pursued all of DEQ's suggested solutions, they have adopted some important interim measures and are working hard toward a permanent solution. DEQ is responsible for monitoring the County's planning efforts and is continuing to work with them to address the problem.

Metro is satisfied that this combined effort will be adequate to address the water quality problem, but is concerned that this work is going on more or less independently of the comprehensive plan. The Framework Plan utilities policy requires only that approval of legislative or quasi-judicial actions include findings that the proposed use can either be sewered or that DEQ will approve subsurface sewage disposal. All community plans with the exception of Cully/Parkrose adopt this policy without additions. Cully/Parkrose has added a policy requiring that, for larger developments where sewers cannot be provided, financial security be provided in the amount of the sewerage project, but it is not clear if or how this policy is currently being implemented.

One of the biggest problems facing the County is that the needed sewers will have to be financed through voluntary assessment districts, yet property owners are likely to balk at the costs of such projects and vote against the assessment. The comprehensive planning process is the ideal occasion to focus attention on the problem and establish policy with respect to its solution in ways which could help promote successful assessments when appropriate in the future. The County's plan has not done this. There is no policy to support the continuation of those measures the County is currently employing to help mitigate the problem (e.g., requiring the installation of a sealed sewer line, where appropriate for future hook-up, or deed restrictions in which the property owner covenants to pay the assessment), nor is there any recognition of the possible need for additional measures.

Policy in support of continued cooperation with DEQ for the development and implementation of a groundwater plan would be adequate to address Metro's concerns in this area.

**CONCLUSION:** The County complies with all goal requirements except

those relating to water quality. Policy in cooperating with DEQ towards a solution similar to that suggested in Exhibit "B" will be adequate to achieve compliance.

#### Goal #7: Natural Hazards

As discussed under Goal #2, inventory information included in the plans is sometimes sketchy, but the availability of more detailed maps on file with the County, coupled with the site-specific review process used for hazard protection, is sufficient to insure compliance with goal requirements.

Although the County has not yet adopted and applied its Flood Hazard Zone, due to constraints of the process agreed to by the Federal Insurance Administration, the approved schedule for completion of this work will be adequate to insure compliance with federal regulations. In any case, currently adopted provisions of the zoning and subdivision codes are adequate to meet goal requirements for this and all other applicable hazards. The subdivision ordinance restricts development in hazard areas, and design review, planned development and SEC provisions all provide for additional consideration of design elements which minimize hazard potential.

CONCLUSION: The County complies.

#### Goal #8: Recreation

The County has prepared a draft Parks Plan but it is not yet adopted and has not been submitted for review. Although the completion of this plan will undoubtedly enhance the County's recreation planning efforts, materials already adopted in the Framework and Community Plans can be considered adequate to meet goal requirements.

The Framework Plan contains a general discussion of recreation facilities and an overall identification of existing and future needs. The Community Plans contain more detailed inventories of park facilities, including those related to the goal requirements, and in some cases, the identification of specific community recreational needs. Both contain policy supporting continued work on recreation planning such as has been undertaken by preparation of the Parks Plan, and policy on the dedication of lands for bicycle and pedestrian paths and the provision of landscaped areas suitable for passive recreation in new developments.

Given the County's limited financial resources to undertake a more immediate and aggressive recreation plan, these materials are adequate to meet goal requirements.

CONCLUSION: The County complies.

#### Goal #9: Economy

The County has adopted and annually updates an Overall Economic Development Plan which includes an analysis of the range of factors



affecting economic development required by the goal. Relevant portions of the OEDP were included in the Framework Plan and the two planning efforts appear to have been well integrated. The Framework Plan contains detailed locational criteria for various types of commercial and industrial uses, which have been applied consistently by the Community Plans to locate areas on the plan maps for economic development.

CONCLUSION: The County complies.

### Goal #10: Housing

#### 10.2 Analysis and Policies

The County's housing analysis is contained in a 1977 publication by that name, in Framework Plan and Community Plan materials, and in the County's "Update on Housing Needs." These documents contain an analysis of buildable land available, assessment of lands needed, and analysis of alternatives adequate to meet goal requirements. The only difficulty with this material is that the data on buildable lands is not consistent from document to document. It is hard to tell to what extent the discrepancies are due to differences in the total area under consideration and changes in zoning within the area and which to refinements and revisions to the base data itself. Each of these are legitimate reasons for differences among the numbers, but the failure to explain them is confusing. The most current and apparently most accurate assessment of buildable land, that in the "Update of Housing Needs," does not include sufficient detail on suitability and availability (found in the discussion of buildable lands in the Framework Plan) to stand quite on its own. This is not a problem which jeopardizes goal compliance, since a thorough inventory of buildable land has clearly been completed and used, but one which might be addressed by the County as part of its plan update.

Policies on housing choice and housing location, along with consistent plan map designations, are adequate to meet goal requirements.

#### 10.3 Implementation

The County's zoning ordinance provides for a range of lower cost housing alternatives, from duplexes and multi-plexes permitted under certain specific conditions in low density residential zones to multi-plexes and garden apartments at densities of 10 to 16 units per net acre, to apartments with up to almost 60 units per acre. Ample land has been zoned in each category to provide for flexibility of type and location at densities consistent with those assumed necessary in Metro's UGB Findings. If all land were developed to the maximum density allowed outright or under "prescribed conditions," the rate of new construction is estimated in the "Update of Housing Needs" to be six attached dwellings to every four detached dwellings, in excess of the one-for-one ratio assumed necessary in the UGB Findings. The overall density of new development would be over nine units per net acre, again exceeding

the six units per net acre assumed in the UGB Findings.

These figures apply only to residential land in East Multnomah County. The "Update" does not include data for land on the westside, where zoning ranges from R-7 (six units an acre) to as low as R-30 (1.5 units an acre). However, much of this land is subject to natural hazards or other features which limit the density of development or the availability of services. Under the circumstances, such low density development is not inappropriate to provide for a full range of housing choices, provided that, as is the case, sufficient land is available for higher density development elsewhere in the County.

Although the County has generally done an admirable job of planning to meet its housing needs, a petition has been filed with LCDC by the Mobile Home Dealers Association claiming that the County does not comply with Goal #10, primarily because of alleged violations of LCDC's "St. Helens" policy, which provides that vague and discretionary conditions for approval cannot be attached to zoning provisions for needed housing types. The petition questions whether the County's ordinance violates this policy both for mobile homes and for multi-family housing (10.3.1.3).

**MULTI-FAMILY HOUSING:** The "St. Helens" policy paper states that:

It would be appropriate for a community to attach special conditions to a particular development proposal by, for example, requiring additional screening, controlling access, or even by specifying, in precise terms, design features which ensure that development will be safe and attractive. However, it would not be appropriate for a community to employ special conditions or procedures governing special conditions as a device to exclude a needed housing type, delay construction, or to push the cost of a proposal beyond the financial capabilities of the households for whom it was intended.... In order for special conditions to meet the St. Helens test, the range of conditions that may be imposed on a specific development must be strictly stated and must be strictly limited in scope.

