
C O U N C I L

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

Agenda

Date: December 20, 1979

Day: Thursday

Time: 7:30 p.m.

Place: Council Chamber

CALL TO ORDER (7:30)

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSENT AGENDA (7:35)*

4.1 Minutes of Meeting of November 20, 1979

4.2 A-95 Review, directly related to Metro

5. REPORTS

5.1 Report from Executive Officer (7:45)*

5.2 Council Committee Reports (8:05)*

5.3 Fiscal Year 1979 Audit Report (8:15)*

6. PUBLIC HEARING (8:30)*

6.1 Ordinance No. 79-81, Adopting the Interim Johnson Creek Basin Stormwater Runoff Plan (First Reading) (8:30)*

7. NEW BUSINESS

7.1 Resolution No. 79-110, Granting Variances to Metro Waste Disposal Code to Multnomah County (8:50)*

7.2 Resolution No. 79-111, Authorizing Funds for McLoughlin Blvd. Corridor Project (9:05)*

COUNCIL AGENDA
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- 7.3 Resolution No. 79-112, Including the Portland Traction Company Right of Way in the Study of Transportation Alternatives in the Southern Corridor (9:20)*
- 7.4 Resolution No. 79-113, Proceeding Into Phase II Planning of the Westside Transitway Program (9:35)*
- 7.5 Resolution No. 79-114, Allocating Metro Reserve Fund Into Three Reserve Subaccounts (9:50)* *hll*
- 7.6 Resolution No. 79-115, Commenting on Draft Transportation Improvement Program (TIP) and the Draft for Determination of Air Quality Consistency for the Urban Areas of Clark County (10:00)*
- 7.7 Resolution No. 79-116, Cornelius Compliance Acknowledgment Request (10:15)*
- 7.8 Resolution No. 79-117, Authorizing Executive Officer to Sign Grant/Loan Offer and Acceptance for Expansion of the St. Johns Landfill (10:30)*

8. ANNOUNCEMENTS

ADJOURNMENT (10:45)*

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

mec

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

Agenda

Date: December 20, 1979

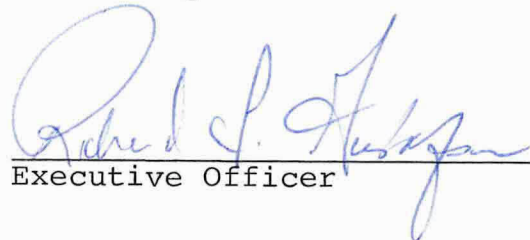
Day: Thursday

Time: 7:30 p.m.

Place: Council Chamber

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 November 20, 1979

Action Requested: Approve Minutes as circulated.

4.2 A-95 Review, Directly Related to Metro

Action Requested: Concur in staff findings

mec

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>7. <u>Project Title:</u> Parson Rd. (Gales Creek Bridge) (#7911-18)</p> <p><u>Applicant:</u> ODOT</p> <p><u>Project Summary:</u> Construction of a new concrete bridge to replace an existing log structure. Realignment of approaches to the bridge.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$176,800 (DOT)</p>		<p>\$34,200</p>		<p>\$211,000</p>
<p>8. <u>Project Title:</u> Clark County Community Development Block Grant Pre-application (#7911-10)</p> <p><u>Applicant:</u> Clark County</p> <p><u>Project Summary:</u> Funds will be used for housing rehabilitation throughout Clark County except for the city of Vancouver.</p> <p><u>Staff Recommendation:</u> Favorable Action. The proposed program is consistent with the goals and objectives of the AHOP.</p>	<p>\$500,000 (HUD)</p>				<p>\$500,000</p>
<p>9. <u>Project Title:</u> Chapin Park Development - Phase II (#7911-16)</p> <p><u>Applicant:</u> City of Oregon City</p> <p><u>Project Summary:</u> Construction of underground utilities, baseball fields, multi-purpose fields, comfort station, footpaths and parking lot.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$59,904 (Interior-HCRS)</p>		<p>\$59,904</p>		<p>\$119,808</p>

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW . Agenda Item 4.2

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Troutdale Airport Taxiway and Runway Extension (#7911-14)</p> <p><u>Applicant:</u> Port of Portland</p> <p><u>Project Summary:</u> Extension of a runway and taxiway and relocation of a road.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$1,274,300 (DOT-FAA)</p>			<p>\$245,700 (Port of Portland)</p>	<p>\$1,520,000</p>
<p>2. <u>Project Title:</u> Clackamas County Airport Study (#7911-13)</p> <p><u>Applicant:</u> Port of Portland</p> <p><u>Project Summary:</u> The primary objectives of the study are: 1) To select an existing Clackamas County airport for development as a reliever to Portland International Airport; and 2) To prepare a master plan which will further general aviation activity and be compatible with the environment and neighboring community development.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$142,018 (DOT-FAA)</p>			<p>\$27,982 (Port of Portland)</p>	<p>\$170,000</p>
<p>3. <u>Project Title:</u> Fairview Community Development Block Grant Pre-application (#7911-11)</p> <p><u>Applicant:</u> City of Fairview</p> <p><u>Project Summary:</u> Assistance will be used to construct storm drains and fund street improvements in the older, downtown residential area of Fairview</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$484,800 (HUD)</p>				<p>\$484,800</p>

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>4. <u>Project Title:</u> Clackamas County Housing Authority Project (#7911-15)</p> <p><u>Applicant:</u> Housing Authority of Clackamas County</p> <p><u>Project Summary:</u> Construction of four single units of assisted housing in Milwaukie. The units will be for families.</p> <p><u>Staff Recommendation:</u> Favorable Action. The proposed project is consistent with the goals and objectives of the AHOP.</p>	<p>\$68,000 (HUD Land Acquisition)</p>				<p>\$68,000</p>
<p>5. <u>Project Title:</u> Urban Homesteading (#7911-17)</p> <p><u>Applicant:</u> City of Portland</p> <p><u>Project Summary:</u> Funds will be used for housing rehabilitation loans, recycling vacant abandoned housing and assisting low-income families purchase renovated homes.</p> <p><u>Staff Recommendation:</u> Favorable Action. The project is consistent with the goals and objectives of the AHOP.</p>	<p>\$1,300,000 (HUD)</p>				<p>\$1,300,000</p>
<p>6. <u>Project Title:</u> McFee Creek Bridge (#7911-19)</p> <p><u>Applicant:</u> Oregon Dept. of Transportation (ODOT)</p> <p><u>Project Summary:</u> Funds will be used to replace a deteriorated timber structure which is becoming inadequate to support heavy vehicles.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$114,400 (DOT)</p>		<p>\$28,600</p>		<p>\$143,000</p>

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

Agenda

Date: December 18, 1979

Day: Tuesday

Time: 5:00 p.m.

Place: Conference Room "A"

WAYS AND MEANS

1. Review of fiscal year 1979 Audit Report.
2. Discussion of fiscal year 1980 budget process.

Agenda

Date: December 17, 1979
Day: Monday
Time: 5:30 p.m.
Place: Room A

CALL TO ORDER

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS
3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS
4. APPROVAL OF MINUTES
5. REPORTS AND BUSINESS
 - 5.1 Discussion of Housing Goals and Objectives*
Representatives from the HPAC will attend
the meeting
 - 5.2 Report on LCDC UGB action (informational item)

* Please refer to report from November 26 agenda

MEETING REPORT

DATE OF MEETING: December 3, 1979

GROUP/SUBJECT: Planning and Development Committee

PERSONS ATTENDING: Couns., Jane Rhodes, Gene Peterson, Cindy Banzer, Corky Kirkpatrick

Metro Staff: Jim Sitzman, Ray Bartlett, Rod Boling, Jill Hinckley, Mike Butts

Guests: Philip Thompson, Thompson and O'Doherty Architects; Linda Macpherson, DLCD

MEDIA: None

SUMMARY:

Agenda Item 5.1 - UGB Ordinance (79-80)

In the absence of Chairman Kafoury, Jim Sitzman reported to the Committee the chairman's interest in recommending that the ordinance be tabled, based upon the fact that it was premised on a concern about things that might occur rather than responding to the problems as they arose. Regarding Washington County's keeping Metro informed of what is happening on septic tanks and residential development in the special protected areas, it was indicated that it would be appropriate to table the motion until problems arise.

Diane Spies and Philip Thompson distributed comments on the ordinance, which were noted and filed.

The Committee then voted 3 yes, 1 abstention to recommend to the full Council that the ordinance be tabled.

Agenda Item 5.2 - Land Market Monitoring PAC, Citizen Appointments

The Committee recommended that Blackie Walsh be approved for one of the citizen representatives on the Land Policy Alternatives Committee. Kenneth Bostwick had been previously recommended for approval. Mike Johns is recommended as the alternate if Walsh or Bostwick are unable to serve. The Committee recommended that Johns, Craig Hindley and Richard Levy be considered for other advisory committees (Water Resources, Westside Transit and Long Range Planning, respectively).

5.3 - Report on Coordination with LCDC on Plan Review

Jim Sitzman explained to the Committee some possible revisions to the plan review process designed, in part, to make more efficient use of staff resources.

The Committee supported the concept of focusing plan review activities on regional concerns and of avoiding "nit-picking" on other state goal compliance issues, although Coun. Rhodes questioned whether the changes being considered would save that much staff time.

Jill Hinckley also reported on the progress of LCDC's acknowledgment review of Fairview. She explained that, as a result of discussions with Metro, the number of compliance issues had been reduced from nine to three, but staff still wished to advocate for Fairview's acknowledgment. The Committee directed staff to prepare testimony for LCDC supporting Fairview's plan, although Coun. Peterson indicated that he felt it was generally not worth staff time to be involved as advocate for local jurisdictions at LCDC acknowledgment hearings.

5.5 - Testimony on LCDC Paper on Post-Acknowledgment Policy

Mike Butts briefed the Committee on LCDC's draft policy paper on Post-Acknowledgment and reviewed his memo summarizing staff's general concerns. The Committee directed staff to prepare testimony to LCDC on the paper consistent with the concerns expressed in the memo. Coun. Peterson requested that some reference be made to Metro's role in Post-Acknowledgment plan reviews. Coun. Kirkpatrick stressed the importance of a positive rather than punitive role for the state; Coun. Rhodes stressed the importance of allowing local flexibility and keeping reporting requirements to a minimum.

COPIES TO: Metro Councilors

WRITTEN BY: Metro Staff

Zoo Committee
November 16, 1979
3:30 p.m., Education Building

NEXT MEETING
November 29, 1979
3:30 p.m. at the Metro Office
in the Councilors' Conference
Room

Those present: Cindy Banzer, Chairperson; Councilor Betty Schedeen,
Staff: Warren Iliff, Kay Rich, Steve McCusker,
Jack Delaini, Jack McGowan, Judy Bieberle, Judy Henry.

1. The minutes of November 1, 1979, were approved as published. In follow up to those minutes, Chairperson Banzer asked that the publishing of the poll in the Oregon Journal be pursued and that copies of the responses to polls published elsewhere should be copied to the members of the committee.
2. Contracts
 - a. Landscape Planning: Three firms responded to the RFP on landscape planning and all were interviewed. It is the staff recommendation that the firm of John Warner and Associates be retained.
Motion: Councilor Schedeen moved that the firm of John Warner and Associates be accepted as the contractor for the landscape planning project.
Motion unanimously carried.

(Note: A copy of the landscape proposal from John Warner and Associates is to be mailed to the Committee members.)
3. Free School Passes: The Education Department would like to be able to offer to students participating in the school zoomobile classes a free pass to the zoo when accompanied by an adult. This would be limited to the off-season winter months. The Metro legal council has stated that the pass would be permissible under the existing admissions ordinance. This would be a trial program for one year, and if successful would be worked into the zoo admission structure.

