

METROPOLITAN SERVICE DISTRICT
BOARD OF DIRECTOR'S MEETING MINUTES
SEPTEMBER 11, 1970

ATTENDANCE

Eldon Hout, Chairman
David Eccles
Frank Schumaker
Robert Schumacher
Lloyd Anderson
Harold Ruecker
Sidney Bartels
Homer C. Chandler, Executive Director

There being a quorum present, the Committee considered the following items of business:

I. Minutes of Previous Meetings:

Mr. Eccles moved approval of the minutes of the meeting held on August 21, 1970. Mr. Schumaker seconded the motion; motion carried unanimously.

II. Report on Storm Drainage and Flood Control Programs:

Mr. Homer Tunks, CRAG Engineer, reviewed the progress of the CRAG Drainage Study. He emphasized that the drainage planning being developed is based on a complete drainage basin concept. He further pointed out that all existing or proposed drainage systems and plans have been reviewed, and those that are compatible with a regional concept are being incorporated into the regional drainage plan. Mr. Tunks stated that it is contemplated that the regional plan will be available for use in the fall of 1970.

Mr. John McIntyre presented the present status of flooding and draining in Clackamas County. He stated that there are areas throughout his county where flooding is a constant problem. Plans have been developed for improvement of those conditions; however, the implementation of those plans has not been undertaken because of (1) a lack of financing, and (2) a lack of citizen interest. He stated that, under the present law that counties can spend no more than \$50,000 from General Fund monies for drainage purposes, this requires then that improvements must be made on

a financing such as assessments since the costs range from \$3 to \$5 per thousand to make the improvements. The citizens have shown little or no interest in undertaking these obligations. Mr. McIntyre emphasized that storm drainage problems are just as serious as the sanitary sewage problems and that they must be solved on a regional basis.

Mr. Ken Meng, Director of Public Works for Washington County, reviewed that County's storm drainage problems. He stated that all the drainage in Washington County is contained within county lines. A principal method of solving many of the drainage problems would be the realignment of the Tualatin River, but that prior to this project being undertaken, it should be tied in together with a complete regional drainage master plan; and that it was his opinion that only a regional agency such as the Metropolitan Service District would have the power and the financing to develop such a plan and have it implemented.

Mr. Dan Bronson, City of Portland, reported that the City of Portland has basically two drainage systems. One is the Johnson Creek Drainage Basin, which is regional in scope. The balance of the drainage programs are internal to the City of Portland and are being solved by city projects. He stated that, in relationship to Johnson Creek, the City does have plans for the construction of an interceptor but this project must be coordinated with any or all improvements made in the Johnson Creek Channel; therefore, the City of Portland needs to know who they should deal with to make certain that the coordination is carried out. He further stated that the City of Portland has adopted a program that, when people build or buy into a new subdivision where drainage projects are contemplated for future development, the property owners are required to sign waivers guaranteeing that they will not remonstrate against the construction project when it gets under way.

Mr. Robert Nordlander, Multnomah County, stated that there are three major flooding areas in Multnomah County. These are along the Sandy River, Fairview Creek, and Johnson Creek. Mr. Nordlander further stated that comprehensive plans are being developed for each of these three areas, but as the others have indicated, the major problem comes in how to finance the improvements. He stated that it was his opinion that the financing can only be done on a regional basis.

Mr. David Eccles stated that, solving of the Johnson Creek flooding program is the major storm drainage issue facing the metropolitan area. He stated that studies have been made by the Army Corps of Engineers, the Soils Conservation Service, and Multnomah County, and that, after considering these programs, it is his opinion that the major difficulty facing the area is how to finance the necessary improvements.

Mr. Eccles then asked Mr. Nordlander, County Engineer, to explain Multnomah County's proposal to improve and correct the Johnson Creek drainage problem.

Mr. Nordlander stated that Multnomah County's proposal would be basically that of realigning Johnson Creek to eliminate the many turns that slow down the flow of the water. He stated that Multnomah County proposes that a 30 foot deep channel would be dug between SE 122nd Avenue and S. E. 92nd Avenue and thus bypassing the existing Johnson Creek channel. The cost of this new realignment would be in the neighborhood of \$500,000. In addition to the new channel, Mr. Nordlander stated that the County plan calls for placing a drainage line in the whole Johnson Creek channel to pick up surface waters in the area of Johnson Creek.

Mr. Anderson asked what the Metropolitan Service District could do in undertaking this project that Multnomah County can not do. Mr. Eccles stated that Multnomah County can only finance a storm drainage improvement on an assessment district basis and that, since the area to be improved in their plan lies in both incorporated and unincorporated areas, Multnomah County does not have jurisdiction to undertake these improvements.

Mr. Henry Stewart, Engineer for the Army Corps of Engineers, was asked whether or not the Army Corps would be able to assist in financing the proposed Multnomah County solution to the Johnson Creek flooding problem. Mr. Stewart's answer was that the Army Corps would not participate financing in such a program because it would be considered as a temporary measure only and the Corps is required to participate in only those projects that provide a total answer.

