



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Agenda

**REVISED AGENDA:** Agenda Item No. 4.2 has been added;  
No. 8 has been renumbered No. 9;  
and No. 8, Executive Session has been added

DATE: September 10, 1992  
MEETING: METRO COUNCIL  
DAY: Thursday  
TIME: 5:30 p.m.  
PLACE: Metro Council Chamber

Approx.  
Time\*

Presented  
By

5:30  
(5 min.)

## ROLL CALL/CALL TO ORDER

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS TO THE COUNCIL ON NON-AGENDA ITEMS
3. EXECUTIVE OFFICER COMMUNICATIONS

5:35  
(5 min.)

4. CONSENT AGENDA (Action Requested: Motion to Adopt the Consent Agenda)

### 4.1 Minutes of June 25, 1992

REFERRED FROM THE TRANSPORTATION & PLANNING COMMITTEE

- 4.2 Resolution No. 92-1669A, For the Purpose of Endorsing a Public Awareness Plan for the Metropolitan Greenspaces Master Plan and Ballot Measure No. 26-1

5:40  
(5 min.)

## 5. ORDINANCES, FIRST READINGS

- 5.1 Ordinance No. 92-470, For the Purpose of Amending the Regional Waste Water Management Plan and Authorizing the Executive Officer to Submit it for Recertification (Action Requested: Referral to the Transportation & Planning Committee)

## 6. ORDINANCES, SECOND READINGS

REFERRED FROM THE FINANCE AND SOLID WASTE COMMITTEES

5:45  
(10 min.)

- 6.1 Ordinance No. 92-469, An Ordinance Amending Ordinance No. 92-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Reflecting the Reorganization of Division Functions Within the Solid Waste Revenue Fund, Establishing the Planning and Technical Services Division and Funding the Carryover for Phase II of the Storm Water Processing and Retention Project at Metro South Household Hazardous Waste Facility PUBLIC HEARING (Action Requested: Motion to Adopt the Ordinance)

Wyers

## 7. RESOLUTIONS

REFERRED FROM THE TRANSPORTATION & PLANNING COMMITTEE

5:55  
(20 min.)

- 7.1 Resolution No. 92-1619, For the Purpose of Eliminating Bypass Option B from Further Western Bypass Study (Action Requested: Motion to Adopt the Resolution)

McLain

\* All times listed on this agenda are approximate; items may not be considered in the exact order listed.

**7. RESOLUTIONS (Continued)**

6:15  
(25 min.)      **7.2 Resolution No. 92-1620A**, For the Purpose of Eliminating a      Devlin  
"Transit-Intensive Strategy" from Further Consideration in  
the Western Bypass Study without Precluding Future Light  
Rail Transit in the Highway 217 Corridor (Action  
Requested: Motion to Adopt the Resolution)

REFERRED FROM THE FINANCE COMMITTEE

6:40  
(30 min.)      **7.3 Resolution No. 92-1665A**, For the Purpose of Expressing      Devlin  
Metropolitan Service District's Intention to Reimburse  
Certain Expenses Related to the Greenspaces Program from  
the Sale of General Obligation Bonds (Action Requested:  
Motion to Adopt the Resolution)

7:10  
(10 min.)      **8. EXECUTIVE SESSION Held Under the Authority of ORS**  
**192.660(1)(h) to Consult with Legal Counsel with Regard to**  
**Litigation** (No Action Requested: Informational Only)

7:20  
(10 min.)      **9. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS**

7:30      **ADJOURN**

Meeting Date: September 10, 1992  
Agenda Item No. 4.2

RESOLUTION NO. 92-1669A



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

DATE: September 9, 1992

TO: Metro Council  
Executive Officer  
Interested Parties

FROM: Paulette Allen, Clerk of the Council *PA*

RE: AGENDA ITEM NO. 4.2; RESOLUTION NO. 92-1669A

Resolution No. 92-1669A has been added to the September 10 Council agenda after Transportation & Planning Committee consideration Tuesday, September 8. Resolution No. 92-1669 became an "A" version because Planning Department staff distributed a corrected Attachment A (attached).