The committee members suggested that perhaps gate statistics could be kept on how many people visit the zoo because of the zoomobile free pass program. Jack McGowan stated that he is doing a study of the entire zoo rate structure, annual passes, etc., and will present a report to the Zoo Committee in January.

Motion: Councilor Schedeen moved that the recommendation from the Education Department be followed and that a free pass for students participating in our zoomobile program be created.
Motion carried.
4. Budget Goals and Objectives: Several documents concerning this topic have been sent to the committee members and the zoo staff has held several in-house meetings to discuss this subject. Mr. Iliff requested input from the Zoo Committee before going further with staff on this, and the Committee suggested that the Friends of the Zoo be contacted for their recommendations on the development

program. The general objectives for the next budget year will be presented by the Zoo Committee to the Metro Council at the Council retreat.

Mr. Iliff stated that in the past we have been criticized for determining budget and goals objectives by department, and are therefore attempting to develop these on a zoo-wide basis.

Chairperson Banzer requested that each of the Division Heads present briefly outline their general goals and objectives for the next fiscal year.

Steve McCusker - Animal Management

- a. Finishing or at least getting more than 70% of the primate house project completed.
- b. Pursuing the beaver/otter exhibit.
- c. Finishing the south side of the feline house.
- d. Working to create more naturalistic exhibits for the bears.
- e. Improving hoof stock area in terms of looking and working better (this to be done on a low budget).
- f. Change and improve the animal collection.

Jack Delaini - Education

- a. Children's Zoo
 - 1) Make contact area more attractive.
 - 2) Improve the volunteer program.
 - 3) Turn the boat ride into an aviary (not definite).
- b. Maintain our five volunteer programs at least at their present level.
- c. Graphics (this is a main concern)
 - 1) Implement a master graphics program which would include a directional system with handout maps.
 - 2) Develop systematic way in which to do supplemental graphics.
 - 3) Develop graphics for renovated primate house.
- d. Implementing of Elephant Museum if grant goes through.
- e. Continuing the insect zoo.

Judy Bieberle - Animal Adoption Program

- a. The parent program will be relatively self-sustaining by the end of this year.
- b. Develop a volunteer program to assist the parent program.

Jack McGowan - Public Relations

- a. Since the zoo is a seasonal entity, his office will concentrate on enhancing it in the spring and summer months.
 - 1) The Summer of '80 at Your Zoo will be a multi-phased program. It will include an evening concert series that will be sponsored by Meier & Frank and evenings when

individual companies can have special evenings at the zoo for their employees.

- b. Marketing
 - 1) Developing a new full color brochure and presentation poster to be sent to tour organizations, etc.
- c. Feasibility of television PSA's done on video tape rather than film will be studied.

Kay Rich - Administration

- a. Improve our budget preparation methods.
- b. Get more interplay between divisions when one division impacts another.
- c. Try to better coordinate activities.

Chairperson Banzer and Councilor Schedeen listed the following as goals they would like to see implemented:

- a. Improvement in the ability to get graphic signs out quickly.
- b. Total excellence in what we do, including food quality.
 - 1) Serve health food, ham and cheese sandwiches, salad and fruit juices for one summer on an experimental basis.
- c. Improve the cleanliness of our zoo, including the restrooms.
- d. Improve the landscaping.
- e. Improve the Children's Zoo.

- 5. Zoo Trip: Chairperson Banzer and Councilor Schedeen then reported on their trip to California. They were most impressed with the food served at the Wild Animal Park, and Mr. Iliff stated that he would contact the food manager there about some of the items mentioned. They were also impressed with the maintenance and cleanliness of the Wild Animal Park. It is divided into areas with one person responsible for the maintenance of cleanliness in each area; the restrooms are cleaned hourly. Banzer and Schedeen also liked the gift shop there (and purchased some items), and asked that our Gift Shop Manager be invited to attend a Zoo Committee meeting in the near future.

jah

MEETING REPORT

DATE OF MEETING: December 18, 1979

GROUP/SUBJECT: Ways and Means Committee

PERSONS ATTENDING: Couns. Corky Kirkpatrick, Jack Deines, Mike Burton, Donna Stuhr

Metro staff: Denton Kent, Andy Jordan, Marilyn Holstrom, Charlie Shell, John Gregory, Michele Wilder

MEDIA: None.

SUMMARY:

Chairman Kirkpatrick called the meeting to order at 5:15 p.m. and opened discussion on procedures to fill vacant Council positions. Andy Jordan presented the proposed procedures which included the following steps: First, applications would be accepted and secured by the staff to determine legal eligibility only; second, the Ways and Means Committee would review the applications and nominate no less than two and no more than five candidates to be presented to the Council; third, the Council would vote by written ballot, eliminating candidates through successive balloting until one candidate received a majority.

Coun. Kirkpatrick recommended that the proposed ordinance be referred to a Nominating Committee rather than the Ways and Means Committee. She explained that if the Council changed Committee structure, the ordinance would not have to be changed. The option of having Chairpersons of standing Committees serve as the Nominating Committee was also discussed. The Committee decided to recommend that the wording of the ordinance designate the Council Presiding Officer to appoint a Nominating Committee. Andy Jordan was directed to present a draft ordinance to the Committee at its January 15, meeting.

Marilyn Holstrom discussed proposed changes to the Local Officials Advisory Committee (LOAC). In response to the dissatisfaction with the current structure it is being proposed that the Committee be changed to serve as a regional forum to discuss issues and advise the Council through this forum. While the Steering Committee could call LOAC meetings at any time, the forums would be held quarterly. LOAC would participate in the A-95 review process as directed by the Governor by mail. The members would receive the same material as the Council.

Coun. Burton questioned the A-95 review function for LOAC as a duplication of effort since each city or county represented already participates in the review process. Coun. Kirkpatrick expressed her

support of the regional forum concept but stated that the forum must be meaningful. Ms. Holstrom assured the Local Government Assistance that her staff was prepared to devote the necessary time to make the forums a success.

Coun. Stuhr recommended approval of the staff recommendation with the stipulation that the effectiveness of the proposed A-95 review process be reviewed after three months. The Committee supported her recommendations.

Charlie Shell reviewed a draft of the fiscal year 1981 budget schedule. Coun. Kirkpatrick expressed concern that the Council have the opportunity to participate in the budget decisions before the Executive Officer presents the proposed budget to the Council in April. Mr. Shell noted that the Council would have an opportunity to refine the topics and issues discussed at the budget retreat prior to January 25.

The Committee also indicated that the Council should have an opportunity to participate in the decisions made to cut the priority list to balance the budget. Two points on the schedule were identified for Council review; first, the Council Committees should review the requested budgets prepared by the departments; second, the Council as a whole should review the budget just before the Executive Officer makes final decisions on the proposed budget.

The Committee also discussed the role of citizen involvement in the process. Two alternatives were discussed; (1) using LOAC as a budget review committee, and (2) using the members of the Finance Task Force with the exception of the members of the State Legislature. Interest was expressed in using a modified Finance Task Force, since these people were already familiar with the Metro budget.

The Committee expressed interest in a recommendation to hold an informal Council meeting before the January 24 regular meeting to discuss the budget process with the entire Council.

Charlie Shell reviewed the fiscal 1979 Audit Report and the Response to Management Letter. He noted that the staff had taken action to respond to each point of the auditor's management letter. While most of the recommended areas of improvement could be resolved by the next audit, some, such as the fixed asset system, could take longer. In response to a question by Coun. Burton, Mr. Shell explained that the contract and purchasing procedures were being tightened and that the Zoo was cooperating in complying with procedures.

The Committee discussed the issue of reorganizing Council Committees. Coun. Stuhr moved to postpone decisions on the Council Committees to the first meeting in February, and requested that Councilors attend the Ways and Means Committee January 15 meeting to discuss ideas on alternative Committee structures. Coun. Burton noted that procedural rules adopted by the Council required that the

Council appoint committees in January. The motion passed, with Coun. Burton's dissent, with the provision that staff verify whether the Council could wave the procedural ruling on this point.

REPORT WRITTEN BY: Charlie Shell

COPIES TO: Ways and Means Committee
Council
Executive Officer

SK:ss
6395/D4

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: Fiscal Year 1979 Audit Report

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Specific action accepting the Audit Report is not required. The Council adopted Resolution No. 79-109 approving action to increase the contingency in the Planning and General funds. This action is a result of the fund balances reported in this audit. The Executive Officer is also reporting on action already taken in response to the auditors comments on internal management priority (see attached report).
- B. POLICY IMPACT: The decrease in audited year end fund balance below the anticipated level has resulted in a review of policy decisions made on the overhead plan in the FY 1980 Budget. An adjustment to the overhead plan will be included in the supplemental budget as stated in Resolution No. 79-109.
- C. BUDGET IMPACT: The most important impact reported is a \$24,857 decrease in ending fund balances in the combined Planning and General funds which had been anticipated to be carried into the current fiscal year. The fund balances are the same in this Audit Report as were reported to the Council on October 25. Actions recommended by the Executive Officer, and confirmed by the Council on December 6, in adopting Resolution No. 79-109 have corrected this increase and will result in the availability of \$24,000 Planning and General fund contingency at the end of FY 1980.

II. ANALYSIS:

- A. BACKGROUND: Independent audits of Metro's financial records is required by State law and must be transmitted to the State Treasurer's Office by December 31 of each year. State law also requires the audit to contain comments on improvements needed in internal accounting management practices. The staff has initiated action on all points recommended by the auditors. The merging of two accounting systems and staffs in January required considerable changes in procedures. These changes have been made and continued improvements are also being implemented.

The budget and policy implications of the Audit Report have been previously discussed with the Council and will

be accomplished through adoption of the supplemental budget in January 1980.

- B. ALTERNATIVES CONSIDERED: The Audit itself is required by State law. The comments made in the management letter basically indicated the corrective action required. If this action was not taken, we could be subject to an unfavorable report in the future.

The response to the policy issues has previously been discussed with the Council.

- C. CONCLUSION: The internal management issues raised by the audit have been resolved through changes implemented by the accounting staff. Proposals are before the Council to resolve the budget and policy issues.

CS:gl
6223/81
12/20/79

Metropolitan Service District

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

Memorandum

Date: December 12, 1979
To: Metro Council
From: Executive Officer
Subject: Response to the 1979 Fiscal Year Audit Report

The accounting staff has made significant progress in resolving each of the areas recommended for improvement listed in the auditor's "Letter to Management." A summary of the action already taken is included in this memorandum.

We have faced considerable problems consolidating the CRAG and prior MSD accounting systems in the middle of the fiscal year. This task has been accomplished and, with all positions on the accounting staff now filled, steady improvements are being made in the management of the overall system.

To assure that this progress continues and satisfies the concern of our auditing firm, I will request that an independent audit of our accounting procedures be conducted before the end of the 1980 fiscal year and a report be made to the Council by July 15, 1980.

While most of the issues raised in the management letter can be resolved during this fiscal year, others such as the establishment of a fixed assessment system, publication of the accounting manual and the determination of the profitability of the Zoo requires work which will continue into the next fiscal year. Progress made on these longer term projects will be reported to the Council.

The following is a point by point response to the management letter:

1. Accounting System and Control Procedures Should Be Improved
 - a. Budget reports are prepared on a monthly basis along with quarterly financial reports which are presented to the Council.
 - b. The general ledger is now posted on a monthly basis.
 - c. General journal entries are reviewed and approved by

Finance Officer.

- d. Analysis of all accounts is performed on a monthly basis by the Senior Accountant.
- e. All cash procedures have been changed significantly and are subject to supervisory review (see item #2).
- f. Grant reporting and follow-up is now performed on a more systematic and current basis.

2. Internal Control Over Cash Should Be Improved

Cash procedures at the agency have been thoroughly reviewed and changed.