All but single family developments are subject to design review procedures which establish a set of approval criteria which must be met. Although these criteria cover a fairly broad range of concerns, none are of a character as to promote denial or the attachment of unreasonable conditions in response to neighborhood pressure (e.g., "in harmony with the character of the neighborhood") and both the nature of the criteria and the elements of the design plan which will be evaluated against these criteria are stated as specifically as possible while still allowing some flexibility. In addition, the County has prepared and adopted a Developers Handbook

to provide further suggestions and guidelines as to how these criteria could be met. There is no evidence that either the purpose or effect of the design review process is to increase the cost or slow the rate of multi-family construction. In fact, by designing a procedure which allows for administrative approval (subject to appeal by the applicant to the Planning Commission), the process is likely to keep development costs down and shorten approval time more than ordinances which, however clear and objective the standards, require a public hearing for approval.

Metro believes the County has adopted a creative and effective method for making multi-family housing readily available without sacrifice of other important community needs (including those mandated for consideration by Goals #5 - #7), and that the design review criteria, and any design conditions which may be attached to meet them, are within the range of those "appropriate" conditions recognized in the "St. Helens" policy paper. To discourage this type of cooperative planning between the public and private sectors would be taking the legitimate concerns on which the "St. Helens" policy is based to an absurd extreme. Metro finds, therefore, that the County has provided sufficient land for multi-family housing which can be readily developed without unnecessary delays or an increase in costs as a result of the administrative review process, and that the County's design review provisions do not violate either the spirit or the letter of Goal #10.

**MOBILE HOMES:** Mobile homes on individual lots or in parks are allowed in the two highest density "low density (single family) residential" zones (LR 5 and 7) as a conditional use subject to Planned Development provisions and as a conditional use subject to some specific locational and site design standards in the "medium density residential" zones.

The standards for Planned Developments are not sufficiently "clear and objective" (as required by LCDC Housing Policy) to provide for mobile homes in low residential areas. The Planned Development provisions provide (Section 6.4203) that the Hearings Officer may approve or deny the application with approval based on findings including (3) "that the proposal is in harmony with the surrounding area or its potential future use," and (5) "that the approval will have a beneficial effect on the area which could not be achieved under other zoning districts."

The "approval criteria" and "development standards" for mobile homes in medium residential zones (Sections 3.410-3.413) are clear and objective, but there is no statement that compliance with these conditions (or any others which the Hearings Officer is empowered to attach) is sufficient to assure approval -- the ordinance says only that such uses "may" be permitted when the standards are met.

In addition, the minimum lot size for mobile homes in parks, in the MR 3 zones, is 3,200 sq. ft., while garden apartments are allowed outright with 2,700 sq. ft. per unit, which makes it difficult for mobile home parks to compete for available land in this zone.

Finally, there are a number of comprehensive plan policies which apply to all quasi-judicial actions such as conditional use approval, some of which allow a good deal of discretionary latitude.

The LCDC Housing Policy governs only "housing types determined to meet that need."

The County prepared a report on Mobile Homes in 1977 from which the findings supporting the County's current policy were derived.

While these findings are general and inconclusive, the Mobile Home Report from which they are derived does include some supporting evidence, e.g., that the monthly costs of a new mobile home is roughly comparable with that for a used conventional home.

The County does allow a variety of other types of housing which might serve the same market as those for mobile homes; from duplexes and multi-plexes under prescribed conditions in low density residential zones, to multi-plexes on 2,700 sq. ft. per unit and small garden apartments on 2,400 sq. ft. per unit.

Furthermore, it is not clear that the "St. Helens" policy need or should be applied in an "all or nothing" manner. In the St. Helens plan itself, not only were the conditions attached to mobile home parks development extremely discretionary, but even if approved, mobile homes were only allowed in commercial zones -- a discriminatory location. In a decision subsequent to its denial of the St. Helens plan (but prior to formal adoption of the St. Helens policy paper), the LCDC granted acknowledgment to the Crook County-Prineville urban area plan, despite the fact that all multifamily housing was subject to discretionary conditional use provisions, apparently in consideration of the fact that though allowed conditionally, the range of zones and locations in which they were allowed militated in favor of their provision.

The County has allowed mobile homes, albeit conditionally, in most of its residential zones, and though the standards do allow some discretion with respect to approval, they are not unreasonable and the design review process could help provide such design features as will promote compatibility with the neighborhood and thus make the development more acceptable to area residents and so more likely of approval. Metro believes that despite the discretion reserved for the County in its approval of mobile homes, it is likely that many proposals will be approved and that the "St. Helens" policy should not be applied in such an uncompromising way as altogether to ignore this fact.

This consideration, coupled with the fact that the County does have some findings that mobile homes may not be the most suitable way to provide for lower cost housing, place the County's mobile home policy in a grey area between the "black" of discretionary and discriminatory conditions clearly designed to exclude a housing type for which there is a clear need and the "white" of all possible housing types permitted outright in at least one zone of sufficient

size. The question of goal compliance is thus a close call, but Metro finds adequate justification for the County's decision. Metro will have an opportunity to examine regionwide needs for mobile homes and other lower cost housing alternatives when it prepares its regional plan and can take such action as may appear appropriate at that time to insure that housing needs are being met. Metro's current findings with respect to the County's plan should not, however, be interpreted as policy against mobile homes or their provision where needed. Rather, it reflects continuing policy that each plan must be judged on its own merits and, in the absence of explicit state or regional policy to the contrary, local jurisdictions be given the flexibility to exercise their own judgment and make their own case as to how they feel goal requirements can best be met.

CONCLUSION: The County complies.

Goal #11: Public Facilities and Services

The Framework Plan contains general information and the Community Plans contain more detailed information on service areas and providers, current and projected capacities, and any identified problems for most of the major facilities and services (sewer, water, police, fire, schools, storm drainage). Data and analysis for health, energy and communication, and general government services are somewhat sketchier, but generally adequate to meet goal requirements when coupled with plan policies, discussed below, adequate to address relevant planning concerns in these areas.

The County's plan for the timely, orderly and efficient provision of public facilities and services is covered in four policy categories. The first is its policy on the location of community facilities and uses. This policy establishes criteria for the location of all key public facilities and services. Second, is its Capital Improvements Policy, which provides for a capital improvement program to coordinate the efficient provision of County services. Third, are its utilities and facilities policies which provide for an evaluation of the provisions for drainage, energy and communications, schools, fire and police protection when approving any legislative or quasi-judicial land use action. Finally, is its policy on intergovernmental coordination, supporting coordination with other local governments and with special districts. The County's policies are implemented through application of a community service zone, preparation of an annual capital improvements program, appropriate standards and procedures in the subdivision ordinance, and urban planning area agreements which include provisions for the coordination of service provisions.

Although the County has not completed its sewer plan, it is engaged in a planning consortium with Troutdale and Gresham to evaluate alternatives for the most efficient method of providing sewage treatment for the entire East County urban area. This effort is consistent with the regional "208" planning process and coordinated with and supported by Metro. The process established for the

completion of a sewer plan is adequate to insure the efficient provision of sewer service and is being pursued as expeditiously as possible.