**Attachment A**

**Estimated Budget for Master Plan Information**

Document	Number Printed	Cost	Number Mailed	Cost	Total Cost
.875 MP Newsprint Tabloid	355,000	\$ 8,500	280,000	\$12,300	\$20,800
.875 MP Tabloid on Better Paper	3,250	700			700
MP Tabloid "Poster"	250	100			100
MP Executive Summary	2,500	7,000	500	850	7,850
Full Master Plan	750	6,375	250	1,025	7,400
Other Informational Mailings as Requested	--	--	--	10,000	10,000
.875 Misc. Fact/Q&A Sheets	25,000	770	14,000	2,450	3,220
<b>Total</b>		<b>\$23,445</b>		<b>\$26,625</b>	<b>\$50,070</b>

**Estimated Budget for Ballot Measure Information**

Document	Number Printed	Cost	Number Mailed	Cost	Total Cost
.125 Trip Into Nature Brochure	25,000	\$ 790	14,000	\$ 350	\$ 1,140
.125 Newsprint Tabloid	355,000	1,200	280,000	1,540	2,740
Bond Measure Fact Sheet	100,000	3,000	14,000	2,800	5,800
.125 MP Tabloid on Better Paper	3,250	100			100
.125 Misc. Fact/Q&A Sheets	25,000	110		350	460
<b>Total</b>		<b>\$ 5,200</b>		<b>\$ 5,040</b>	<b>\$10,240</b>
<b>Grand Total</b>		<b>\$28,645</b>		<b>\$31,665</b>	<b>\$60,310</b>

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING A ) RESOLUTION NO. 92-1669A  
PUBLIC AWARENESS PLAN FOR THE )  
METROPOLITAN GREENSPACES MASTER ) Introduced by  
PLAN AND BALLOT MEASURE NO. 26-1 ) Executive Officer Rena Cusma

WHEREAS, on July 23, 1992, through Resolution No. 92-1637,  
the Council of the Metropolitan Service District adopted the  
Metropolitan Greenspaces Master Plan; and

WHEREAS, on July 23, 1992, through Resolution No. 92-1639,  
the Council of the Metropolitan Service District, referred Ballot  
Measure No. 26-1 to the November 3, 1992, election to ask the  
voters of the District if Metro should issue \$200 million of  
general obligation bonds to buy, develop, maintain and operate a  
park open space and recreation system consistent with the  
Greenspaces Master Plan; and

WHEREAS, adoption of the Master Plan and referral of Ballot  
Measure No. 26-1 are policy decisions of major significance to  
the metropolitan area;

BE IT RESOLVED, that the Council of the Metropolitan Service  
Districts finds that it is in the regional interest to initiate a  
public awareness effort to promptly inform residents of the  
region of the Greenspaces Master Plan and Ballot Measure No. 26-  
1; and

That the Council of the Metropolitan Service District  
endorses the Public Awareness Plan proposed by the Executive  
Officer and attached hereto as Exhibit A.

Adopted by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

Jim Gardner, Presiding Officer

SRS  
a:\r921669

## Public Awareness Plan for Metropolitan Greenspaces Master Plan and Bond Measure

The goal of this plan is to provide citizens of the Metropolitan Service District with accurate information about the Metropolitan Greenspaces Program, its Master Plan, and the \$200 million general obligation bond measure on the November 3, 1992, ballot.

### I. Public Awareness Plan Objectives

Provide accurate and consistent information from all involved public agencies and officials.

Maximize the communication potential of each agency's routine communication's resources and distribution networks.

A tentative budget is shown on Attachment A.

### II. Work Program

#### A. Priority Information

##### Objective

To provide information to community leaders, elected officials and candidates, business and civic organizations (including Chambers of Commerce, Rotary groups, business associations, environmental groups, individual business and civic leaders).

<u>Products</u>	<u>Due Date</u>	<u>Staff Lead</u>
Bond Measure Fact Sheet	September 3	Lanier-Phelps
Schedule of Meetings	September 11	EL-P, coord.; MH, Planning; MM, Public Affairs
Standard Speakers Script	September 11	EL-P, MM
MP Newsprint Tabloid	September 15	Text - EL-P, MM Design - TS
MP Executive Summary	September 30	Text - EL-P, MM Design - TS
Full Master Plan	September 30	Text - EL-P, MM Design - TS, MW
Newsletter Articles, etc.	per deadlines	Lanier-Phelps
Other Fact/Q&A Sheets	as necessary	Lanier-Phelps

##### Tasks

- Identify key groups and individuals (Lanier-Phelps, Matteson);
- Finish fact sheets and summaries (Lanier-Phelps);
- Schedule meetings/presentations through October (Lanier-Phelps, overall coordinator,



- Huie work with government cooperators, Matteson work with Public Affairs network);
- Develop standard "script" (Lanier-Phelps, Matteson); and
- Identify, schedule and train speakers (Public Affairs take lead for Rena, Councilors, Planning take lead with others).