- a. Cash control and review has been placed in the hands of a supervisory employee.
- b. Bank reconciliations are now performed on a monthly basis.
- c. Deposits are made daily.
- d. Agency investment procedures have been strengthened and performance improved by changing investment pools and by purchasing high yield certificates of deposit.
- e. Checking account balances are maintained at zero levels (on an impress basis) so all funds can be placed in the investment pool to maximize agency earnings.
- f. Daily cash balances are now maintained.
- g. A log of cash receipts has been initiated.

3. Strengthen Internal Accounting Control Over Purchasing Functions

Implementation of overall purchasing procedures are being reviewed and monitored closer for adherence to proper purchasing procedures.

4. Establish and Maintain Fixed Asset Detail Ledger

Requirements for a fixed asset accounting system are being considered in the overall accounting system redesign. The current Metro accounting system does not have the capability to fully accommodate all the requirements of a

fixed asset accounting system.

5. Profitability of Zoo's Revenue Centers Should Be Determined

Meeting this requirement is one of the main objectives of the redesign of the new accounting system.

6. Certain Payroll Controls Should Be Implemented

Weaknesses identified in this area are currently being addressed. No payroll action is taken without a "Personnel Action Notice" being initiated. Also, alternative procedures such as independent supervisory review and spot distribution of payroll by supervisory personnel on a random basis has been initiated.

7. Development of an Accounting Policies and Procedures Manual

A high priority for this fiscal year is the completion of an accounting policies and procedure manual. This would formalize procedures and thus alleviate many historical problems in the accounting environment.

CS/gl
6276/88

RECOMMENDATIONS TO METRO COUNCIL
ON PUBLIC SUBSIDY OF ZOO'S
OPERATIONS AND CAPITAL IMPROVEMENTS

ZOO COMMITTEE REPORT

Councilor Cindy Banzer, Chairperson
Councilor Betty Schedeen
Councilor Craig Berkman

December 20, 1979

SERIAL LEVY RECOMMENDATIONS - SUMMARY

Alternative I: A combined three year levy of \$5 million per year with \$3 million for operation and and maintenance and \$2 million for capital construction.

- A. Zoo operating costs should be publicly subsidized at the level of \$3 million per year from 1981-1984.
- B. 25% increase in admission fees, effective July, 1981.
- C. \$2 million annually (or \$6 million total) should go for capital construction with the following projects to be constructed.
 - 1) Provide facilities to complete the initial primate project.
 - 2) Complete outside feline renovation
 - 3) Penguinarium renovation
 - 4) Maintenance building construction
 - 5) Reptile exhibit
 - 6) Beaver/otter exhibit - completion

Alternative II: If separate levies are required, the Committee recommends a three year, \$3 million a year levy for operation and maintenance and a five year, \$2 million year levy for capital construction.

- A. Zoo operating costs should be publicly subsidized at the level of \$3 million per year from 1981-1984.
- B. 25% increase in admission fees, effective July, 1981.
- C. \$2 million annually (or \$10 million total) should go for capital construction with the following projects to be constructed:
 - 1) Provide facilities to complete the initial primate project.
 - 2) Complete outside feline renovation
 - 3) Bear grotto renovation
 - 4) Penguinarium renovation
 - 5) Maintenance building construction
 - 6) African plains-rhino exhibit
 - 7) Alaskan exhibit
 - 8) Reptile Exhibit
 - 9) Beaver/otter exhibit - completion
 - 10) Minor projects to be identified
 - 11) Children's zoo renovation

Background

The five year, \$10 million serial levy to subsidize the operations of the Zoo and to provide for limited capital improvements expires June 30, 1981. This necessitates receiving voter approval for some type of continued public subsidy in either the 1980 primary or general election or a special election in order to keep the Zoo in operation.

The Zoo Committee as part of its 1979 work plan has prepared for the Metro Council's consideration recommendations on the level of public subsidy on priorities for capital improvements.

Public and Private Input

In order to present recommendations which would receive broadbased support, the Committee received substantial input from the Zoo staff, including the staff actually working with the animals and on the day-to-day operations.

The opinions of members of Friends of the Zoo were specifically sought as members of the organization have worked closely with the Zoo over a long period of time.

Additionally, the Zoo Committee aggressively sought input from the general public. Public hearings were held in Portland, East Multnomah County, Washington County and Clackamas County. In preparation for the hearings, the Zoo Committee made visits to the editorial boards of most of the daily and local newspapers in the Metro district. A number of these papers agreed to run a "clip-out and return" questionnaire to solicit the opinions of the public who would not normally attend a public hearing.

Format for Recommendations

In accordance with a prior gentlewomen's agreement with the chairperson of the Ways and Means Committee, the Zoo Committee's recommendations relate to dollar amount and prioritization of projects - and are based on the set of financing methods recommended by the Finance Task Force.

Since there still remains some confusion as to the impact of the Legislature's tax plan on certain funding methods, the Committee's recommendations are based on two approaches: (1) a three year serial levy which combines operating subsidies and capital improvements, and (3) a three year serial levy for operation subsidy and a five year serial levy for capital improvement.

If the state property tax relief plan applies to #1 the advantage of this approach would be that voter approval of the levy would assure funds for both continued operations and some capital improvements; the disadvantage is that within two years we would need to go to the voters again.

The advantage of #2 is that there would be an assured \$10 million for capital improvements; the disadvantages are that the \$10 million levy would not be eligible for property tax relief and that there is a real danger of one of the levies passing without the other one passing.

Serial Levy Recommendations

At every phase of our process, the Committee asked what level of property tax support do you think the voters would approve. The Committee also carefully reviewed the results of the district-wide survey that was done in October by Metro. Based on this information, the Committee felt that the electorate - with a highly visible campaign - would support an annual assessment of \$10 mills (\$10 per thousand) or a \$10 tax on a house assessed at \$50,000. The average assessment for single family residents in the Metro Service District is about \$50,000 with the average in Clackamas and Washington Counties slightly higher and the average in Multnomah County slightly lower. Based on this premise, the following recommendations are made:

Alternative I: A combined three year levy of \$5 million per year with \$3 million for operation and maintenance and \$2 million for capital construction.

- A. Zoo operating costs should be publicly subsidized at the level of \$3 million per year from 1981-1984.

Currently, of the \$2 million annual property tax revenues, we are expecting to receive approximately \$1,768,000. The balance is not collected due to delinquent taxes; however, prior year taxes paid amounts to an additional \$157,000. Approximately \$1,700,000 is appropriated for operations, and about \$725,000 is set aside for capital improvements.

Appendix A shows the impact inflation, a new capital replacement program, delinquent taxes will have on the operating budget from 1981-1984.

To meet this need, the Committee concludes that the public subsidy must be increased to \$3 million a year.

This level of funding will provide for about six percent of the operating budget to be dedicated to a routine capital replacement program. To date, there has not been systematic planning for routine replacement or renovation of the Zoo's physical facilities.

- B. To meet the projected operating costs, a 25% increase in admission fees, effective July 1, 1981.

The Committee requested the staff to come back with recommendations on which admission fees should be raised. The issue of the split fee should be addressed at the time the overall admission study currently underway is completed.

Should the fiscal picture change drastically, the issue of increased admission fees may need to be implemented prior to July, 1981.

C. \$2 million annually (or \$6 million total) should go for capital construction with the following projects to be constructed:*

- 1) Provide facilities to complete the initial primate project
- 2) Complete outside feline renovation
- 3) Penguinarium renovation
- 4) Maintenance building construction
- 5) Reptile exhibit
- 6) Beaver/otter exhibit - completion

Alternative II: If separate levies are required, the Committee recommends a three year, \$3 million a year levy for operation and maintenance and a five year, \$2 million a year levy for capital construction.

A. Zoo operating costs should be publicly subsidized at the level of \$3 million per year from 1981-1984.

Currently, of the \$2 million annual property tax revenues, we are expecting to receive approximately \$1,768,000. The balance is not collected due to delinquent taxes; however, prior year taxes paid amounts to an additional \$157,000. Approximately \$1,700,000 is appropriated for operations, and about \$725,000 is set aside for capital improvements.

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Should the fiscal picture change drastically, the issue of increased admission fees may need to be implemented prior to July, 1981.

C. \$2 million annually (or \$10 million total) should go for capital construction with the following projects to be constructed:*

- 1) Provide facilities to complete the initial primate project.
- 2) Complete outside feline renovation
- 3) Bear grotto renovation
- 4) Penguinarium renovation
- 5) Maintenance building construction
- 6) African plains-rhino exhibit
- 7) Alaskan exhibit
- 8) Reptile exhibit
- 9) Beaver/otter exhibit - completion
- 10) Minor projects to be identified
- 11) Children's zoo renovation

Supplemental recommendation

The Committee recommends that we aggressively pursue the creation of a foundation to obtain private funding for capital needs.

Specifically, private funding should be pursued for construction of the remainder of the Cascades exhibit and a private restaurant.

Projects called for in the existing development plan which could be completed with private funding are listed in appendix B.

The Committee cautions that limitations in staffing level and available operational funds are such that we should pursue funding for one major project at a time.

*With the establishment of these capital construction projects as priorities, firmer cost estimates are needed for several projects. Staff has been requested to provide as accurate as possible construction costs for these projects prior to the Council's final approval of a levy amount and project prioritization in January. The rationale is that the Council needs to have a list of projects we can complete if the public supports the request.

Washington Park Zoo
PROJECTED OPERATING COSTS AND REVENUES

	<u>(Existing Levy)</u>		<u>(Projected Levy)</u>		
	<u>1979-80 Revised</u>	<u>1980-81</u>	<u>1981-82</u>	<u>1982-83</u>	<u>1983-84</u>
Personal Services	1,725,748	1,866,946	2,053,641	2,259,005	2,484,907
Materials and Services	1,074,337	1,235,488	1,420,811	1,633,933	1,879,022
Dept. Capital Outlay	190,365	218,920	251,759	289,522	332,949
Operating Contingency	200,000	230,000	264,500	304,175	349,801
Transfer to General Fund	<u>274,388</u>	<u>315,546</u>	<u>362,878</u>	<u>417,310</u>	<u>479,906</u>
Total	3,464,838	3,866,900	4,353,589	4,903,945	5,526,585
Enterprise Revenues:					
Low Projection (1)	1,430,000	1,515,800	1,606,748	1,703,153	1,805,342
Moderate Projection (2)	1,462,800	1,558,935	1,676,789	1,946,955	2,078,281
High Projection (3)	1,510,000	1,640,009	2,100,491	2,383,598	2,866,167
Balance of O & M:					
Low	2,034,838	2,351,100	2,746,841	3,200,792	3,721,243
Moderate	2,002,038	2,307,965	2,676,800	2,956,990	3,448,304
High	1,954,838	2,226,891	2,253,098	2,520,347	2,660,418

- (1) Assumes no increase in attendance or admission fees but an increase of 10% each year in other generated revenues.
- (2) Assumes one 25% increase in admission fees, a relatively static attendance, and 10% increases in other generated revenues.
- (3) Assumes two increases in admission fees, a steady increase in attendance, and 10% increases in other generated revenues.

PROJECTED COSTS TO TAX PAYERS
FOR VARIED LEVY AMOUNTS*
1981-82

<u>Amount To Be Raised</u>	<u>Cost Per \$1000 Assessed Value</u>	<u>Cost Per \$50,000 Home</u>
1,000,000	.042	2.10
2,000,000	.84	4.20
3,000,000	.126	6.30
4,000,000	.168	8.40
5,000,000	.21	10.49
6,000,000	.252	12.59
7,000,000	.294	14.69
8,000,000	.336	16.79
9,000,000	.378	18.89
10,000,000	.42	20.99
20,000,000	.84	41.98

* Assumes the assessed value of property within the boundaries of the Metropolitan Service District to be approximately \$23,823,000,000.

AMR:amn
12/20/79

Appendix B

Projects listed in existing development plan, but not recommended for completion in this package.