While Metro finds plan materials on public facilities and services generally adequate, there is one significant problem which must be addressed, that of solid waste facility siting (11.1.5.4 and 11.1.5.5). The plan contains no policy explicitly on solid waste disposal. Background information does contain an adequate discussion of the problem and recognizes Metro's role in solid waste planning, but states that any landfill site must be "in conformance to existing local land use plans." Plan policies for the siting of landfills and transfer stations, included in the list of major regional facilities are not consistent with solid waste facility needs, nor with Metro's landfill siting criteria. For example, the criteria include access to public transit and that "the project can be integrated into the existing community."

The County has indicated its willingness to amend its plan to add policy recognizing the regional role in solid waste facilities planning and to delete landfills and transfer stations from the list of major regional facilities for the purposes of applying locational criteria.

A sample of the form this amendment could take is attached in Exhibit "B:."

**CONCLUSION:** The County complies with all goal requirements with the exception of those for solid waste facilities planning. Adoption of a plan amendment similar to that provided in Exhibit "B" will be adequate to achieve compliance.

#### Goal #12: Transportation

The County's inventories, analysis and policies are contained in the Framework Plan and a series of technical appendices and special reports. Some more detailed inventory information and analysis is found in the Community Plans.

The County has done a thorough job which is adequate to meet most goal requirements. The only problem is one of regional coordination of its functional street classification system (12.2.1.3 and 12.2.2.1). Metro's transportation staff has undertaken a detailed analysis of the County's classification system, identified where that system was inconsistent with the classification system in the regional Interim Transportation Plan (TIP), and analyzed each inconsistency to determine whether the ITP should be revised to reflect County classifications. In a number of cases such revisions have been undertaken, but in others, staff found revision unwarranted, either because the County's classification did not appear appropriate or because there were inconsistencies with the classification of the same street in neighboring jurisdictions which required resolution. Copies of the staff report are available upon request. Metro is now in the process of preparing its regional

transportation plan which will serve as the basis for a region-wide street classification system with which all jurisdictions must be coordinated. Until this plan is completed, Metro can only identify inconsistencies which remain between the County's plan and the ITP but cannot recommend with finality how these inconsistencies should be resolved. To achieve consistency on a comprehensive and coordinated basis, the regional plan must first be adopted. At that time, Metro will use its authority to "re-open" local plans to achieve such reclassifications as may be required.

In the interim, Metro does not believe the inconsistencies threaten goal compliance. This does not mean that Metro in any way recognizes or supports those street classifications which are inconsistent with the ITP, nor will it approve any project funding requests based on those classifications. Metro recognizes the problem, however, as one which can best be solved after the completion of the regional transportation plan.

CONCLUSION: The County complies.

Goal #13: Energy Conservation

The Framework Plan contains a discussion of energy sources, consumption and distribution and methods for conserving energy. The efficient use of energy has been considered as a part of policy choices affecting the location and density of land uses, and the plan contains policy for the evaluation of legislative and quasi-judicial actions with respect a variety of energy conserving factors. The subdivision and design review ordinances contain standards relating to energy conservation, particularly solar orientation.

CONCLUSION: The County complies.

Goal #14: Urbanization

In this region, Metro has the authority for the establishment and maintenance of a regional UGB. Therefore the findings requirements in the first part of the goal do not apply to local comprehensive plans. Instead, Metro reviews local plans to see that they contain an adopted UGB and process for its amendment consistent with the regional UGB and amendment process.

The County's adopted Urban Growth Boundary currently differs from Metro's in four locations:

1. in the West Hills;
2. around Barbara Welch Road just above the Clackamas County line;
3. southwest of Gresham; and
4. south of Troutdale below Streben Lane.

The County petitioned CRAG for amendments to the UGB in the last two areas in the fall of 1978, at which time, after a public hearing and staff evaluation of the proposed amendments against the seven considerations in Goal #14, the CRAG Board voted to deny the County's petition.

The County is now in the process of amending its comprehensive plan map to designate the last three acres as "urban," consistent with the Metro UGB. The County has appealed the Metro UGB in the West Hills to LCDC and Circuit Court and these cases are still pending.

The plan does not contain any language recognizing the regional role in the establishment and change of regional UGB.

In order to comply with Goal #14 requirements for the metropolitan area, as interpreted by LCDC in the Sherwood order, the County must designate all land within the regional UGB as urban.

Although the County is, of course, entitled to appeal regional decisions for review by higher authority, Metro does not feel it is entitled to acknowledgment of compliance until a consistent boundary is achieved. In addition, Metro urges the County to amend its policy on maintenance of the UGB to reflect the Metro role in this process, but does not feel the policy inconsistency jeopardizes compliance, provided the UGB in the County's plan is itself consistent.

In making these amendments the County need not rezone the land for immediate urban use. In the West Hills area, for example, retention of current zoning may be an appropriate method for preserving options until the outcome of the appeals. The County should, however, adopt policy controlling when and how these lands will be converted for urban use.

An additional part of Metro's review for consistency with the regional UGB is an evaluation of whether or not local policies for development outside the UGB are consistent with those in the regional Land Use Framework Element (Lufe) for Rural and Natural Resource areas.

While the County's provisions for Natural Resource areas are entirely consistent with the Lufe, its zoning for rural residential and rural center areas does allow some uses not explicitly recognized in Lufe policy. In particular, the rural center zone permits, as conditional uses, planned residential developments of up to two units an acre, including attached dwelling units, and tourist commercial facilities.

However, while these uses are not explicitly provided for in the Lufe, the County's standards for the approval of planned developments and conditional uses in rural areas meet or exceed Lufe policy requirements and provide for the approval of such uses only when consistent with the character of the area and the protection of the natural resource base. Therefore, Metro finds that these provisions



are sufficiently consistent with regional policy to provide adequate containment of urban development within the UGB and so do not threaten goal compliance. Additional policy work is currently being planned with respect to the definition of appropriate rural uses, however, and Metro may need to reevaluate these provisions in light of any new regional policy and, if appropriate, request that the plan be reopened to make any needed changes.

The second part of the goal deals with the conversion of urbanizable land to urban use. The County has identified lands which should be designated as "Urban Future" areas and adopted policy for the conversion to urban use which is consistent with goal requirements and LUFÉ policy. "Urban Future" zones have been adopted and applied which establish a minimum lot size of at least ten acres. Because the County requested acknowledgment of its plan before Metro adoption of its policies for the control of urban sprawl, the County is not required to comply with these policies until September, 1980, and a detailed evaluation of the County's conversion policies for consistency with these policies has not been undertaken as a part of this review. Nonetheless, the County's conversion policies are sound ones and, on the basis of a cursory comparison with Metro policy, appear to address the major issues of concern.

**CONCLUSION:** The County complies with all goal requirements with the exception of that for a cooperatively established UGB which, in this region, means one identical to Metro's. Amendment of the County's UGB and adoption of appropriate zoning and/or conversion policies will be adequate to achieve compliance.

#### Goal #15: Willamette River Greenway

The County has completed the required inventories and prepared and adopted a Greenway Overlay Zone. The Greenway is addressed by plan policy and on the plan map as one type of area of "significant environmental concern."

The Greenway runs through both urban and natural resource areas of the County. The non-urban portion of the Greenway lies outside the Metro boundary (along Sauvie Island) and Metro therefore makes no recommendation on compliance for that area.