Coordination

Office of General Counsel, cooperating agencies.

Initial Contact

Phone, mailing of mini-summary with bond measure insert.

Follow-up

Phone, offer to supply additional information (executive summary, slide show/video, full Master Plan when available, special requests), respond to questions, speak at public forums.

**B. Expand Media Contacts**

Objective

Use news media (print, radio, TV) as appropriate to present information about the Greenspaces bond measure and Master Plan. Ensure that reporters have full, accurate and objective information on bond measure.

<u>Products</u>	<u>Due Date</u>	<u>Staff Lead</u>
Standard Media Package	September 11	Matteson
Media Strategy	September 11	Matteson

Tasks

- Develop standard media package;
- Compile list and schedule of press releases, radio/tv/newspaper interviews, ads, public service announcements, potential media "events" (see Attachment C) between now and November 2; and
- refer all requests for advocates for debates, etc. to Executive Officer, Councilors or Citizens Campaign.

Coordination

Metro planning staff, cooperators Public Affairs and Planning staff.

Initial Contact

Phone, mailing of media package.

Follow-up

Phone, offer to supply additional information (executive summary, slide show/video, full master plan, special requests), respond to questions, offer to arrange interviews.

**C. Maximize Use of Existing Government and Civic Group Newsletters and Other Information Opportunities**

Objective

To place informational articles in as many existing newsletters, activity brochures, utility bill inserts, etc. as possible (see Attachment B), including all Metro publications.

<u>Products</u>	<u>Due Date</u>	<u>Staff Lead</u>
Newsletter Articles	per deadlines	EL-P, coordinator; MH, Planning; MM, Public Affairs
MP and Ballot Measure Information	per deadlines	EL-P, coordinator; MH, Planning; MM, Public Affairs

Tasks

- Identify opportunities and production schedules (Lanier-Phelps overall coordinator, Huie work with government cooperators, Matteson work with Public Affairs Network); and
- Prepare articles and information bytes within production timeframes (Lanier-Phelps).

Coordination

Executive Management and Council (CCI and other opportunities), government cooperators, civic groups, FAUNA.

Initial Contact

Phone, request placement of articles, newsletter inserts, information bytes in utility bills, etc.

Follow-up

Prepare and deliver materials within production timeframes. Phone back to ensure information is included in mailings.

**D. Distribute Program-Related Information**

Objective

Using existing networks and mailing lists, including those of our government cooperators and individuals helping to organize Metro's own Committee for Citizen Involvement (CCI), distribute information in the form of summaries, fact sheets, newsletter articles, brochures, letters to government, business, citizen and civic groups not addressed in "A" above. Also, place printed media in repositories accessible to the public including libraries, government offices, regional parks, Zoo and other Metro facilities, schools.

<u>Products Available</u>	<u>Date Available</u>	<u>Staff Lead</u>
Greenspaces Brochure	now available	Sample
Slide Show/Video	now available	Sample
Fall "Trips" Brochure	August 28	Sample
Bond Measure Fact Sheet	September 3	Sample
MP Newsprint Tabloid	September 15	Sample
MP Executive Summary	September 30	Sample
Full Master Plan	September 30	Sample
Other Fact/Q&A Sheets	as necessary	Sample

Tasks

- Identify list of information repositories/points of distribution (Huie, Sample, Matteson);
- Provide "camera ready" copies of information pieces to government cooperators willing to copy and distribute at their own expense (Huie/Sample);
- Identify, print and deliver number of copies of information pieces that government cooperators will distribute if Metro provides to them (Sample); and
- Obtain cooperators mailing lists (Huie/Sample) and merge with Metro lists (Shervey) and prepare bulk mailing for direct mail pieces for which Metro has to pay (Sample).

Coordination

Government and civic cooperators, FAUNA, businesses.

### Initial Contact

Immediate delivery of materials to known repositories (libraries, cooperators offices and facilities (Sample)). Phone other outlets to determine feasibility of distribution and number of copies needed (Huie, Sample).

### Follow-up

Print and deliver informational materials to repositories and distribution points (Sample). Periodically call back to ask if additional copies are needed, restock as necessary (Sample).

## E. Displays

### Objective

Provide information about Metropolitan Greenspaces and the bond measure in areas that provide for public gatherings.