Ground bird exhibits
Asian exhibit
Australian exhibit
African plains exhibit, west
African exhibit (train loop area)
South American exhibit
New entrance
New children's zoo
Remainder of Cascades exhibit
Oregon coast exhibit
Train improvements

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: Multnomah County Variance from Certificate Requirements

APPROVED BY THE METRO COUNCIL

THIS 20 DAY OF December 1979

Mary G. Luster
 CLERK OF THE COUNCIL

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the Resolution granting Multnomah County a variance from specific sections of the Metro Code for the purpose of operating a solid waste disposal site.
- B. POLICY IMPACT: Adoption of the Resolution will enable Multnomah County to proceed in a timely manner with construction of the county shops and at the same time ensure compatability with Metro's Solid Waste Management Program.
- C. BUDGET IMPACT: Adoption of the Resolution will not have a budget impact on Metro.

II. ANALYSIS:

- A. BACKGROUND: Multnomah County plans to construct a new county shop at the Vance Pits on S. E. 190th between Division and Burnside Streets. This site was once used as a solid waste disposal site and was closed in the early 70's. The County proposes to excavate approximately 150,000 cubic yards of disposed refuse and relocate the material on adjacent property owned by the County. This property was part of the original landfill.

The County's proposal to make use of the adjoining property constitutes a proposal for a solid waste disposal site as defined by Metro's Code and will require a certificate. However, since this will not be the usual solid waste disposal site and since the County has scheduled the excavation to be completed by May 1980, the County has requested a variance from certain certificate requirements.

Section 12.02.200 of the Metro Code permits the Council to grant a variance to specific rules, regulations or ordinances if it is determined that the purpose and intent of the particular requirement can be achieved without strict compliance and that strict compliance:

- a. is inappropriate because of conditions beyond the control of persons requesting the variance;
 or
 b. will be rendered extremely burdensome or highly

impractical due to special physical conditions or causes; or

- c. would result in substantial curtailment or closing down of a business, plant or operation which furthers the objectives of Metro or of Metro's Plan.

B. ALTERNATIVES CONSIDERED: (1) The alternative of not granting this variance will be to delay the County construction schedule for at least 30 to 60 days. In addition, the County would have to pay the user fees of \$24,000, post a surety bond and complete a detailed feasibility report.

(2) In order to facilitate the County's construction project and at the same time to ensure proper environmental control, staff has reviewed Metro's Code and has determined that the following sections should be varied.

12.02.090 (4) This section requires the operator of a disposal site to submit a corporate surety bond guaranteeing full and faithful performance of the duties and obligations of a certificate. A variance would waive this requirement.

12.02.100 (2) This section requires that Metro provide thirty (30) days for the public and other interested parties to submit written comments to Metro pertinent to an application. The Solid Waste/Public Facilities Council Committee is concerned that ample public notice be given. Therefore, as a condition of granting the variance to Metro's public notice requirement, the Committee recommends that Multnomah County notify persons within a 2,000 foot radius of Vance Pit of the proposed solid waste relocation project.

12.02.140 This section requires the operators of a solid waste disposal site to pay Metro a user fee on all solid waste disposed. Since this project will involve relocation of solid waste, the Council Committee felt that user fees were inappropriate. Based on the estimated 150,000 cubic yards, the user fee would be \$24,000.

20.02.100 This section requires that the applicant submit a detailed feasibility study report. Since this project is not the usual solid waste disposal site, strict adherence to all of the requirements of a feasibility study report is not warranted.

C. CONCLUSION: Multnomah County has submitted an application to Metro and DEQ for a certificate/permit to operate a solid waste disposal site. It is the position of DEQ that

this operation can be covered by a "letter of authorization" because of its short duration and special purpose. Metro does not have the ability to issue a similar letter of authorization but must issue a certificate. The Solid Waste Policy Alternatives Committee and the Solid Waste/Public Facilities Council Committee have discussed this issue with Multnomah County and their engineers and have determined that it is in the best public interest to grant variances to the Metro Code in order to facilitate the County's project. It should be noted, however, that even with the granting of these variances, a certificate will not be issued to Multnomah County until the necessary engineering, site and operational plans are submitted for staff approval. Public notice to owners of adjacent property will be a condition of granting the variance.

MI/gl
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12/20/79

APPROVED BY THE METRO COUNCIL

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

THIS 20th DAY OF June 1979

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: McLoughlin Blvd. Project - Authorization of Interstate
 Transfer Funding

May E. Lunde

 CLERK OF THE COUNCIL

I. RECOMMENDATIONS:

- A. **ACTION REQUESTED:** Recommend Council adoption of the attached resolution which: (1) authorizes \$20,612,500 of the McLoughlin Corridor Reserve Account (Mt. Hood Freeway Withdrawal funds) to support preliminary engineering, right-of-way acquisition, and construction of the preferred system alternative on McLoughlin Blvd. between Milwaukie and the Union/Grand couplet, (2) amends the Transportation Improvement Program (TIP) accordingly, (3) recommends that the Oregon Transportation Commission provide local matching funds for the project, and (4) designates possible use of the remaining \$4 million of funds from the McLoughlin Corridor Reserve.
- B. **POLICY IMPACT:** This action represents a major step in correcting one of the most pressing problems addressed by the Corridor Improvement Strategy adopted by the Metro Council in July, 1979. Authorization of federal funding is an important step in ensuring continuing progress of efforts to correct critical transportation and environmental problems in the upper portion of the Southern Corridor. The provision of matching funds by the Oregon Transportation Commission will enable the agreed upon project to be implemented. Metro will continue efforts to define other improvements in the corridor which will both complement the project north of Milwaukie and respond to other corridor problems south of Milwaukie. \$4,161,365 (as of June 30, 1977) would remain from the McLoughlin Corridor Reserve to support these projects as well as cost increases on the recommended project identified in subsequent project development efforts. Also eligible would be the possible purchase of the Portland Traction Company right-of-way.
- C. **BUDGET IMPACT:** The approved Metro budget includes funds to monitor federal funding commitments. Using budgeted funds, Metro staff, as part of the Southern Corridor team, will continue to evaluate overall corridor problems and recommend other corridor improvements.

II. ANALYSIS:

- A. **BACKGROUND:** Metro staff, working with the Oregon Department of Transportation (ODOT), Tri-Met, and the various jurisdictions, has been analyzing McLoughlin Blvd. and the many supporting arterial highways and transit services which make up the Southern Corridor transportation system between the Grand/Union Ave. couplet and I-205.

Nine possible transportation options on McLoughlin Blvd. have been analyzed. Each has been analyzed to evaluate how they meet corridor improvement objectives. The analysis has identified a preferred alternative systems concept for improving McLoughlin Blvd. north of Milwaukie which is recommended to proceed to project planning. This alternative involves a multi-modal project which would increase the person-moving capacity on McLoughlin Blvd. between Milwaukie and the Union/Grand couplet in the city of Portland. Involved would be the addition of two lanes for mixed traffic (one in each direction between the Clackamas Expressway and Reedway) and a reversible lane for buses and carpools (between the Clackamas Expressway and the Union/Grand couplet). The project concept adequately addresses the problems in the area through the year 1995, bringing about the achievement of a number of corridor improvement objectives. A Systems Planning Report is attached which describes the objectives, how well they are achieved, and the relationship of the project to the rest of the transportation system.

TPAC and JPACT have approved and recommended adoption of the attached Resolution.

- B. **ALTERNATIVES CONSIDERED:** Nine possible transportation alternatives for McLoughlin Blvd. have been evaluated:

Category 1. No improvements

Category 2. Highway improvements

- a. Major Intersection Improvements
- b. Add Two Mixed Travel Lanes

Category 3. Transit/Lane for Buses and Carpools Improvements

- a. Add Reversible Bus-Only Lane
- b. Add Reversible Lane for Buses and carpools
- c. Significantly Improve Transit

Category 4. Multi-Modal Combination Improvements

- a. Add Two Reversible Lanes -- One for Mixed Traffic and the other for Buses and carpools
- b. Add Three Lanes -- Two for Mixed Traffic and the third for Buses
- c. Add Three Lanes -- Two for Mixed Traffic and the third Reversible Lane for Buses and carpools

Each of these alternatives was evaluated to determine how well it met an improvement standard of achieving an adequate level of peak period person travel flow conditions while allowing removal of through traffic from neighborhood streets. Alternative 4. c. (Add Three Lanes -- Two for Mixed Traffic and the third Reversible Lane for buses and carpools) is the only alternative which achieves the improvement standard.

- C. CONCLUSION: Based on Metro studies, staff recommends approval of the attached resolution to provide funding for the preferred system concept. The Southern Corridor working group, composed of representatives from the cities of Portland, Milwaukie, Oregon City and Gladstone, Clackamas County, ODOT, Tri-Met and Metro have unanimously agreed to this recommendation.

BH:ss
6119/33
12/20/79

Metropolitan Service District

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

Memorandum

Date: 12-20-79

To: Metro Council

From: Tom O'Connor, Local Government Assistant

Subject: Agenda Item 7.2 McLoughlin Blvd. Corridor Project

Attached for your information are copies of resolutions of support passed by local jurisdictions urging that funds be authorized for improvements to McLoughlin Blvd. as discussed in Agenda Item 7.2.

RESOLUTION NUMBER 59-1979

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE,
INDICATING SUPPORT OF MCLOUGHLIN BLVD. IMPROVEMENT PROJECT.

WHEREAS, The City Council of the City of Milwaukie has previously recognized that severe transportation problems exist in the Southern Corridor particularly on McLoughlin Blvd; and

WHEREAS, Metro has established a Federal Interstate Transfer account of about \$25 million for future transportation improvements in the Southern Corridor; and

WHEREAS, Transportation system studies completed by Metro staff have indicated that there are opportunities to ameliorate existing and future transportation problems through a combination of transit, auto, and high occupancy vehicle (HOV) improvements; and

WHEREAS, These opportunities are available along McLoughlin Blvd. north of the City of Milwaukie; and

WHEREAS, A Southern Corridor Working Group composed of technical staff from the City of Portland, Tri-Met, ODOT, Metro, Clackamas County, Gladstone, Oregon City, and DEQ has indicated support for proceeding into project development.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Milwaukie:


1. That the Milwaukie City Council support the recommendation that ODOT undertake preliminary engineering activities on a project which would add additional lanes for transit, autos, and high-occupancy vehicles north of the City of Milwaukie.

2. That the Milwaukie City Council recommend that the Metro Council endorse this proposal and authorize funds for PE.

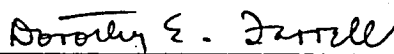
3. That the Milwaukie City Council requests the ODOT to initiate project development and provide local matching funds to Interstate Withdrawal funds in order to accomplish the improvements

Be it so resolved

Introduced and adopted by the City Council of the City of Milwaukie on the 3rd day of December, 1979, at a regular meeting of the City Council.


Allen Manuel, Mayor

ATTEST:


Dorothy E. Farrell, City Recorder

Approved as to form:

RESOLUTION NO. 426

WHEREAS, The City Council of the City of Gladstone, Oregon has previously recognized that severe transportation problems exist in the Southern Corridor particularly on McLoughlin Boulevard; and

WHEREAS, Metro has established a Federal Interstate Transfer account of about \$ 25 million for future transportation improvements in the Southern Corridor; and

WHEREAS, Transportation system studies completed by Metro staff have indicated that there are opportunities to ameliorate existing and future transportation problems through a combination of transit, auto, and high occupancy vehicle (HOV) improvements; and

WHEREAS, These opportunities are available along McLoughlin Boulevard, north of the City of Milwaukie; and

WHEREAS, A Southern Corridor Working Group composed of technical staff from the City of Portland, Tri-Met, Oregon Department of Transportation, Metropolitan Service District, Clackamas County, City of Gladstone, City of Oregon City and Department of Environmental Quality has indicated support for proceeding into project development; now therefore,

BE IT RESOLVED, That the Gladstone City Council support the recommendation that the Oregon Department of Transportation undertake preliminary engineering activities on a project which would add additional lanes for transit, autos, and high-occupancy vehicles north of the City of Milwaukie.