In the urban area inside the Metro Boundary, the County has not formally adopted the urban Greenway boundary for zoning purposes, nor does this boundary show on the Plan map. The Greenway must be protected by the Greenway zone for the County to comply with this goal. In addition, the goal requires that the boundary be shown on comprehensive plan maps as well.

**CONCLUSION:** Plan policy and zoning provisions comply with goal requirements and adoption of the proposed urban Greenway boundary on plan and zoning maps will be adequate to achieve compliance.

## MULTNOMAH COUNTY ACKNOWLEDGMENT REVIEW

## SUPPLEMENT:

## Suggested Plan Amendments for Compliance

Following are a list of specific plan changes which Metro finds would be sufficient to bring Multnomah County's Comprehensive Plan into compliance with LCDC Goals and regional policy. The language suggested for text amendments is provided as an example of the types of changes necessary and need not be adopted verbatim.

1. Groundwater Plan (Goal #6)

Add the following policy to the Framework Plan and Community Plans:

"The County's policy is to protect groundwater quality through the gradual phasing out of septic tank and cesspool systems and the eventual provision of sewer service for all development to the fullest extent practicable. The County will work cooperatively with the Department of Environmental Quality to develop and implement a plan for this purpose."

2. Solid Waste Facilities (Goal #11)

Delete "landfills" and "refuse transfer stations" from the list of "major regional facilities" and add a category for "regional solid waste facilities." In lieu of specific locational criteria for these facilities, the following policy could be adopted:

"Solid waste is a regional concern requiring regional solutions. The County recognizes Metro's responsibility and authority to prepare and implement a solid waste management plan, supports the Metro "Procedures for Siting Sanitary Landfill" and will participate in these procedures as appropriate."

3. Urban Growth Boundary (Goal #14)

Amend the Comprehensive Framework Plan map to designate as urban or "urban future" all land within the Metro Urban Growth Boundary, including the four areas of inconsistency identified in the staff report (Exhibit "A"). For any land identified as not suitable for immediate urban development, policies for the timing of conversion to urban use, comparable to those adopted for other "urban future" areas in the County and consistent with Metro policies on conversion adopted August 23, 1979, should be adopted. Any land intended for immediate urban use should be appropriately zoned.

4. Willamette River Greenway (Goal #15)

Amend the zoning map to apply the Greenway Overlay Zone to the urban portion of the greenway. This boundary should also be shown on the Comprehensive Framework Plan Map, or on another map appended to the plan.

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# Metropolitan Service District

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

## Memorandum

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Date: September 21, 1979

To: Metro Council

From: Executive Officer

Subject: Testimony on Agenda Item 6.9: Resolution recommending continuance of Multnomah County request for acknowledgment

Attached is a letter of testimony from Timothy V. Ramis objecting to acknowledgment of Multnomah County's plan. This letter was submitted with the following attachments:

1. Petition to LCDC for review of adoption of Comprehensive Plan Amendments adopted by ordinance No. 206 of Multnomah County and zoning ordinance amendments adopted by Ordinance No. 205 of Multnomah County, with exhibits and attachments (41 pp.).
2. May 30, 1979 memorandum to Multnomah County Planning Commission from Edward J. Sullivan re: Multnomah County Mobile Home Policies (10 pp.).
3. June 11, 1979 memorandum to Multnomah County Board of Commissioners from Edward J. Sullivan re: EUUMC Zoning Policy on Mobile Homes (5 pp.).
4. June 26, 1979 memorandum to ETS from KME re: Dr. Jack Barrar on Life-Cycle Costing (1 p.).
5. June 26, 1979 memorandum to Board of County Commissioners of Multnomah County from Edward J. Sullivan re: Mobile Home Policy, Schedule for adoption on June 26, 1979, with attachments (12 pp.).

Because of the bulk of this material, I have not prepared copies of the attachments, but one copy is on file in the Metropolitan Development Department. Please see Leigh Zimmerman or Jill Hinckley in that department if you would like to review this material.

JH:lz

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

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Fairview Compliance Acknowledgment Request

BACKGROUND: The Fairview Comprehensive Plan was adopted by the Fairview City Council in August of 1977. Over the past two years the Fairview Plan has undergone considerable revision, due in part to reinterpretation of the requirements needed for compliance.

Most recently, the Fairview plan was delayed pending a resolution of the problems associated with Urban Planning Area Agreements. The ultimate resolution, in turn, necessitated some changes and additions to the plan. Based on a preliminary review conducted in February, 1979, Metro staff and the Fairview consultant developed and implemented a work program to bring the plan into compliance by June, 1979. Revisions to the plan and ordinances were adopted in May, 1979. A final preliminary review of Fairview's plan was completed using the Plan Review Checklist from Section II of the Metro Plan Review Manual. A Summary Report (Exhibit "A") was presented to and approved by the Planning and Development Committee on July 2. Staff found that Fairview's plan did comply with state and regional planning requirements and needed only a few small technical additions before it could be submitted to LCDC for compliance acknowledgment. This material was added to the Plan and Fairview submitted it to LCDC.

After the City had submitted, however, Metro staff discovered a problem which they felt needed to be resolved before they could recommend acknowledgment. In discussions with the City's planning consultant, Alonzo Wertz, regarding the methodology used for the housing analysis in the plan, staff discovered that this analysis was based on residentially zoned land, rather than on land designated for residential use on the plan map. Inconsistencies between the two maps which had been noted in the final review but not judged a threat to compliance became, in consequence, an important issue in assessing the City's compliance with Goal #10 (Housing).

This problem was discussed with Fairview's Mayor, Henry Keller, who agreed that the inconsistencies should be resolved. On September 4, Fairview's Planning Commission heard a report from Mr. Wertz on changes to the plan and zoning maps necessary to eliminate the inconsistencies and voted to recommend these changes to the City Council. The City Council will hear the matter at its September 19, meeting and is expected to resolve to undertake the needed changes, but will not be able to take final action until its October meeting, since zone changes require 30 days public notice.

Until the City Council has considered this matter, Metro cannot

finalize its acknowledgment review and recommendation. Staff will attend this meeting and present its report to the Planning and Development Committee at its September 24 meeting. Staff expects to be able to recommend acknowledgment contingent upon City Council action on the required zone changes. The staff report, committee recommendation, and resolution for Council action will be made available on pink sheets after that meeting.

In order to meet statutory deadlines for agency comment, the Council must take action on a recommendation at its September 27 meeting.

BUDGET IMPLICATIONS: None

POLICY IMPLICATIONS: While there are no direct and immediate policy implications of the requested action, it will help establish a basis for Metro Council action on compliance acknowledgment requests, consistent with the procedures and criteria contained in the Metro Plan Review Manual.

ACTION REQUESTED: Adoption of the Resolution\*expressing Metro's recommendation to LCDC on the City of Fairview's request for compliance acknowledgment.

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\*A Resolution will be made available at the meeting.

FAIRVIEW: FINAL REVIEW

(Numbers Refer to Items on the Checklist  
of the MSD Plan Review Manual)

General Requirements

All major items are included. The City must add items 0.1.5 through 0.1.7 before its plan will be accepted by DLCD for a review for acknowledgment. The items are purely procedural and can probably be assembled in less than one hour.