<u>Products</u>	<u>Due Date</u>	<u>Staff Lead</u>
Stand-Up Greenspaces Display	now available	Lanier-Phelps
Special Displays	as necessary	Lanier-Phelps
"Short List" of Gatherings	September 11	Lanier-Phelps
Greenspaces Poster	September 15	Aushman

### Tasks

- Identify "short list" of events where Program should have major presence, including stand-up display, staffed booths, etc. (Lanier-Phelps);
- Identify longer list of other opportunities and locations where informational materials could be distributed, with or without staff/volunteer presence (Lanier-Phelps); and
- Develop poster and special displays as possible (Aushman)

### Coordination

Government and civic cooperators, FAUNA, businesses.

## Staff Report

CONSIDERATION OF RESOLUTION NO. 92-1669, FOR THE  
PURPOSE OF ENDORSING A PUBLIC AWARENESS PLAN FOR  
THE METROPOLITAN GREENSPACES MASTER PLAN AND  
BALLOT MEASURE NO. 26-1

Date: September 8, 1992

Presented by Patrick Lee

### PROPOSED ACTION

Resolution No. 92-1669 endorses a public awareness program through which to inform residents and voters of the region of the Metropolitan Greenspaces Master Plan and Ballot Measure No. 26-1.

### FACTUAL BACKGROUND AND ANALYSIS

On July 23, 1992, through Resolution No. 92-1637, the Council adopted the Metropolitan Greenspaces Master Plan. Also on July 23, 1992, through Resolution No. 92-1639, the Council referred Ballot Measure No. 26-1 to the November 3, 1992, election to ask the voters of the District if Metro should issue \$200 million of general obligation bonds to buy, develop, maintain and operate a park open space, and recreation system consistent with the Greenspaces Master Plan.

The Public Awareness Plan identifies a number of products that staff will prepare, and the process to be utilized to inform residents and voters of the region about the Master Plan and Ballot Measure. It is hoped that a greater level of awareness will stimulate interest in becoming involved in the Greenspaces Program and will assist voters in making an informed choice on Ballot Measure No. 26-1 in November.

### BUDGET IMPACT

A significant amount of staff time, primarily in the Planning and Public Affairs Departments, will be required to carry out the Public Awareness Plan. In addition it is estimated that about \$67,000 in materials and services cost, predominantly associated with product printing and postage, will be required to implement the Public Awareness Plan. A tentative M&S budget is outlined in Attachment A to the Plan. All costs have been anticipated and are authorized in the Adopted FY 1992-93 Budget.

### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1669.

srs  
a:\r921669

## Attachment A

### Estimated Budget for Master Plan Information

Document	Number Printed	Cost	Number Mailed	Cost	Total Cost
.875 MP Newsprint Tabloid	355,000	\$ 8,500	280,000	\$12,300	\$20,800
.875 MP Tabloid on Better Paper	3,250	700			700
MP Tabloid "Poster"	250	100			100
MP Executive Summary	2,500	7,000	500	850	7,850
Full Master Plan	750	6,375	250	1,025	7,400
Other Informational Mailings as Requested	--	--	--	10,000	10,000
.875 Misc. Fact/Q&A Sheets	25,000	875	14,000	2,800	3,675
<b>Total</b>		<b>\$23,550</b>		<b>\$26,975</b>	<b>\$50,525</b>

### Estimated Budget for Ballot Measure Information

Document	Number Printed	Cost	Number Mailed	Cost	Total Cost
.125 Trip Into Nature Brochure	25,000	\$ 6,300	14,000	\$ 700	\$ 7,000
.125 Newsprint Tabloid	355,000	1,200	280,000	1,540	2,740
Bond Measure Fact Sheet	100,000	3,000	14,000	2,800	5,800
.125 MP Tabloid on Better Paper	3,250	100			100
.125 Misc. Fact/Q&A Sheets	25,000	750			750
<b>Total</b>		<b>\$11,350</b>		<b>\$5,040</b>	<b>\$16,340</b>
<b>Grand Total</b>		<b>\$34,900</b>		<b>\$32,015</b>	<b>\$66,915</b>