BE IT FURTHER RESOLVED, That the Gladstone City Council recommend that the Metro Council endorse this proposal and authorize funds for preliminary engineering.

BE IT FURTHER RESOLVED, That the Gladstone City Council requests the Oregon Department of Transportation to initiate project development and provide local matching funds to Interstate Withdrawal funds in order to accomplish improvements.

This Resolution adopted this 11th day of December, 1979.

Approved by the Mayor this 12th day of
December, 1979.

H. Wade Byers, Jr.
H. Wade Byers, Jr. Mayor

Attested:

Bernice Marlow
Bernice Marlow, Recorder

RESOLUTION NO. 79-32

WHEREAS, Oregon City has previously recognized that severe transportation problems exist in the Southern Corridor, particularly on McLoughlin Blvd; and

WHEREAS, Metro has established a Federal Interstate Transfer account of approximately \$25 Million for future transportation improvements in the Southern Corridor; and

WHEREAS, transportation system studies completed by Metro staff have indicated that there are opportunities to ameliorate existing and future transportation problems through a combination of transit, auto, and high-occupancy vehicle (HOV) improvements; and

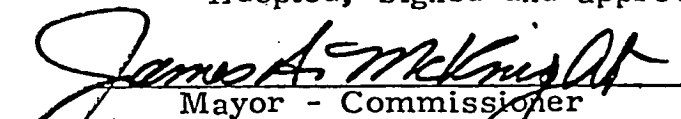
WHEREAS, these opportunities are available along McLoughlin Blvd north of the city of Milwaukie; and

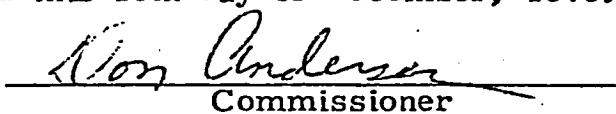
WHEREAS, a Southern Corridor Working Group composed of technical staff from the city of Portland, Tri-Met, ODOT, Metro, Clackamas County, Gladstone, Oregon City, and DEQ has indicated support for proceeding into project development;

NOW THEREFORE BE IT RESOLVED that the City Commission of Oregon City does hereby:

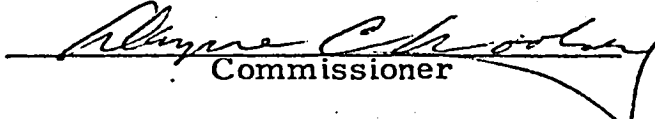
1. Support the recommendation that ODOT undertake preliminary engineering activities on a project which would add additional lanes for transit, autos and high-occupancy vehicles north of the city of Milwaukie.
2. Recommend that the Metro Council endorse this proposal and authorize funds for PE.
3. Request the ODOT to initiate project development and provide local matching funds to Interstate Withdrawal funds in order to accomplish the improvements.

Adopted, signed and approved this 13th day of December, 1979.


Mayor - Commissioner


Commissioner


Commissioner


Commissioner


Commissioner

Comprising the City Commission of Oregon City, Oregon

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Supporting a
Preliminary Engineering Project on
McLoughlin Boulevard, a Transportation
Corridor of Regional Concern

ORDER NO. 79-2563

This matter coming before the Clackamas County Board of Commissioners as a result of the severe transportation problem existing in the Southern Corridor, particularly on McLoughlin Boulevard, and

It appearing to the Board that Metro has established a Federal Interstate Transfer Account of approximately \$25 million for future transportation improvements in the Southern Corridor, and

It further appearing that transportation system studies completed by Metro staff have indicated that there are opportunities to ameliorate existing and future transportation problems through a combination of transit, auto and high-occupancy vehicle (HOV) improvements, and

It further appearing these opportunities are available along McLoughlin Boulevard north of the City of Milwaukie, and

It further appearing that a Southern Corridor working group composed of technical staff from the City of Portland, Tri-Met, O.D.O.T., Metro, Clackamas County, Gladstone, Oregon City, and D.E.Q. has indicated support for proceeding into project development, now therefore

IT IS HEREBY ORDERED that the Clackamas County Board of Commissioners support the recommendation that O.D.O.T. undertake preliminary engineering activities on a project which would add additional lanes for transit, autos, and high-occupancy vehicles north of the City of Milwaukie, and

IT IS FURTHER resolved that the Board recommends Metro Council endorsement of this proposal and authorizes funds for Preliminary Engineering, and that O.D.O.T. initiate project development and provide local matching funds to Interstate Withdrawal funds in order to accomplish the improvements.

DATED this 13th day of Dec., 1979

BOARD OF COUNTY COMMISSIONERS

Chairman, Stan Skoko

Commissioner, Robert Schumacher

Commissioner, Ralph Groener

CONNIE McCREADY
MAYOR



ROOM 303 - CITY HALL
PORTLAND, OREGON 97204

CITY OF PORTLAND
OREGON

RECEIVED
DEC 17 1979

METRO SERVICE DISTRICT

10 December 1979

Bob Bothman
Metropolitan Administrator
Oregon Dept. of Transportation
5821 NE Glisan
Portland, OR 97213

Rick Gustafson
Executive Director
METRO
527 SW Hall
Portland, OR 97201

Gentlemen:

The Portland City Council strongly supports the combined highway and transit improvements for McLoughlin Boulevard proposed by METRO and ODOT. The Council urges the METRO Council and the Oregon Transportation Commission to give a high priority to improvements in this corridor in order to relieve existing traffic congestion and remove through traffic from parallel residential streets.

The Council believes that the McLoughlin Boulevard project which is on a major, state route, should be funded with federal 'E-4' funds. Local match for both highway and transit improvements should be provided by the Oregon Department of Transportation, as both types of improvements are necessary to reduce traffic congestion problems in the corridor.

The Council is concerned about through traffic in the Sellwood and Brooklyn Neighborhoods, and traffic congestion in the Central Eastside Industrial District, especially on Union and Grand Avenues. The

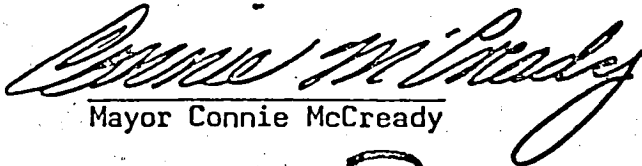
10 December 1979

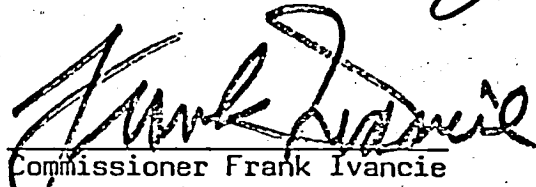
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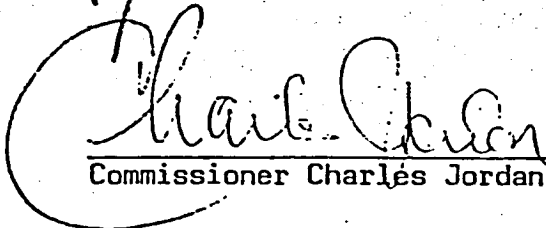
McLoughlin Boulevard Improvements should be designed to alleviate these problems and the improvements should be carefully coordinated with other transportation projects.

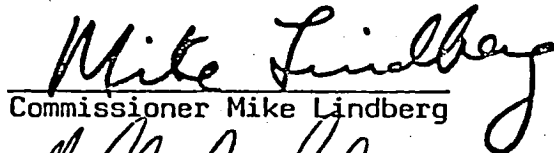
The Council also requests that the Oregon Department of Transportation begin preliminary engineering work in the near future on this high-priority project.

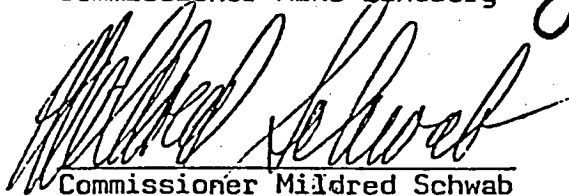
Sincerely,


Mayor Connie McCready


Commissioner Frank Ivancie


Commissioner Charles Jordan


Commissioner Mike Lindberg


Commissioner Mildred Schwab

SD:db

Oregonian 11-28

McLoughlin Blvd. top county priority

By KATHIE DURBIN
of The Oregonian staff

Multnomah County's Division of Transportation has made up its wish list for the State Transportation Commission, and at the top is McLoughlin Boulevard.

The County Commission approved Tuesday a list of projects it wants included in the state's six-year highway improvement program.

In doing so, it asked the state to provide \$4.5 million in local matching funds for \$25 million in federal Mount Hood Freeway replacement funds already earmarked for the McLoughlin corridor.

The arterial carries about 60,000 cars per day and is a major north-south route between downtown Portland and North Clackamas County. It is frequently congested during rush hours, and much of the traffic spills over into the Sellwood and Westmoreland neighborhoods and uses the narrow Sellwood Bridge, state planner Bob Bothman told the board two weeks ago.

Simply widening McLoughlin isn't enough, Bothman said, because northbound traffic still has to funnel into Grand Avenue, compounding a bottleneck there.

He said the state and the Metropolitan Service District have been studying several options, including diverting some traffic to new arterials running through the Brooklyn railroad yards north of Sellwood.

Also on the board's list of projects is a series of improvements to Northeast Sandy Boulevard between Northeast 99th Avenue and Interstate 80N. County transportation planners cited fre-

quent traffic accidents on Sandy Boulevard.

Among the improvements recommended, totalling between \$2 and \$4 million, are replacement of on-street parking with offstreet parking to create left-turn medians, widening Sandy to four lanes in some sections, and installing curbs and sidewalks.

Also on the list is a project to widen Graham Road between the Columbia Highway and I-80N to make it compatible in the future with a four-lane extension of Northeast 257th Avenue.

Commissioner Earl Blumenauer said he favored adding another item to the list, even though technically it would not be a state project — replacement of the deck of the county-owned Morrison Bridge, which was not designed to handle the heavy truck traffic that funnels onto it from Interstate 5.

County engineer Oliver Domreis said the bridge structure was sound, but the 6-inch-thick concrete deck was too thin to handle heavy traffic. A 2-year-old estimate of the cost of removing and replacing the deck showed it would cost \$1.2 million, Domreis said.

Blumenauer, only half kidding, said perhaps the county should deny freeway access to the bridge as a lever to prompt the state to fund bridge improvements.

"Maybe it's not too late to install a Neil Goldschmidt memorial tollbooth," he said.