Goal #1: Citizen Involvement

All items are adequately addressed. No citizen involvement problems have been raised to MSD. The CCI evaluation of the CIP is positive.

Conclusion: The City complies.

Goal #2: Land Use Planning

The plan generally follows the policy framework outlined in items 2.1.1 through 2.1.2.2. The zoning map is not identical to the plan map, but in all cases where designations are not identical the zoning is for less intensive uses. Since less intensive zoning now does not preclude more intensive uses in the future, the zoning can be changed as needed (upzoning) when property owners request such a change.

There is no documentation of opportunity for agency review (2.2.2.2); this must be included and may be resolved when the list of affected agencies is prepared (0.1.6).

Conclusion: The City complies.

Goal #3: Agricultural Land

This Goal is not applicable inside an urban growth boundary. Nonetheless, the City has considered the potential for agriculture and the impact urbanization has on it.

Conclusion: The City complies.

Goal #4: Forest Lands

No forest lands are identified.

Conclusion: The City complies.

#### Goal #5: Open Space

The City has completed each of the inventories required by the Goal. The inventories are consistent with those contained in regional documents (5.1.2.1, 5.1.13). Policies to preserve the major open space and cultural resources (Fairview Creek Greenway and Blue Lake) are included. Fairview, with only 70 acres of buildable land within its city limits clearly has attempted to preserve as much open space and natural areas as possible given the competing demands for residential and commercial land. The zoning, subdivision, PUD, and flood plain ordinances all support the plan policies.

Conclusion: The City complies.

#### Goal #6: Air, Water, Land Quality

All inventories, with the exception of that for noise (6.1.4) have been included and are consistent with regional documents (6.1 through 6.1.4).

The "regional sample language" that MSD is requiring of local jurisdictions is not contained in the plan. This is acceptable for two reasons. First, the language was not authorized and mailed until June. The Fairview plan was already in final printing. Second, though the "sample language" is not included, its intent is contained in the plan. Fairview has recognized MSD's responsibility and authority in providing for air and water quality and solid waste planning.

Conclusion: The City complies.

#### Goal #7: Natural Hazards

The hazards identified are flood plain development and development in areas with poor drainage and wet soils. No problems with steep slopes are mentioned and it is assumed that no problems exist. Plan policies and ordinances (including a flood plain ordinance) adequately address these issues. The flood plain map, though not included in the plan, is referenced as being on file at City Hall with assurances that it is reviewed by the building inspector when permits are requested.

Conclusion: The City complies.

#### Goal #8: Recreation

The plan addresses the most important criteria of this Goal. The major concern is with park land within the City limits. Potential sites are identified and reasonable policies for acquisition are included (p. 34). The zoning, subdivision, and PUD ordinances support these policies.

Open space, historical, and archaeological sites are addressed adequately under Goal No. 5.

Conclusion: The City complies.

#### Goal #9: Economy of the State

It is important at the outset to note that Goal No. 9 applies to the economy of state. The inventory requirements become less applicable, important, and stringent as the size of the jurisdiction decreases. The position of the Department of Economic Development is that it is enough for a jurisdiction to identify economic goals that are realistic given existing constraints, and to have policies which permit those goals to be realized.

The Fairview Plan contains a clear statement of the community's economic goals: compact commercial development in the City center and some industrial development in the planning area. Evidence of a demand for this type of land is not presented directly, but it is not unlikely that Fairview, with available services and transportation access, could become the commercial center for the area included in its planning area (Map 1). (Because this case is not made in the plan, items 9.1.4 and 9.1.5 are checked "unclear"). Given these goals, the plan contains policies and land use designations which encourage the commercial uses the City projects and desires. The analysis is not sophisticated but for a small jurisdiction the plan does what the goal intends: it identifies for developers the types of development the City is seeking and makes available sites where such development can be located.

Conclusion: The City complies.

#### Goal #10: Housing

The analysis of this goal requires a brief introduction. In June, LCDC formally adopted a clarification of its policies on Urban Planning Areas. The important point for Fairview was that cities must determine whether they wish to "actively" plan for areas outside their city limits or confine their planning process to areas inside city limits only. The requirements for coordination and consistent land uses with the County are much stricter in the former case. Fairview has stated clearly in its plan that it intends the land use designations to apply only within city limits. However, because of its previous planning process, the land use map in the plan has designations for areas outside city limits. The plan states that these are only "recommendations." All of this is consistent with LCDC policy. The problem, though, is that the housing element of the plan is for the entire planning area. In order to be a "city limits" plan, Fairview must show that it complies with all goals within its city limits.

To resolve this problem, Fairview has disaggregated the data contained in its housing element (pp. 38-43) and presented an



analysis of housing within city limits in Appendix L. The MSD staff analysis of Goal #10 is based on our review of a draft of this Appendix and results in an evaluation contingent on the Appendix being inserted without major revisions. Any major changes would be addressed during the Acknowledgment review.

In general, the analysis addresses the major issues embodied in Goal #10: buildable land, housing need, housing diversity (including "regional fair share"), and outright zoning at appropriate densities. Almost half of Fairview's current housing stock can be considered low- or moderate-income: multi-family units and mobile homes. A survey of citizen attitudes indicates preference for owner-occupied single family homes. The plan correctly notes that while some efforts can be made to attract this type of housing, Fairview cannot ignore its obligation to provide for some proportion of regional needs. The case made in Appendix L is that Fairview has already provided more low-cost housing than most jurisdictions in the MSD region and legitimately can shift its emphasis from multi-family to single family construction. The shift is not a major one: Fairview projects that 40 percent of all new construction will be multi-family units or mobile homes and that the housing ratio at saturation (that is, when all land within city limits has been developed) will be 56 percent single-family to 44 percent multi-family.

The buildable lands inventory (10.2.1) identifies 62 acres of buildable residential land. The suitability of the land is addressed as part of the Natural Hazards Element (pp. 28-30). Ownership patterns and land availability are not addressed.

The Fairview need analysis is the best of any we have seen from a small jurisdiction. Most of the data are current as of May, 1979. The conclusions on page 10 of Appendix L seem reasonably related to the findings presented.

Page 39 of the plan explains the rationale for housing location by type and density (10.2.3.1): multi-family development should occur adjacent to arterials because of its higher intensity use. This is consistent with the needs analysis presented and with common planning practices.

The plan attempts to make as much residential land as possible available to meet projected need. However, because Fairview has a "City Limits Only" Plan, and because of its limited amount of buildable land, it concedes that it may not have sufficient land for all its projected growth. The obvious response is that the city will have to annex. The city realizes this, mentions the possibility in its plan and in its Urban Planning Area Agreement with Multnomah County, and is presently considering certain annexations. The problem is one of political boundaries rather than poor planning on the part of Fairview. The plan addresses the issue as well as possible given the LCDC Urban Planning Area requirements and the current city limits.

The zoning provides for a variety of housing types and densities as outright uses. The majority of this land is R-10, with nine percent of the buildable land zoned outright for multi-family uses. A direct translation to number of units is not provided, though the plan states that such zoning will result in construction on a ratio of 60/40, single family/multi-family. This results in an overall ratio of 56/44, which favorably exceeds the 65/35 ratio of the MSD UGB Findings.