## ATTACHMENT B

### GREENSPACES COOPERATOR ASSISTANCE

Government Cooperator	Greenspaces Staff Contact	Mailing List	Newsletters	Recreation Program Brochures	Utility Bill Inserts	Handouts at Offices/Parks	Media/ Stakeholding Contacts	Individual and Joint Presentations
N. Clackamas Park and Recreation District	Roger Brown	✓	✓	N/A	N/A	✓	✓	✓
Tualatin Hills Park and Recreation District	Jim McElhinny				Not Yet Contacted			
Clackamas County	Dan Zinzer	✓	✓	✓	Ask Utilities Department	✓	✓	✓
Multnomah County	Charles Ciecko	✓		✓	✓	✓	✓	✓
Washington County	Walt Peck	✓	✓	✓	Ask USA	✓	✓	✓
Beaverton	Irish Bunnell				Not Yet Contacted			
Cornelius	Jerry Taylor				Not Yet Contacted			
Durham	Mary Taylor				Not Yet Contacted			
Fairview	Marilyn Holstrom				Not Yet Contacted			
Forest Grove	Connie Fessler				Not Yet Contacted			
Gladstone	Jonathan Block				Not Yet Contacted			
Gresham	Julee Conway	✓	✓	✓	✓	✓	✓	✓
Happy Valley	Randy Nicolai				Not Yet Contacted			
Hillsboro	Mary Ordal	✓	N/A	✓		✓		

Government Cooperator	Greenspaces Staff Contact	Mailing List	Newsletters	Recreation Program Brochures	Utility Bill Inserts	Handouts at Offices/Parks	Media/ Stakeholding Contacts	Individual and Joint Presentations
Lake Oswego	Ron Bunch	✓	✓	✓	Ask City Manager	✓	✓	✓
Oregon City	Denyse McGriff				Not Yet Contacted			
Portland	Linda Dobson	✓	✓	✓	✓	✓	✓	✓
Rivergrove	Annette McFarlane				Not Yet Contacted			
Sherwood	Jim Rapp				Not Yet Contacted			
Tigard	Patrick Reilly				Not Yet Contacted			
Troutdale	Valerie Lance	✓		✓	Ask City Manager	✓		✓
Tualatin	Steve Rhodes				Not Yet Contacted			
West Linn	Ken Worcester				Not Yet Contacted			
Wilsonville	Wayne Sorensen				Not Yet Contacted			
Wood Village	Shelia M. Ritz				Not Yet Contacted			



## Attachment C

### Potential Media Event Opportunities

1. Completion of First Year Restoration Grants
2. Award of Second Year Demonstration Grants
3. Announcement of Third Year Federal Grant Award
4. Trip Into Nature Fall Kickoff
5. Adoption of Smith and Bybee Lakes Recreation Master Plan
6. Installation of Water Level/Flow Control Structure at S&B Lakes
7. Purchase of Private Property at S&B Lakes
8. Sponsorship of Major Events (Salmon Festival, Streamwalk Conference)
9. Publication of Urban Stream Brochures (Fairview Creek, Mt. Scott/Kellogg Creeks)
10. ISTEA Grant Awards (Springwater Corridor?)
11. Announcement of Intent to Organize "Willamette Festival" (Ausherman proposal)
12. Publication of Final Greenspaces Master Plan
13. Publication of Backyard Wildlife Handbook
14. Announcement of Educational Grant Awards program



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

CORRECTED PINK SHEET

DATE: September 14, 1992

TO: Metro Council  
Executive Officer  
Interested Staff

FROM: Paulette Allen, Clerk of the Council

RE: METRO COUNCIL ACTIONS OF SEPTEMBER 10, 1992 (REGULAR MEETING)

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COUNCILORS PRESENT: Presiding Officer Jim Gardner, Deputy Presiding Officer Judy Wyers, Roger Buchanan, Tanya Collier, Richard Devlin, Sandi Hansen, Ruth McFarland, Susan McLain, George Van Bergen and Ed Washington.  
COUNCILORS EXCUSED: Ed Gronke.

## AGENDA ITEM

## ACTION TAKEN

- |   |  |
|---|--|
| 1. <u>INTRODUCTIONS</u>   | None.  |
| 2. <u>CITIZEN COMMUNICATIONS TO THE COUNCIL ON NON-AGENDA ITEMS</u>   | None.  |
| 3. <u>EXECUTIVE OFFICER COMMUNICATIONS</u>  | None.  |
| 4. <u>CONSENT AGENDA</u>  | Adopted (Hansen/Buchanan; 9-0 vote).                 |
| 4.1 Minutes of June 25, 1992  |  |
| 4.2 Resolution No. 92-1669A, For the Purpose of Endorsing a Public Awareness Plan for the Metropolitan Greenspaces Master Plan and Ballot Measure No. 26-1            |  |
| 5. <u>ORDINANCES, FIRST READINGS</u>  |  |
| 5.1 Ordinance No. 92-470, For the Purpose of Amending the Regional Waste Water Management Plan and Authorizing the Executive Officer to Submit it for Recertification | Referred to the Transportation & Planning Committee. |