The county's recommendations are only advisory. The State Transportation Commission has final say on which project are financed with state gas tax revenues.

see page 2

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of Recommending projects)
to the Oregon Department of)
Transportation for the 1980 through)
1985 6-Year Highway Improvement Program)

RESOLUTION

WHEREAS, The Oregon Department of Transportation requests the review and comment of local jurisdictions in preparing the 6-Year State Highway Improvement Program, and

WHEREAS, Multnomah County has reviewed the Preliminary 6-Year Program,

WHEREAS, Multnomah County notes the Morrison Bridge, a County bridge on the Federal Aid Urban system, connects to State facilities I-5, I-84, Front Avenue and Union/Grand Avenues and notes the bridge deck is in deteriorated condition requiring repair, and

WHEREAS, Multnomah County further notes that if funding cannot be found for said repair of the Morrison Bridge the County may be forced to close the facility for reasons of public safety, which would close access to I-5,

BE IT RESOLVED, the Multnomah County Board of Commissioners recommends the following projects to the Oregon Department of Transportation:

Projects previously listed in the ODOT 6-Year Program which continue to have County support:

I-5 Jantzen Beach/Delta Park Interchange Redesign (1982)	\$ 29,000.000
I-84/181st Avenue Full Interchange Redesign (1984)	6,000,000
I-84/181st Avenue Eastbound Off-Ramp (1980)	650,000
Powell Blvd. Realignment at 190th Drive (1983)	1,660,000

Signals:

Powell Blvd./122nd Avenue	\$ 60,000 (1980)
Powell Blvd./Burnside Street	90,000 (1980)

New projects listed in the ODOT 6-Year Program which are supported by the County are:

Signals:

Powell Blvd./Hogan Avenue	\$ 90,000 (1980)
Sandy Blvd./147th Avenue	55,000 (1981)
Powell Blvd./104th Avenue	55,000 (1981)
Sandy Blvd./158th Avenue	55,000 (1981)
Powell Blvd./Birdsdale Avenue	100,000 (1982)

Projects not listed on the ODOT 6-Year Program which the County requests be added:

Morrison Bridge:

Morrison Bridge is an integral urban transportation facility connecting to a number of major State routes. The deteriorated condition of the deck is a public safety hazard and needs repair. The cost of the immediately needed repair is \$1,560,000. The County requests funding of the repair be included in the ODOT 6-Year Program.

McLoughlin Blvd.:

McLoughlin Blvd. is a regional travel corridor serving SE Portland and Clackamas County. Congestion on McLoughlin Blvd. is causing through traffic to infiltrate SE Portland neighborhoods. Future growth has been projected by M.S.D. which will increase travel in this corridor. \$25,450,000 of Freeway Transfer Funds have been earmarked for transit and traffic improvement of the McLoughlin Corridor. Project alternatives are being prepared by MSD. If the full amount is spent on a selected alternative, a local match of some \$4,500,000 would be needed. Since this route on the primary system is of significant regional importance and since energy-saving, people-carrying improvements need to be made, Multnomah County requests local match be provided for the transit and traffic improvements through the ODOT 6-Year Program.

Sandy Blvd.:

Sandy Blvd. has a congestion problem in the Parkrose Business District. Without improvement, the situation will probably worsen when the Sandy Blvd./I-205 Interchange opens in 1982. A four-lane section between 122nd and 148th Avenues would be more suitable than the present two lanes, given the development pattern for the area and the connection to I-205.

N.E. 99th to 122nd--Provide left-turn median by removing on-street parking between 102nd and 105th Avenues and replace parking removed off street as part of the project. Improve with safety overlay.

N.E. 122nd to 148th--Widen to a 4-lane roadway with curbs and sidewalks. Install signal at 131st Place.

N.E. 148th to I-84--Improve with safety overlay. Curbs and sidewalk on south side of street.

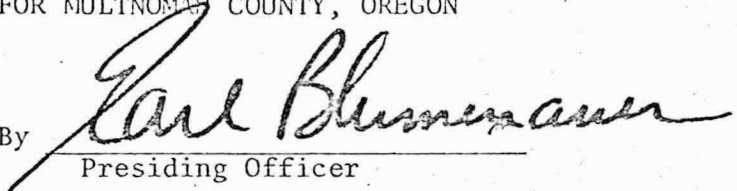
Graham Road Structure:

The future 257th Avenue, which would be a major arterial, will extend to the Graham Road structure which leads to the Interchange with I-84. Graham Road at this location is a narrow 2-lane road. The County requests reconnaissance efforts begin now to examine possible alternatives to widen the road to 4-lanes.

November 29, 1979

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

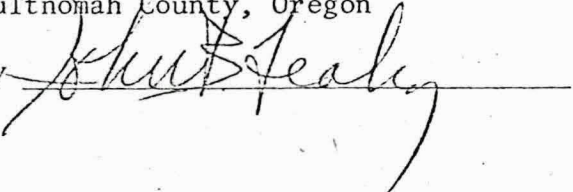
By


Presiding Officer

APPROVED AS TO FORM:

JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

By



A G E N D A M A N A G E M E N T S U M M A R Y APPROVED BY THE METRO COUNCIL

THIS 20th DAY OF December 1979

Mary E. Casade

CLERK OF THE COUNCIL

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Inclusion of Portland Traction Company Right-Of-Way in the Southern Corridor Study

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of a resolution adding an analysis of the possible purchase of the Portland Traction right-of-way to the Southern Corridor Study.
- B. POLICY IMPACT: This action would allow a decision on whether the Portland Traction Company right-of-way should be purchased for possible use by Light Rail Transit (LRT) in the long run.
- C. BUDGET IMPACT: The approved Metro budget funds staff effort for the Southern Corridor. This activity can be accommodated within the established budget, and will be completed by May 1980.

II. ANALYSIS:

- A. BACKGROUND: The Portland Traction Company right-of-way has been abandoned since 1967. The tracks have been removed but the right-of-way is mostly intact from Golf Junction to Oregon City. The current owners, Union Pacific and Southern Pacific Railroads are interested in divesting themselves of this property. Tri-Met, Clackamas County and various citizen groups are concerned that this potential light rail route will be lost to the public. An engineering reconnaissance of the route showed a technical feasibility. The systems analysis conducted by Metro placed the implementation of a southern rail route far in the future. Metro staff evaluation has shown fixed guideway transit service to be a long-term possibility.

Tri-Met has requested an evaluation from Metro of the utility of purchasing this right-of-way for future development.

TPAC and JPACT have approved and recommended adoption of the attached Resolution.

- B. ALTERNATIVES CONSIDERED: None.
- C. CONCLUSION: Staff recommends that acquisition of the right-of-way be studied as a part of the Southern Corridor Study. This evaluation provides a timely answer to the questions concerning the purchase of the right-of-way.

GS:gl
 12/20/79
 6246/81
 12/20/79

A G E N D A M A N A G E M E N T ^{APPROVED BY THE METRO COUNCIL} S U M M A R Y

THIS 20th DAY OF December 1979

Mary E. Lunde

CLERK OF THE COUNCIL

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Westside Transitway Program: Phase I Recommendations

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached resolution amending the Interim Transportation Plan, approving options for further study in the Westside Transitway Program and amending the Unified Work Program.
- B. POLICY IMPACT: Adoption of this resolution will allow a continuation of progress in correcting major corridor transportation problems on the Westside as specified in the Corridor Improvement Strategy approved by the Metro Council in July 1979. The resolution concludes Phase I of the Westside Transitway Program called for by Metro Resolution No. 79-65, by establishing five options to be further studied in Phase II of the program. The work program for this phase is also approved. In addition, it establishes basic institutional arrangements for the Phase II program. Lastly, it provides for future study of Tigard and/or Hillsboro LRT extensions.
- C. BUDGET IMPACT: The Metro Council approved the FY 1980 Unified Work Program (UWP) by Resolution No. 79-49 on May 24, 1979, as part of the Metro budget. The UWP budgeted \$206,000 for Metro staff, \$166,000 for Tri-Met staff and \$38,000 for local jurisdiction liaisons for the Phase II Westside Transitway program. An additional \$110,000 for related studies by the Oregon Department of Transportation, Beaverton and Washington County is required and is requested at this time.

II. ANALYSIS:

- A. BACKGROUND: This is the fourth policy action in a series affecting Westside Transitway improvements. Past actions are:
1. CRAG Resolution BD761104 allocated approximately \$37 million of Mt. Hood Freeway transfer funds to a Westside Transitway.
 2. CRAG Resolution BD781213 allocated an additional \$23 million of Mt. Hood Freeway transfer funds to a Westside Transitway, raising the total to \$60 million.
 3. Resolution No. 79-65 adopted a Regional Corridor Improvement Strategy to evaluate the costs and

benefits of implementing either light rail or an exclusive busway between Portland, Beaverton and Hillsboro.

The action by the Metro Council on July 26, 1979, to evaluate light rail and an exclusive busway on the Westside (Resolution No. 79-65) was based on a staff evaluation of westside travel conditions. Without major improvements, the expected 50 percent population growth and 100 percent employment growth in Washington County would lead to severe traffic congestion problems. This would cause a reduction in the liveability of westside neighborhoods, a loss of access to job opportunities and continued energy and air pollution problems. The conditions on the westside are fully documented in Special Report No. 4: A Systems Study of Major Regional Transportation Corridors.

TPAC and JPACT have approved and recommended adoption of the attached Resolution.

B. **ALTERNATIVES CONSIDERED:** In total, 16 different options were evaluated for the Westside:

1. Do nothing
2. Bus Service Expansion in Mixed Traffic
3. Beaverton-Hillsdale Reversible Bus Lane
4. Beaverton-Hillsdale Two-Way Bus Lane
5. Beaverton-Hillsdale LRT
6. Sunset Bus Lane
7. Sunset Busway
8. Sunset LRT to Tigard and Hillsboro
9. Sunset LRT to Tigard
10. Sunset LRT to Hillsboro
11. Sunset LRT to Beaverton
12. Multnomah Bus Lane
13. Multnomah LRT to Tigard and Hillsboro
14. Multnomah LRT to Tigard
15. Multnomah LRT to Hillsboro
16. Multnomah LRT to Beaverton

A summary of the costs and benefits of each of these options is presented in Executive Summary: Phase I Analysis of Westside Transitway Options.

C. **CONCLUSION:** The Phase I analysis has resulted in the recommendation of a long-range strategy to connect Tigard, Hillsboro, Beaverton and Portland by a system of exclusive transitways. Five options were recommended for detailed study for near-term implementation of the long-range strategy. These options include:

1. Do nothing
2. Major expansion of Westside bus service without transitway construction

3. A busway connecting the Portland Central Business District (CBD) with the west Beaverton vicinity via the Sunset Hwy. and Hwy. 217
4. LRT connecting the Portland CBD with the west Beaverton vicinity via Macadam Ave. and Multnomah Blvd.
5. LRT connecting the Portland CBD with the west Beaverton vicinity via the Sunset Hwy. and Hwy. 217

Finally, a commitment is made to investigating future extensions of an initial project as expeditiously as possible.

KT:bk
6195/81
12/20/79

cc Schalk
Cotugno
Siegel
Angelo
Henwood

Griffith Tunnel Route -

CBD to Morgan Park - 1.2 mi \$10,000,000

Assumes no new bridge over I-405
which means loss of existing lane
on existing crossings. Will
require taking some Dunwoody
Park lands -

Tunnel section 1.95 miles \$136,000,000

Tunnel to Garden Home. 1.9 mi \$11,000,000

Assumes ~~new~~ running down
center of Shattuck, Vermont
and Olsson Rd. with widening
on each side

Garden Home to Murray 5.05 mi \$157,000,000
4.3 mi

Mult. LRT. to Murray \$105.65 M

Mult LRT. (CBD to Garden Home) - 68.71

Garden Home to Murray \$36.95 M

+ 36,950,000

\$ 193,950,000

Add \$6 M for Maint. Site

\$ 199,950,000

use \$ 200 M

Add 21.3 M Add Buses
15.0 M LRT Veh.

\$ 236.3 M TOTAL 9.35 M
=====

ADOPTED BY THE

AGENDA MANAGEMENT SUMMARY

20th DAY

December, 1979

Mary G. Gardner
CLERK OF THE COUNCIL

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Metro Review of the Clark County Regional Planning Council
 Draft Transportation Improvement Program (TIP)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of a resolution commenting on the Clark County Draft TIP and the accompanying determination of air quality consistency (copies available at the Metro office).
- B. POLICY IMPACT: Partial fulfillment of the Metro/Regional Planning Council (RPC) Memorandum of Agreement setting forth interstate coordination requirements. An approved TIP is a precondition of the award of USDOT funding to projects in Clark County.
- C. BUDGET IMPACT: The approved Metro budget funds staff coordination activities with RPC.