Mobile homes appear in the zoning ordinances as a conditional use. Though this is generally unsatisfactory, there are reasons given in the plan to justify it, at least temporarily. First, the provision has existed since the 1960's and has not precluded Fairview from permitting the siting of 128 mobile homes, over 20 percent of its housing stock. Moreover, the plan states explicitly that it wants to encourage in-filling of mobile homes on the 22 sites yet available. Secondly, the plan calls for the development of a "mobile home" zone to change existing mobile homes to an outright use and facilitate mobile home siting in any areas to be annexed to the city.

Except for the few minor problems noted above, the city has done a creditable job of attempting to address the complex issues associated with this goal.

Conclusion: The City complies.

#### Goal #11: Public Facilities and Services

Sewer, water, storm drainage, schools, solid waste and energy are all adequately inventoried and a system for maintenance or expansion of these services is referenced.

The providers of police, fire, health, and general government services are identified, but no further analysis is provided. While this is not the best planning possible, it should not bar the plan from acknowledgment. One can assume that in a jurisdiction of Fairview's size that if no problems are listed, current needs are being met and no future problems are perceived. The amount of new service burden that the City could place on County police, fire and health services is small and it is reasonable to assume that the population growth of Fairview (with 20 buildable residential acres) will not overextend these service providers.

Additionally, the plan's key policy (p. 49) is that no development will be allowed without public services. The clear intent is to provide urban level services in an efficient manner. A policy exists to coordinate the provision of services to areas of future development (p. 50).

Subdivision and PUD ordinances require that a subdivision plan include proposals for water supply, sewage disposal, storm drainage, and flood control. In addition the PUD ordinance requires that community facilities (schools, libraries and fire protection) be addressed by the developer. The plan encourages clustering on

parcels of four or more acres, to promote higher density and lower service costs.

Conclusion: The City complies.

Goal #12: Transportation

The plan deals primarily with highway transportation. Average daily traffic counts on major streets are compared to capacities based on "D" level service. In all cases but one the capacity is more than double current traffic counts. Though not specifically stated, the implication is that Fairview, with its small amount of vacant buildable land, will not grow enough during the planning period to generate serious traffic problems.

Most items from 12.2.1.2 through 12.2.3.4 are checked "unclear" indicating that a criterion has not been addressed specifically in the plan but that it is not difficult to see how either 1) a case could be made that other parts of the plan address these issues (e.g., the Energy element, p. 59, encourages mass transit to support conservation); or 2) that these elements were considered in the analysis that preceded the writing of the transportation element.

The plan does not include a street functional classification system, but indicates that roadways in Fairview will be classified in accordance with Section 25 of the Subdivision Ordinance. This, coupled with a policy (p. 55) to continuously participate in transportation and circulation planning, and "opening language," ensure that any problems which may be identified when the MSD regional transportation plan is completed can be corrected.

Conclusion: The City complies.

Goal #13: Energy

All inventories, policies, and necessary ordinances are present and adequate.

Conclusion: The City complies.

Goal #14: Urbanization

Neither Fairview city limits nor its planning area boundaries are coterminous with any disputed part of with the regional Urban Growth Boundary. Therefore, items 14.2.2.1 and 14.2.2.2 are not applicable.

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## FAIRVIEW: ACKNOWLEDGMENT REVIEW

Staff's final review of Fairview's plan (Exhibit "A") found the plan in substantial compliance with state goals, but identified a few small technical problems which required corrections before submission to LCDC for compliance acknowledgment. After the final review was completed an additional problem, inconsistencies between the plan and zoning maps, was also identified as a compliance issue as a result of a new information about the methodology used in the housing analysis.

This report evaluates only new material submitted with the plan since that review was completed. Staff finds this new material adequate to resolve problems identified and accordingly recommends the plan and supporting materials for compliance acknowledgment.

General Requirements

A list of supporting documents and of affected agencies (item 0.1.5 and 0.1.6) have been added to the plan. The plan contains all items required by the LCDC completeness check.

Goal #2: Land Use Planning

On September 19, 1979, the Fairview City Council voted to amend the comprehensive plan map to correct all major inconsistencies, and to initiate two zone change requests to correct two minor inconsistencies.

The changes in the plan map cover all undeveloped land, the proposed future use of which were thrown into question as a result of these inconsistencies. These revisions also provide protection for most existing residential development subject to a non-residential designation on the plan map.

The two small changes remaining to be made by means of a change in zone rather than a change in designation will merely recognize existing uses and not affect future development--and so substantive goal compliance--in any way and affect too small an area to constitute a substantial Goal #2 violation.

Metro finds, therefore, that the plan map changes approved by the City Council are adequate for compliance.

Goal #10: Housing

Appendix L, "In-City Housing Needs" has been added to the plan. The analysis it contains addresses all the major criteria of Goal #10 and demonstrates that Fairview has policies and ordinances which encourage a diversity of housing types and price levels.

Since this analysis was based on zone rather than plan map designations, its validity is not affected by the recent plan map changes. The proposed zone changes will not affect any vacant land considered in the analysis.

The plan map changes do provide the assurance needed that projected housing development can be achieved. The plan does, therefore, comply with this goal.

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BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING )  
THE CITY OF FAIRVIEW'S REQUEST )  
FOR ACKNOWLEDGMENT OF COMPLIANCE )  
WITH THE LCDC GOALS )

RESOLUTION NO. 79-98  
Introduced by  
The Planning and  
Development Committee

WHEREAS, Metro is the designated planning coordination body under ORS 197.765; and

WHEREAS, Under ORS 197.255 the Council is required to advise LCDC and local jurisdictions preparing comprehensive plans whether or not such plans are in conformity with the statewide planning goals; and

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

WHEREAS, Fairview's comprehensive plan as amended September 19, 1979, has been evaluated following the criteria and procedures contained in the "Metro Plan Review Manual" and found to comply with LCDC goals and to be consistent with regional plans adopted by CRAG or Metro prior to June, 1979, as summarized in staff reports attached as Exhibits "A" and "B"; and

WHEREAS, The city of Fairview is now requesting that LCDC acknowledge its comprehensive plan as complying with the statewide planning goals; now, therefore,

BE IT RESOLVED:

1. That the Fairview comprehensive plan is recommended for compliance acknowledgment by the LCDC.
2. That the Executive Officer forward copies of this resolution and staff reports attached hereto as Exhibits "A" and "B" to LCDC, the city of Fairview and appropriate agencies.

3. That subsequent to the adoption by the Council of any goals and objectives or functional plans after June, 1979, the Council will again review Fairview's plan for consistency with regional plans and notify the city of Fairview of any changes that may be needed at that time.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1979.

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

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O'DONNELL, RHOADES, GERBER & SULLIVAN

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PLEASE REPLY TO  
PORTLAND OFFICE

September 19, 1979

Metropolitan Service District Council  
1220 S. W. Morrison  
Portland, Oregon 97205

Re: Objections to Acknowledgment of Multnomah County Comprehensive Framework Plan, Community Plans and Implementing Ordinances

Dear Council Members:

As counsel for U. S. and Billy Jean Stout, the Manufactured Housing Dealers Association, M & K Homes, and Friends of 10, I have several objections to the Multnomah County Comprehensive Framework Plan, Community Plans and Implementing Ordinance 100 as amended by Ordinance 205. These are currently undergoing acknowledgment review by MSD. Several of MSD's plan review criteria have not been met in such a way that State Land Use Goals 1, 2, 9, 10 and 11 have not been complied with. The Plans and Implementing Ordinances do not comply with the spirit or the substance of these Goals.