Mr. Robert Schumacher responded to Multnomah County's proposal by stating it could create hardships downstream in Clackamas County because of the faster runoff that it would create.

Mr. Henry Stewart was asked to explain the Army Corps of Engineer's proposed Johnson Creek improvement system. In addition to discussing the engineering technicalities, Mr. Stewart stated that the Army Corps has had approval since 1950 to undertake this project and that the estimated cost is \$2,000,000 of which one-half would come from the Army Corps and the balance from local agencies. He stated that the local agencies must provide rights-of-way, accept responsibility for maintenance once the improvements are completed and to hold the Federal government free from damages in case of litigation stemming from the improvement projects. He further stated that the Federal law requires that one local agency accept responsibility for this improvement project and that the undertaking of this project must be done by June 1, 1971, if the committed Federal dollars are to be used. If this program is not under way by then, the authorization to spend Federal money expires.

Mr. Jerry Bell and Mrs. Maureen Burn urged the Metropolitan District to accept responsibility for the Johnson Creek Drainage Program and that it proceed without delay in getting a construction program under way.

Mr. Lloyd Anderson moved that the Metropolitan Service District accept responsibility for the Johnson Creek Drainage problem, and that Mr. Chandler be instructed to submit to the Metropolitan District Board of Directors in their second meeting of October a specific proposal which would address itself to the scope of work to be undertaken; and how to finance the improvements and the specific role that the Metropolitan District should play in developing the improvements. Mr. Harold Ruecker seconded the motion; motion carried unanimously.

III. Transportation:

Chairman Eldon Hout presented to the Board of Directors his recommendations concerning mass transportation service in the metropolitan area. He stated that he was of the opinion that the Metropolitan Service District should assume responsibility for mass transportation as soon as financial and legislative assurances are guaranteed the district, and that, secondly, the District should look for means other than the payroll tax for financing mass transit. His preference would be a tax on automobiles. However, if it is not possible to abandon the use of the payroll tax, then Mr. Hout stated it would be his opinion that it should be levied on a benefit basis. Mr. Hout also asked the Tri-County Metropolitan Transit District to declare a moratorium on any further purchasing of equipment until such time as the CRAG Transportation Plan is completed. Mr. Hout stated that, unless a moratorium is declared, Tri-Met will have purchased so much equipment that the area may well be locked in to only the type of service being provided by Tri-Met.

Mr. Eccles stated that he concurred with Mr. Hout's observation that Tri-Met is making too great of a commitment prior to the completion of a long-range planning program. Secondly, he stated that he had been favorably impressed with a report that a citizens committee, consisting of over six hundred recognized business firms, has developed concerning mass transit. Mr. Eccles stated that this report requests the Metropolitan Service District to declare its intent to take over the operation of mass transit and set a date certain for assuming the functions now being carried out by the Tri-County Transit District. Mr. Eccles recommended that the Board of Directors appoint a task force to evaluate the Tri-Met operations and to propose recommendations as to when and how a takeover should be accomplished if it should be done.

Mr. Anderson stated that he is of the opinion that no decision should be made as to whether or not the District will assume the operations of Tri-Met until the Board calls hearings on the complete program of mass transportation. He says such things as legal considerations, financial capabilities and proportionate representation on the Metropolitan District Board of Directors must be determined; and that, secondly, the Board should place their priority on areas not now receiving services. Mr. Anderson stated that he believes ultimately the takeover of mass transit should be affected, but that the District must exercise great care in how and when this is done.

Mr. Ruecker stated that he agrees with Mr. Anderson that there should be a careful study made concerning how to take over the operations of Tri-Met, but that this Board should definitely indicate that mass transportation will be operated under the direction of elected officials and that it should be accomplished as early as the Metropolitan District can absorb this operation.

Mayor Kyle, City of Tigard, urged the Board of Directors of the Metropolitan Service District to declare its intent to take over the operations of mass transit after a careful study has been made as to the problems involved. He further urged the use of a task force to assist in the development of the takeover. In order to make certain that sound overall policies affecting mass transportation and all other services provided by local government are developed, Mr. Kyle urged the Metropolitan District to move as rapidly as is possible in assuming the mass transportation operations.

Chairman Hout proposed that the Board of Directors devote their September 25 meeting to the subject of mass transportation with the meeting being an informational type in which technical information will be presented.

Mr. Bartels stated that he concurs in devoting the meeting of September 25 to a study of mass transportation, but testimony should be taken from all interested parties and not be restricted to technical information.

Mr. Chandler, Executive Director, was instructed to develop an agenda for the September 25 meeting and to inform interested parties of this meeting.

IV. New Business--Personnel:

The Board of Directors entered into an executive meeting for the purpose of discussing personnel matters in the operations of the Metropolitan Service District.

There being no further business, the Committee adjourned at 3:30 p.m.