II. ANALYSIS:

- A. BACKGROUND: Prior to January 1, 1979, a regional TIP was prepared incorporating projects in the Portland/Vancouver metropolitan area. Now, each Metropolitan Planning Organization (MPO) prepares a TIP describing projects programmed for its planning area. Coordination of these documents is set forth in the Metro/RPC Memorandum of Agreement. JPACT has reviewed and recommends adoption of the Resolution.
- B. ALTERNATIVES CONSIDERED: None.
- C. CONCLUSION: Staff has reviewed the document and finds that the projects proposed to be undertaken in Clark County are consistent with the policies, plans and programs of Metro.

CWO:ss
 6048/81
 12/20/79

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

APPROVED BY THE METRO COUNCIL

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

THIS 20th DAY OF December 1979
Mary L. Card
 CLERK OF THE COUNCIL

I. RECOMMENDATION:

- A. ACTION REQUESTED: Adoption of a Resolution recommending that LCDC grant the city of Cornelius' request for compliance acknowledgment. On December 11, 1979, the City Council adopted the necessary amendments to meet compliance requirements. The deadline for comment to LCDC is December 28; therefore, the December 20 Council meeting is the last opportunity for Metro Council action.
- B. POLICY IMPACT: The proposed action is consistent with criteria and procedures contained in the Metro Plan Review Manual. Cornelius is the first city reviewed by Metro which is actively planning outside its city limits and so must have achieved agreement on land use with the County. Staff findings and recommendations on evaluating consistency between the City plan and the County plan thus establish a precedent for future Metro evaluation of consistency between City and County plans.
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: The City completed most of its plan in the summer of 1978, but was unable to submit it for acknowledgment until policy issues relating to Urban Planning Area Agreements and the regional Urban Growth Boundary had been resolved by LCDC. Because of this delay, DLCD agreed to conduct a review of the City's plan in the spring of 1979. Metro plan review staff informally reviewed the plan at that time to participate in DLCD's discussions with the City. The City did amend its plan to address most concerns raised by DLCD, but did not revise its zoning code to eliminate vague and discretionary conditions for the approval of new apartments which DLCD and Metro both identified as a compliance issue. Thus, the following compliance problems remained: 1) a mapping error leading to an inconsistency with the regional UGB; 2) inconsistency between plan and zoning maps showing areas protected by floodplain zoning; and 3) the vague and discretionary conditions for approval of new apartment construction.

The staff report and recommendations were reviewed and approved by the Planning and Development Committee at

their November 5 meeting.

When the plan was submitted for acknowledgment, Metro staff met with City Manager Steve Goodrich, and planning consultants Tom Peters and Dick Hutchison, to reach agreement on the remaining changes needed. Because of past delays, Mr. Goodrich is eager for the plan to be acknowledged as expeditiously as possible and scheduled Planning Commission and City Council hearings on the needed corrections so that these corrections were accomplished prior to the City's acknowledgment hearing at Metro and before LCDC in January.

- B. ALTERNATIVES CONSIDERED: Metro's choices were (1) to work with the City to get the corrections needed for acknowledgment, or (2) to ask the City not to make the needed changes until after the LCDC hearing. In general, this latter approach, to recommend that LCDC grant a continuance to allow the City to make the changes, is preferable to encouraging the City to make the changes needed prior to action by Metro because it gives the jurisdiction an opportunity to be assured that all and only the changes recommended by Metro will be required by LCDC. In the case of Cornelius, however, (as was the case with Durham), staff felt that past planning history justified a departure from this principle in order to assist the jurisdiction in being acknowledged as expeditiously as possible. Since DLCD has already reviewed the plan once, the likelihood of DLCD's recommendation differing from Metro's is small. Therefore, staff worked with the City to get the changes made prior to the LCDC hearing (and prior to Metro Council action).
- C. CONCLUSIONS: Metro's recommendation for acknowledgment is consistent with past actions and will provide Cornelius with a favorable recommendation to LCDC. The city of Cornelius has prepared an intelligent, workable comprehensive plan which required only a few amendments in order to be acknowledged for compliance with state and regional requirements.

KL/bk
5890/81
12/20/79

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: St. Johns Landfill Expansion

APPROVED BY THE METRO COUNCIL

THIS 20th DAY OF December 1979

Mary E. Lander
 CLERK OF THE COUNCIL

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the Resolution authorizing Executive Officer to sign the Department of Environmental Quality (DEQ) Grant/Loan Offer and Acceptance in the amount of \$1.9 million for expansion of the St. Johns Landfill.
- B. POLICY IMPACT: Adoption of the Resolution will facilitate expansion of the St. Johns Landfill and is consistent with Metro's Solid Waste Management Plan.
- C. BUDGET IMPACT: The \$1.9 million to be received from the State will be passed through to the City of Portland. These funds will be deducted from Metro's original allocation of approximately \$11.4 million. At such time when final funding needs are determined for Metro's solid waste facilities, it may be necessary to request an increase in the approximately \$11.4 million.

II. ANALYSIS:

- A. BACKGROUND: In 1976 Metro received approximately \$11.4 million of Pollution Control Bonds from the State Emergency Board. These funds were allocated for the purpose of implementing the resource recovery facility based on 30 percent grant and 70 percent loan. As a condition, the Emergency Board required that all loan funds be spent prior to receiving any grant funds. This requirement is unique to Metro. To date Metro has received \$2.1 million of the original allocation.

The City of Portland is preparing to expand the St. Johns Landfill an additional 55 acres. This expansion, which is estimated to cost \$1.9 million, will increase the life of the landfill (based on current disposal rates) until 1987. In order to meet permit requirements and to ensure that the site will be ready when the original fill reaches capacity, the City must have a commitment of construction funds by January 1, 1980.

The DEQ has indicated that the St. Johns expansion cost are eligible for State Pollution Control Bond funds. However, since Metro has been designated by the State as the unit of government responsible for Solid Waste Management in Clackamas, Multnomah and Washington Counties,

State funds used for the landfill expansion must be provided from Metro's allocation. The St. Johns Landfill expansion costs were not included in the approximately \$11.4 million; therefore, it will be necessary to request an increase in the original allocation to cover the \$1.9 million. This request will be made when staff determines the amount of additional funding required for Metro's Solid Waste Facilities. Unless the Emergency Board modifies its requirement of spending all loan funds before receiving grant funds, the \$1.9 million for St. Johns will be all loan.

B. ALTERNATIVES CONSIDERED:

1. Request \$1.9 million of Metro's original allocation from DEQ and execute a contract with the City of Portland to repay the entire amount as a loan. This is in keeping with current restrictions placed upon Metro by the Emergency Board; however, it will penalize the City of Portland by not providing 30 percent grant.
2. Request \$1.9 million of Metro's original allocation from DEQ and execute a contract with the City of Portland to repay the entire amount as a loan. In addition, request the Emergency Board to remove the restriction of spending all loan funds before receiving grant funds. If Metro is successful in its efforts to receive grant funds, we would modify the contract with the City of Portland to reflect 70 percent loan and 30 percent grant.
3. Do not request \$1.9 million of Metro's original allocation from DEQ. This alternative could delay expansion of St. Johns or eliminate expansion altogether. The City would have to seek financing elsewhere.
4. Either alternative #1 or #2 will require, at sometime in the future, an increase to Metro's original allocation of approximately \$11.4 million by \$1.9 million plus additional funds, if any, to implement the District's program.

- C. CONCLUSION: It is in the best interest of the public to expand the St. Johns Landfill and for Metro to request \$1.9 million of Metro's original allocation from DEQ to expand the St. Johns Landfill. In addition, the Emergency Board should be requested to remove the restriction of spending all loan funds prior to receiving grant funds. (Alternative #2 above)

Proposed Amendments to Resolution 79-117

Under second whereas, strike "which includes the expansion of the St. Johns landfill ..."

Add to number one resolve - "This authorization will be contingent upon the City of Portland's agreement to support a shredder for waste being accepted into the St. Johns landfill."

Mike Burton
12/19/79

ADOPTED BY THE
MSD COUNCIL
THIS 20th DAY OF December 1979
SECRETARY OF THE COUNCIL Mary E. Moore

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF MODIFYING) RESOLUTION NO. 79-118
THE PROCEDURE FOR SITING)
SANITARY LANDFILLS) Introduced by Councilor
) Craig Berkman

WHEREAS, The Metropolitan Service District (Metro) quali-
fies as a municipal corporation under Oregon Revised Statutes,
chapter 268 and is authorized to provide facilities for the disposal
of solid waste; and

WHEREAS, Metro has established a Solid Waste Management
Plan that encourages efficient and ecologically sound recycling,
reuse, resource recovery and disposal of solid waste which includes
implementation of new sanitary landfills; and

WHEREAS, The Metro Council adopted a procedure for siting
sanitary landfills on January 18, 1979 that requires a local Land-
fill Siting Advisory Committee be appointed for each site under study;
and

WHEREAS, Metro and the Department of Environmental Quality
(DEQ) will conduct a study to identify possible landfill site on
property outside of Metro boundary which until recently was not
available for landfilling; and

WHEREAS, It appears in the best interest to have a regional
landfill siting advisory committee to assist Metro and DEQ in finding
an acceptable landfill site; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District modi-

fies the procedure for siting sanitary landfills adopted on January 18, 1979, by replacing the local Landfill Siting Advisory Committee with a Regional Citizens Landfill Siting Advisory Committee.

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

Presiding Officer

Sanitary Landfill Siting
Memorandum of Agreement
between the
Metropolitan Service District
and
Department of Environmental Quality

The Portland Metropolitan area is rapidly running out of landfill capacity. Three demolition sites will be closed before 1982 and another will be filled in 1984. Of the two general purpose landfills, Rossmans will reach its limits in early 1982 and St. John's, if no replacement facility is found, could be at capacity as early as 1986.

Metro is implementing its Solid Waste Management Plan which stresses waste reduction and less dependency on landfills. A resource recovery facility in Oregon City will receive the majority of our mixed waste and recycling centers will be available for the public to drop off source separated material. Even with this there will be a need for landfill capacity.

Through previous studies Metro identified potential landfill sites mainly within the District's boundary. A few sites were identified in outlying farm areas. However, because of land use restrictions in exclusive farm use (EFU) zones those sites could not be used for landfills until SB 925 was approved by the 1979 Legislature.

Recently, Metro has been conducting technical feasibility studies on three possible sites. Information obtained as a result of these studies indicate that the use of gravel pits for landfilling may have an adverse affect on ground water. As a result, Metro will hold in abeyance further study on gravel pits until such time as the report identifying possible landfill sites within the District is updated and until a thorough search is conducted on property outside of Metro's boundary which until recently was not available for landfilling.

Metro's authority to site a landfill outside of its boundary is limited. Since time is of the essence to avert a "disposal crisis", it will be necessary to receive maximum assistance and cooperation from DEQ. Therefore, the following points are agreed by Metro and DEQ.

1. Metro and DEQ set, as the highest priority, a program of waste reduction and resource recovery.
2. Metro and DEQ will commence a joint siting effort for the Metropolitan area combining staff resources.
3. While progress has been made by Metro in the area of waste reduction, recycling, resource recovery and landfill siting within the District, both Metro and DEQ

feel that additional effort should be made to identify property in the rural area which until recently was not available for landfilling.

4. Procedures will be adopted as soon as possible to effectively implement SB 925 including the State's ability to acquire property outside of Metro's boundary.
5. DEQ, with assistance from Metro, will embark on a study to determine if residue and ash from a resource recovery facility will be acceptable for landfilling in gravel pits.
6. Extending the life of existing general purpose landfills is a high priority. To accomplish this an emergency routing plan will be developed which will include the following:
 - a) Immediately divert non-food wastes from the St. John's Landfill to the Nash Pit or other approved sites;
 - b) Construction of a facility in the Oregon City area to transport waste generated in the south to St. John's and Nash landfills or other approved sites;

Metro will also consider constructing a facility in the north to shred waste prior to disposal in the St. John's Landfill.