0. General Requirements

0.2 Population Projection

The Comprehensive Framework Plan, Community Plans and supporting documents present no definite population projections. In the Comprehensive Framework Plan (p.44), the County states it will use CRAG projections in assessing future needs. On p. 149 of the Comprehensive Framework Plan, three population projections are presented, predicting an additional 49,300 to 91,300 people. In "Update on Housing Needs and Supply Assessment in Urban Unincorporated East Multnomah County, 1978-2000", the County estimates 52,596 additional residents by the year 2000. This report claims this figure is 33% higher than the CRAG projections.

The MSD Draft Acknowledgment Review indicates that the lowest of the estimates in the Comprehensive Framework Plan is closest to the regional projections in the '208' Plan. However, the County does not explain which projections are used, so there is no way to actually evaluate whether the projections are consistent with the regional plan.

Nor does the County explain which of these projections has been used in determining future needs for housing, public facilities or urban



growth. Consequently, it is impossible to evaluate whether the County has adequately complied with Goals 10, 11 or 14. I fail to understand how the the MSD staff can state that they will not use nor recognize these figures, yet there is no problem with compliance. Compliance cannot even be evaluated without the population projections on which the plan policies and implementation must be based.

### 1. Citizen Involvement

#### 1.5 CIP has not been implemented.

Citizen involvement was discouraged during the hearings process involving the Planning Commission and the Board of Commissioners. In addition, Zoning Ordinance 100 as amended by Ordinance 205 will not ensure the opportunity for citizens to be involved in all phases of the planning process. These objections are explained in paragraphs IV and V (pp. 4-6) of the Petition for Review of Adoption of Comprehensive Plan Amendment Adopted by Ordinance 206 of Multnomah County and Zoning Ordinance Admendments Adopted by Ordinance 205 of Multnomah County, attached and incorporated herein. (See Attachment 1, hereinafter referred to as "Petition".)

As the MSD Staff Draft Acknowledgment Review indicates, the results of inventories required by various goals have been presented only vaguely in the Comprehensive Framework Plan and no maps have been included. Although the Community Plans are more specific, they cover only East County. (The problem this creates is discussed specifically with regard to Goal 10 in that portion of my objections.) Without this information, it is extremely difficult to evaluate the County's policy choices and implementation measures. The maps may exist and the necessary work may have been done, but unless this information is included with the Plan, it is extremely difficult for the public to use. By restricting access to maps and background information, the County violates Goal 1, Citizen Involvement, as well as Goal 2, Land Use Planning.

The County also violates Goal 2 by leaving out various required parts of the Plan. The Wilkes Community Plan has not been included. Hayden Island has been left out because it is the subject of a special study project. The Wilkes Community Plan, as it exists, is not specific enough to comply with the Goals. It is very convenient for the County to meet its compliance schedule by simply leaving out the parts of the Plan not yet completed. The same tactic has been used with the plans for sewer facilities (See Goal 11 objections.), and for areas which have been designated special study areas. This leaves the impression that where there was some controversy over policies and implementation, those parts of the Plans were simply not completed and left out of the materials filed for acknowledgment. This is inconsistent with the purpose of comprehensive land use planning and the entire review process.

## 10. Housing

### 10.2 Plan Development

The Comprehensive Framework Plan and Community Plans do not contain adequate findings to support the Mobile Home Policy contained in each of the Community Plans. Finding 1(a) of Policy 25, that "there is inconclusive evidence" to evaluate the costs of mobile homes, ignores the substantial expert testimony and reports submitted to the Board of Commissioners and made a part of the record. (See Attachments 2, 3, 4 and 5.) There is no supporting evidence showing the County can meet the need for low income single-family detached housing by any other means than mobile homes. The findings included in the Plans are general and inconclusive. It is not sufficient that the County simply provide "some supporting evidence".

The required buildable lands inventory is also inadequate. (See Petition, p. 20.) In addition, the assessment of buildable lands in the "Update on Housing Needs" (which provides a fourth set of figures) does not include sufficient detail on suitability and availability to stand on its own. (As found by MSD's Draft Acknowledgment Review.) There is no explanation as to which inventory was used in assessing future housing needs. This confusion, combined with the multiple population projections presented, renders impossible an evaluation of the County's ability to meet future needs through the Plan Policies and Implementing Ordinances. Acknowledgment should not be recommended until the basis for the Plan Policies and Implementation measures are made clear.

The Petition further points out that 10.2 criteria have not been satisfied. 10.2.1.1 is not met because market availability has not been considered in determining the amount of land available in the medium density zones. (Petition, pp. 23 and 25.) 10.2.2 requires that an accurate vacancy rate be used. The Petition, p. 20, points out that the County's 3% vacancy rate is significantly erroneous.

The 10.3 Implementation Criteria are not satisfied by Ordinance 100 as amended by Ordinance 205. The Ordinances are not consistent with the nonexclusionary policies of Criteria 10.2.5, as discussed in the Petition, paragraphs 7-12. The Petition also explains that sufficient land has not been zoned for mobile homes, a needed housing type, as required by 10.3.1.1. The Ordinances do not contain provisions which will expedite rezoning so as to make sufficient buildable land available.

The County cannot evade this requirement by pointing to vague and inconclusive statements in supporting documents that mobile homes are roughly equivalent in cost to used conventional homes. By imposing certain requirements for needed housing types, LCDC places a burden on plans to make findings on and support decisions as to what are and are not needed housing types. Multnomah County's Plans and Ordinances do not satisfy this requirement.

The "St. Helens Policy" is clearly violated by the language used in the zoning ordinances as pointed out in the Petition, pp. 7-15. LCDC's Housing Policy explicitly states that "approval standards, special conditions, and the procedures applicable to both 1) must be clear and objective and 2) must not have the effect, either of themselves or cumulatively, of discouraging, such as through unreasonable cost or delay, the needed housing type". The requirement that standards be clear and objective stands by itself, in addition to the requirement that the standards not discourage needed housing types in other ways. Vague and discretionary criteria are assumed to discourage housing development. MSD Staff apparently misinterprets this policy in its Draft Acknowledgment Review, approving the language used in the ordinances. LCDC is not prohibiting design review or conditional uses. The policy just requires that the implementing ordinances be clear and objective.

MSD Review Criteria 10.4 has not been met in that the effect of these documents will be to exclude mobile homes. Continued exclusion of this type of housing will further aggravate the shortage of supply and increase costs of mobile homes and housing in general. (See Petition, p. 25.)