(Continued)

**6. ORDINANCES, SECOND READINGS**

- 6.1 Ordinance No. 92-469, An Ordinance Amending Ordinance No. 92-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Reflecting the Reorganization of Division Functions Within the Solid Waste Revenue Fund, Establishing the Planning and Technical Services Division and Funding the Carryover for Phase II of the Storm Water Processing and Retention Project at Metro South Household Hazardous Waste Facility
- Ordinance No. 92-469B adopted to reflect corrected numbers in Exhibit B as provided by Finance & Management Information Department staff and a budget note offered by Councilor Wyers (Wyers/Hansen; 11/0 vote).

**7. RESOLUTIONS**

- 7.1 Resolution No. 92-1619, For the Purpose of Eliminating Bypass Option B from Further Western Bypass Study
- Adopted (McLain/Hansen; 10-0 vote).
- 7.2 Resolution No. 92-1620A, For the Purpose of Eliminating a "Transit-Intensive Strategy" from Further Consideration in the Western Bypass Study without Precluding Future Light Rail Transit in the Highway 217 Corridor
- Adopted (Devlin/Collier; 6-4 vote; Councilors Buchanan, McFarland, Wyers, and Gardner voted nay).
- 7.3 Resolution No. 92-1665A, For the Purpose of Expressing Metropolitan Service District's Intention to Reimburse Certain Expenses Related to the Greenspaces Program from the Sale of General Obligation Bonds
- Adopted (Devlin/Wyers; 10-0 vote).

8. EXECUTIVE SESSION Held Under the Authority of ORS 192.660(1)(h) to Consult with Legal Counsel with Regard to Litigation
- No Action Requested.

**9. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS**

- 1) Councilor Wyers reviewed recent Solid Waste Committee review of plastics recycling activities; 2) Councilor Buchanan announced a committee would be created by himself and Councilors Gardner and Hansen to oppose Ballot Measure No. 26-3.

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1669A, FOR THE PURPOSE OF ENDORSING A PUBLIC AWARENESS PLAN FOR THE METROPOLITAN GREENSPACES MASTER PLAN AND BALLOT MEASURE NO. 26-1

Date: September 9, 1992

Presented by: Councilor Devlin

Committee Recommendation: At its September 8 meeting, the Committee voted 4-0 to recommend Council adoption of Resolution No. 92-1669A. Voting: Councilors Devlin, McLain, Buchanan and Washington.

Committee Issues/Discussion: Pat Lee, Regional Planning Supervisor, gave staff's report. He explained the resolution endorsed a public awareness program to inform citizens about the Greenspaces Master Plan and Ballot Measure No. 26-1. He discussed the survey conducted in April which indicated approximately 30 percent of the public was aware of the Greenspaces Program at that time. He said the public awareness program would increase that percentage utilizing environmental education and citizen involvement in the Greenspaces Program. He said the public should be accurately informed about the ballot measure, its ramifications and how it tied into the Master Plan overall. He said to that effect, the resolution identified past and future work product, public communication efforts, information displays at institutions and other repositories, and speaking engagements to groups.

Mr. Lee said most of the project budget was for postage and printing costs and noted numbers contained in Attachment A were not accurate and said costs would total \$60,310 instead of \$66,915 because some expenses due to the Master Plan and the ballot measure were inadvertently counted twice by staff. He distributed a corrected Attachment A which led to the "A" designation of the resolution. He said costs related to the Master Plan would be approximately \$50,000 and approximately \$10,000 would be related to the ballot measure.

Councilor McLain asked if persons listed in Attachment B would serve as the information contact specialists. Mr. Lee said they would and that most of the persons listed had served on the technical and policy advisory committees and others were involved via local jurisdictions. He said they provided mailing lists for ballot measure fact sheets and said the Cities of Portland and Gresham might mail information inserts in utility billings.

There was no further Committee comment or discussion and the Committee voted unanimously to recommend Resolution No. 92-1669A for adoption.