7. Metro and DEQ will commit to a time schedule that will allow for a new sanitary landfill to be operational between 1982 and 1984.

This agreement approved this _____ day of December, 1979

METROPOLITAN SERVICE DISTRICT

DEPARTMENT OF ENVIRONMENTAL
QUALITY

Rick Gustafson
Executive Officer

William Young
Director

Metropolitan Service District

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

Statement by Metro Councilor Craig Berkman
Chairman, Council Solid Waste/Public Facilities
Committee

December 19, 1979

In February, the Metro Council adopted a landfill siting procedure to address the critical need for a new landfill to serve this region.

Since that time, Metro has spent considerable time and resources on technical feasibility studies for three potential sites.

As a result of information generated by these studies, the Department of Environmental Quality has expressed concern regarding the environmental impacts of using gravel pits as landfills. Also, new legislation which became effective in October now allows landfills to be sited in Exclusive Farm Use (EFU) zones.

These recent developments have led me to the conclusion that Metro must chart a new policy direction in landfill siting. Therefore, as Chairman of the Council Committee on Solid Waste, I am recommending today that the Metro Council and Executive Officer take the following steps:

- 1) The Metro Council encourage and support a memorandum of agreement between Metro's Executive Officer, Rick Gustafson, and Mr. Bill Young, Director of the State Department of Environmental Quality, to coordinate Metro's and DEQ's shared responsibilities in landfill siting.

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Craig Berkman Statement
December 19, 1979

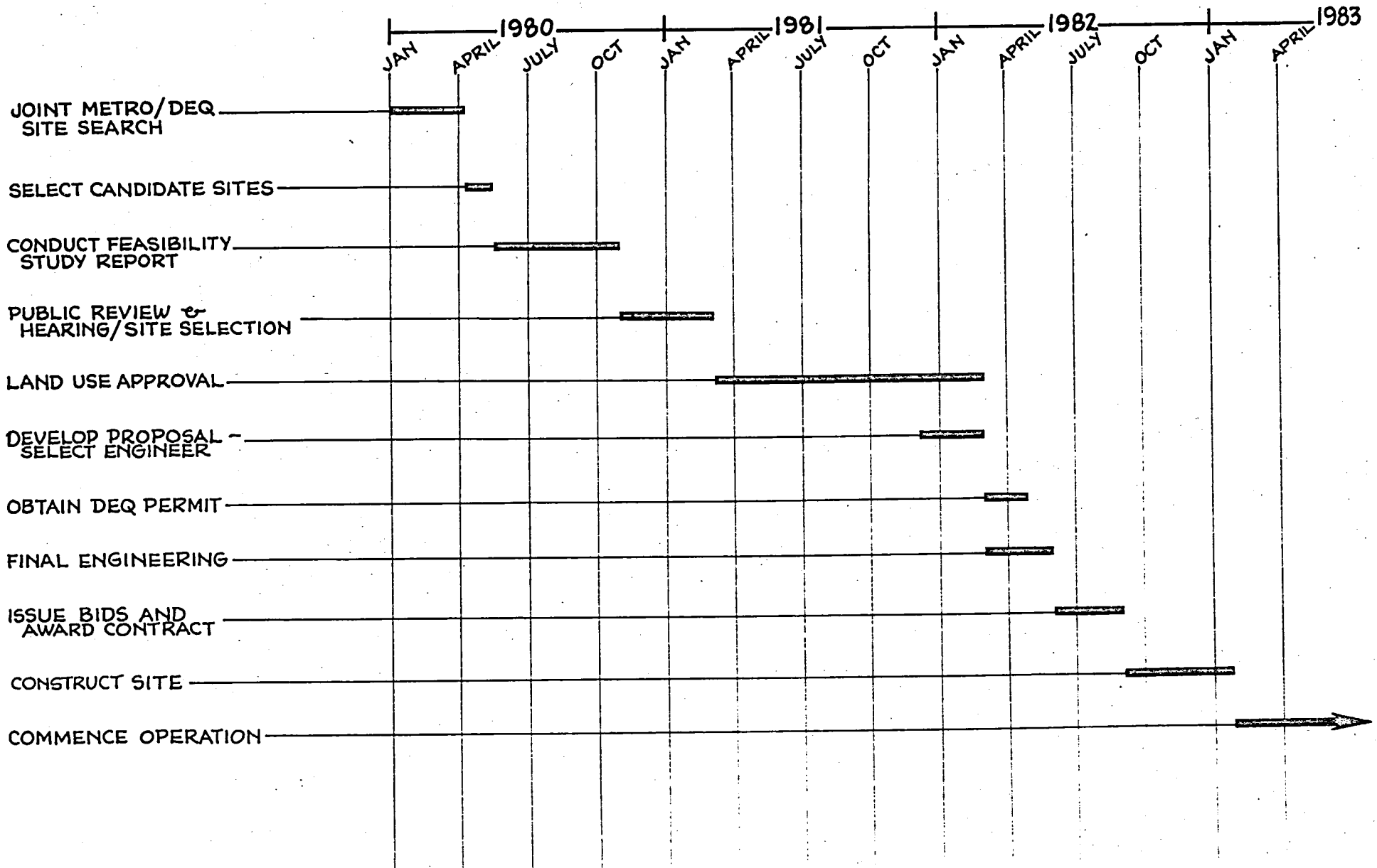
2) The Metro Council review its current local landfill siting committee structure and move to adopt a regional citizens advisory committee to assist Metro and DEQ in finding an acceptable landfill site or sites.

3) The Metro Council evaluate and consider modifying its present landfill siting criteria, placing less emphasis on the "willing seller" criteria in response to provisions of SB 925, passed by the 1979 Legislature.

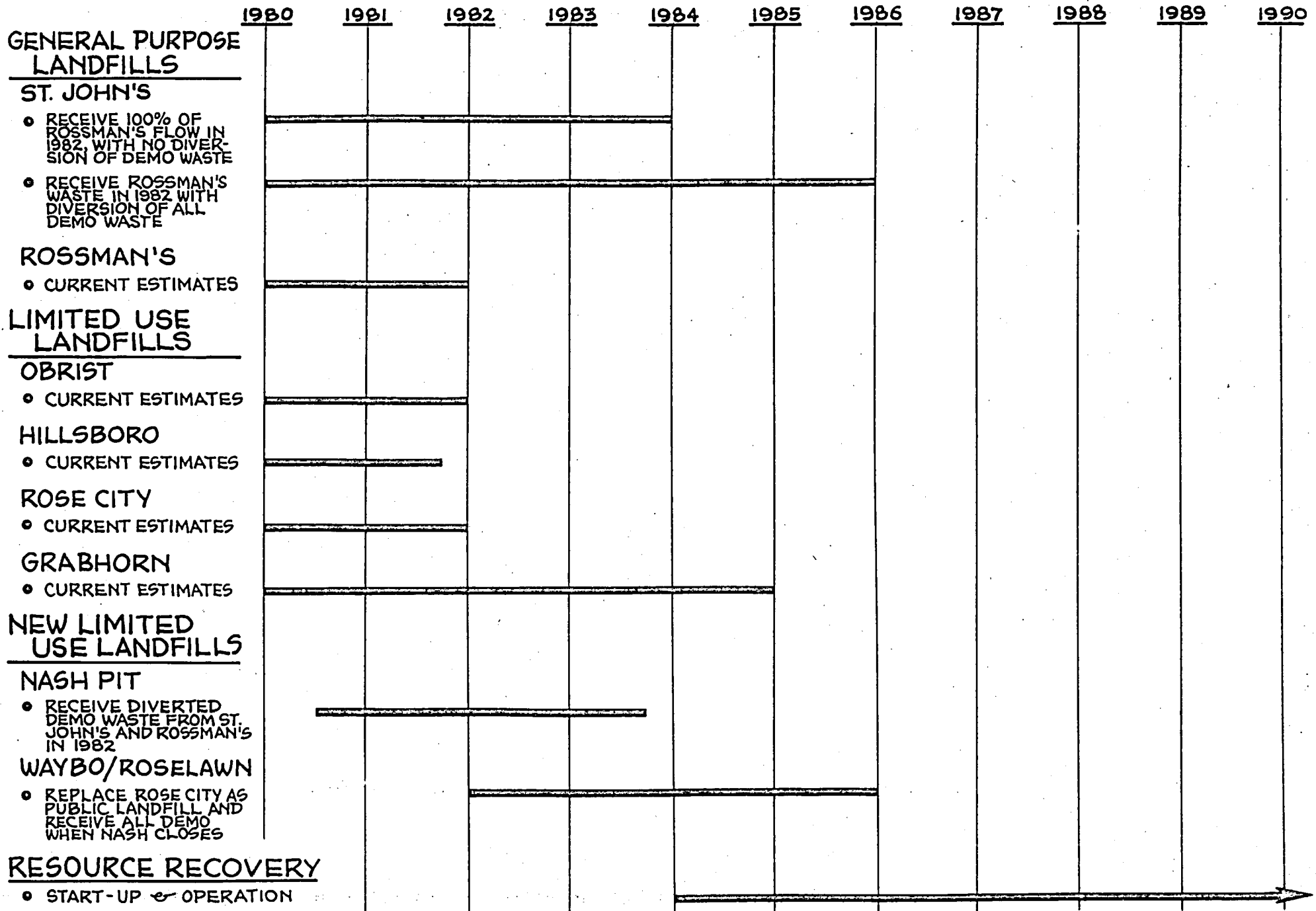
4) The Metro Council ask the Executive Officer to develop an emergency routing plan for solid waste because it now appears that the Metro region will have only one general purpose landfill by 1982.

I believe these procedural changes must be made quickly in order to head off a solid waste disposal crisis which could adversely affect the health, safety and environment of the people who live in this region. To that end, I am asking that Metro's Executive Officer and DEQ's Director join with the Metro Council in serious consideration of the policies outlined here today.

LANDFILL SITING SCHEDULE



LANDFILL STATUS/SITE LIFE



MEETING TITLE _____

DATE 12-20-79

NAME

AFFILIATION/ADDRESS

Wm. Ocker

Metro

Lynn Dingley
Frank Angelo
Douglas Allen

Clackamas County
Washington County
2247 SE 51st, Portland 97215

John P. Riviere
Polly Schuman
Ken Tolence
PAUL BAY

Metro
interested generally
Bureau of Public Health Services C/O
TRI-MET

PEG HEWSON

METRO

Andrew Cotnam

Metro

T. Thiesing

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Wayne M. Coppel

METRO

Carl Wilson

Clackamas County

Kriston Ruth

Clackamas Co.

Kirk Olason

TRI-MET

Steven Fisher

Tri-Met

MICHELE WILDER

METRO

Priscilla Diteunis

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Marilyn Holstrom

~~*Metro*~~ *Metro*

MEETING TITLE Meteo Council

DATE 12-20-79

NAME

AFFILIATION/ADDRESS

Ted Spence

ODOT

John B. Higgins

Metho

David Lawrence

Hillsboro

1.2

Metropolitan Service District Public Hearing

Date: Dec. 20, 1979

Name: Douglas Allen
PLEASE PRINT

Address: 2247 SE 51st
Portland, Oregon 97215

SUBJECT OF HEARING

McHoughlin Corridor Project

member: Cit. Adv Committee
on Banfield project.

Banfield: elimination of hate rail.

Metropolitan Service District Public Hearing

Date: 12/20/79

Name: Renny Vowell

PLEASE PRINT

Address: 17385 S.W. Thistlebrook Ct
Darham OR

SUBJECT OF HEARING

Darham Pits as Landfill

7.4

1733 SW

family business

NORMAN

IV.

Mausoleum
on Corridor

GRIFFITH

Engineering
Study.

7.4 79-113