## 9. Economy of the State

9.3 Implementation Criteria are not met as explained on pp. 30-34 of the Petition.

## 11. Public Facilities and Services

### 11.1 Factual Base/Inventory.

The Comprehensive Plan violates Goal 11 by not including a final plan for sewage treatment for East Urban Unincorporated Multnomah County. The 1965 Inverness Plan is outdated, not followed by Multnomah County, and inconsistent with the Draft '208' Plan which will replace it. The '208' Plan is still in the process of being evaluated. The final Plan will not be completed until Spring 1980. By that time, LCDC's review of the Multnomah County Comprehensive Framework Plan, Community Plans and Implementing Ordinances will be completed. LCDC will not have the opportunity to review the sewage plan for compliance with the Statewide Planning Goals. Acknowledging the Plans and Ordinances without a waste water treatment plan would be approving the Plan without review of a "key provision" specifically required by Goal 11.

The Plan policies are too vague and general to be their own implementation, as they are purported to be. Consequently, there is no implementation of the Plan policies. The Capital Improvement Plan is adequate only for the short term. The Plans must include a specific schedule for facilities beyond the five years covered by the CIP. Without such implementation measures, the policies in the

Metropolitan Service District Council  
September 19, 1979  
Page five

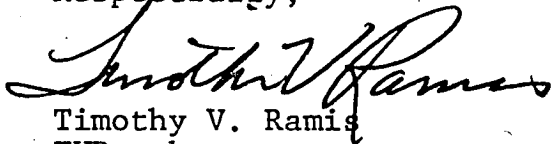
Plans do not ensure that adequate facilities will be provided in advance of or concurrent with development.

The Comprehensive Plan and Community Plans also violate Goal 11 by not providing a coordinated system for domestic water supply. The Comprehensive Plan (p. 119) does not adequately assess future need, nor does it set out the current or future suppliers of domestic water. The Community Plans fail to provide the coordination of the domestic water supply in East Urban Unincorporated Multnomah County which is left out of the Comprehensive Plan.

Conclusion

Multnomah County has not met a significant number of MSD Plan Review Criteria. These inadequacies, individually and cumulatively, constitute substantial noncompliance with State Land Use Goals 1, 3, 9, 10 and 11. In fact, several of the inadequacies prevent a proper evaluation of compliance. MSD should find that Multnomah County has not complied with the substance nor the spirit of the State Land Use Goals. The Council should recommend to LCDC that acknowledgment be denied.

Respectfully,



Timothy V. Ramis  
TVR:mch  
attachments



# MULTNOMAH COUNTY OREGON

OFFICE OF THE COUNTY EXECUTIVE  
ROOM 136, COUNTY COURTHOUSE  
PORTLAND, OREGON 97204  
(503) 248-3308

DONALD E. CLARK  
COUNTY EXECUTIVE

September 25, 1979

Marge Kafoury  
Metropolitan Service District  
527 SW Hall  
Portland, OR 97201

Dear Ms. Kafoury:

On behalf of Multnomah County, I would like to extend appreciation to you for the professional manner in which you reviewed the County plans and ordinances for LCDC acknowledgement. Your analysis showed an in depth understanding of the planning process. Frankly, County staff has found the process to be both constructive and instructive, and appreciates the positive and cooperative manner in which the process was conducted.

The report prepared by the Council contains two types of requirements: work tasks which must be completed prior to acknowledgement and work tasks to be completed as a part of the ongoing planning process. The County is agreeable to all of these work tasks with the exception of the final alignment of the UGB in the West Hills Study Area.

Sincerely,

Donald E. Clark  
County Executive

sqc

MSD COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Res 79-9.1  
Harvey

9-27-79

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

*Carried*

MSD COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Motion to table

9-27-79

AYE

NAY

DISTRICT 6

Jane Rhodes

\_\_\_\_\_

X

DISTRICT 7

Betty Schedeen

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X

DISTRICT 8

Caroline Miller

\_\_\_\_\_

X

*Passed*

DISTRICT 9

Cindy Banzer

X

\_\_\_\_\_

DISTRICT 10

Gene Peterson

X

\_\_\_\_\_

DISTRICT 11

Marge Kafoury

\_\_\_\_\_

X

DISTRICT 12

Mike Burton

X

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DISTRICT 1

Donna Stuhr

X

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DISTRICT 2

Charles Williamson

X

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DISTRICT 3

Craig Berkman

X

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DISTRICT 4

Corky Kirkpatrick

X

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DISTRICT 5

Jack Deines

X

\_\_\_\_\_

Total

\_\_\_\_\_

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MSD COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Roll call

9/27/79

AYE

NAY

DISTRICT 9

Cindy Banzer

X

\_\_\_\_\_

DISTRICT 10

Gene Peterson

X

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DISTRICT 11

Marge Kafoury

X

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DISTRICT 12

Mike Burton

X

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DISTRICT 1

Donna Stuhr

X

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DISTRICT 2

Charles Williamson

X

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DISTRICT 3

Craig Berkman

X

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DISTRICT 4

Corky Kirkpatrick

X

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DISTRICT 5

Jack Deines

X

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DISTRICT 6

Jane Rhodes

X

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DISTRICT 7

Betty Schedeen

X

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DISTRICT 8

Caroline Miller

X

\_\_\_\_\_

Total



MSD COUNCIL  
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

*Kafoury*

9-27-79

	<u>AYE</u>	<u>NAY</u>	
<u>DISTRICT 9</u> Cindy Banzer	_____	_____	<i>absent</i>
<u>DISTRICT 10</u> Gene Peterson	_____	<u>X</u>	
<u>DISTRICT 11</u> Marge Kafoury	<u>X</u>	_____	<i>motion failed</i>
<u>DISTRICT 12</u> Mike Burton	_____	<u>X</u>	
<u>DISTRICT 1</u> Donna Stuhr	_____	<u>X</u>	
<u>DISTRICT 2</u> Charles Williamson	_____	<u>X</u>	
<u>DISTRICT 3</u> Craig Berkman	<u>X</u>	_____	
<u>DISTRICT 4</u> Corky Kirkpatrick	<u>X</u>	_____	
<u>DISTRICT 5</u> Jack Deines	_____	<u>X</u>	
<u>DISTRICT 6</u> Jane Rhodes	_____	<u>X</u>	
<u>DISTRICT 7</u> Betty Schedeen	<u>X</u>	_____	
<u>DISTRICT 8</u> Caroline Miller	_____	<u>X</u>	

Total

MEETING TITLE METRO

DATE 9/27

Jill Hinckley

NAME

AFFILIATION/ADDRESS

- Judith Ruberto

METRO

GARRY TUCKER

CITY OF DURHAM ACTION

Larry Mittelstaedt

City of Durham Action Committee

WAYNE M. GOPPEL

METRO

Flora Orr

The Oregonian

- Sue Klobertanz

METRO

Bob Weil

- Mel Huie

Metro

- Michael Butts

Metro

- Deanna Mueller-Crispin

Portland liaison, Metro

Gallens Green Acres

Multnomah Co.

Bebe Rucker

Multnomah County

PAUL BAY

TRI-MET

- Jack Boals

Metro

- John Gray

MSD

McKay Rich

MSD

Bill Cooley

Mult Co. Planning C.

Lynn Douglas

Clackamas Co.

- Rod Boling

Metro

- Tom O'Connor

MSD

- WARREN HIFF

METRO-200

Bill Gilham

Durham City Council

African Brackman  
Larry Bussel  
Barbara Weggen