FINANCE COMMITTEE REPORT

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CONSIDERATION OF ORDINANCE NO. 92-469 AMENDING THE FY 92-93 BUDGET AND SCHEDULE OF APPROPRIATIONS TO REORGANIZE THE DIVISIONS IN THE SOLID WASTE REVENUE FUND BY ESTABLISHING THE PLANNING AND TECHNICAL SERVICES DIVISION

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Date: September 8, 1992

Presented By: Councilor Van Bergen

**COMMITTEE RECOMMENDATION:** At it's August 20, 1992 meeting the Committee voted unanimously to refer Ordinance No. 92-469 to the Solid Waste Committee for consideration of effects of this ordinance on the Solid Waste program for FY 92-93. All Committee members were present and voting.

**COMMITTEE DISCUSSION/ISSUES:** Mr. Roosevelt Carter, Solid Waste Budget and Finance Manager, presented the Staff Report. He indicated the purpose of the ordinance was to amend the FY 92-93 Budget and Appropriations Schedule to implement a reorganization in the Solid Waste Department. He pointed out that during the FY 92-93 Budget process the Solid Waste planning functions were transferred from the Planning and Development Department to the Solid Waste Department. Since that occurrence the Solid Waste Director has decided to create a new division in the Department to handle that planning function plus some other technical type activity. In response to questions from the Committee Council Staff indicated that the reorganization was discussed at the staff level with the Solid Waste Director and the Deputy Executive Officer and appeared to Council Staff the make sense. Council Staff pointed out that it had not analyzed the reorganization from the standpoint of the impact on the Departments FY 92-93 work program. Council Staff could not tell the Committee whether or not previously budgeted work has been changed or eliminated as a result of the reorganization. The Finance Committee was satisfied that sufficient funds are available in the Solid Waste Revenue Fund to accommodate the reorganization and referred the ordinance to the Solid Waste Committee for it's review of any programmatic impacts.

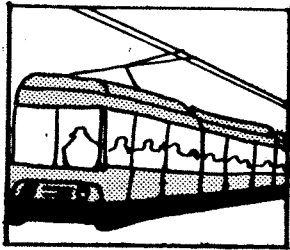
## Solid Waste Tonnage Forecast Model Evaluation Process

Proposed Budget Note to Ordinance No. 92-469

The process for letting the contract for an independent evaluation of Metro's solid waste tonnage forecasting model approved for FY 92-93 shall include the following elements:

- an RFP process that actively solicits responses from both the public and private sectors. The RFP must include a requirement that applicants demonstrate prior modelling experience, with preference given to those with experience related to solid waste tonnage forecasting.
- Council review of the RFP scope of work prior to release
- Council participation on the evaluation committee
- submission of a report to the Council from the evaluation committee supporting its recommendations
- to insure complete independence of the review, the role of Metro staff should be limited to general contract management, supplying data as requested by the contractor and responding to technical questions initiated by the contractor
- copies of all draft reports submitted by the contractor shall be provided to the Council

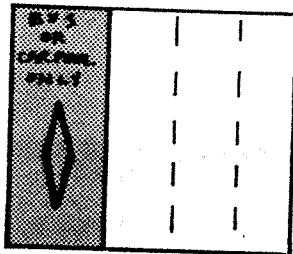
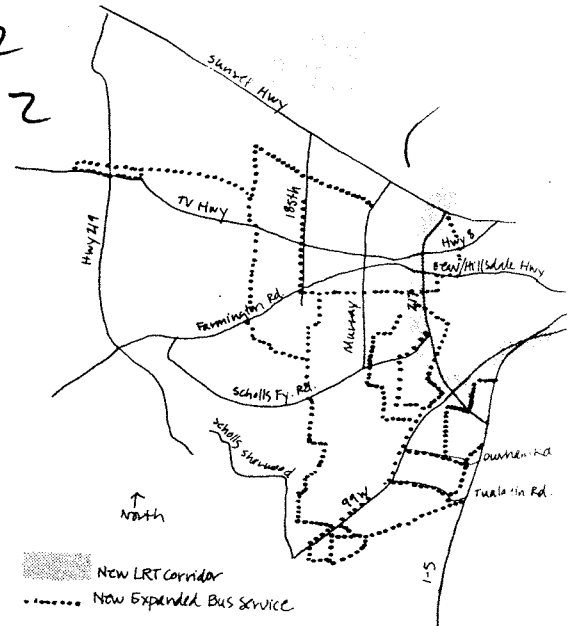
Council  
9/10/92  
7.1 & 7.2



### Transit Intensive (Light Rail)

This strategy focuses on light rail to meet traffic needs. Key improvements include:

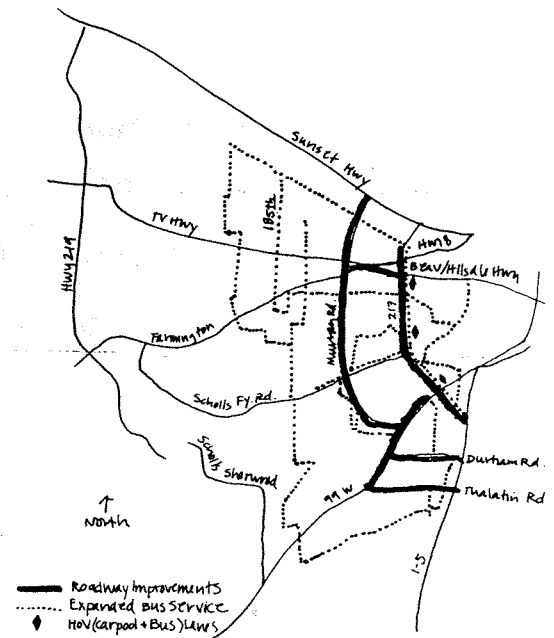
- Light rail along the Hwy. 217 corridor
- Light rail along the Barbur Blvd. corridor
- Expanded bus service to feed light rail



### Transit (HOV)/ Arterial Expansion

This strategy combines transit and roadway improvements and encourages carpooling and bus travel. It includes:

- Widening Hwy. 217 to six general purpose lanes
- Additional carpool/express bus lane (high occupancy vehicle—HOV) in each direction on Hwy. 217
- Durham and Tualatin Rds. to four lanes
- Hwy. 99W and Farmington Rd. to six lanes
- Murray Blvd. to six lanes (Hwy. 26 to Old Scholls Ferry Rd.)
- Murray Blvd. (four lanes) extended to Hwy. 99W near McDonald St.
- Expanded bus service



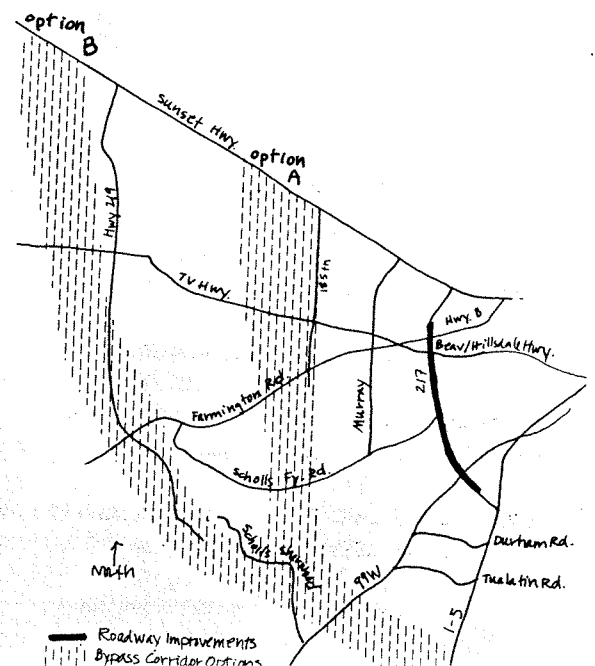
### Bypass

The bypass strategy focuses on a four-lane, limited-access highway in one of two broad corridor options. Both options include:

- A common southern connection with I-5 (between I-205 and Wilsonville) and common corridor up to Hwy. 99W
- Hwy. 217 to six general purpose lanes

The options differ as follows:

- Option A connects with Hwy. 26 east of Hillsboro at the Cornelius Pass or 185th Ave. interchange
- Option B connects with Hwy. 26 west of Hillsboro at North Plains



an open house or call (phone numbers on back).

## Evaluation Criteria

At the open houses, the study team will present an evaluation of how the strategies compare with one another according to criteria that were developed early in the study process. The criteria fall into these categories:

- Reduced congestion
- Traffic diversion
- Reduced reliance on auto
- Natural environment impacts
- Efficient urban development
- Costs
- Support of economy
- Accessibility
- Safety
- Flexibility
- "Built" environment impacts
- Pressure on urban growth boundary

## Want To Be Involved?

The best way to keep informed and involved in the Western Bypass Study is to get on the mailing list. Newsletters are issued at key steps of the process to summarize technical work and announce public meetings. Citizens Advisory Committee meetings are also open to the public and you may request to be on the notification list for those meetings.

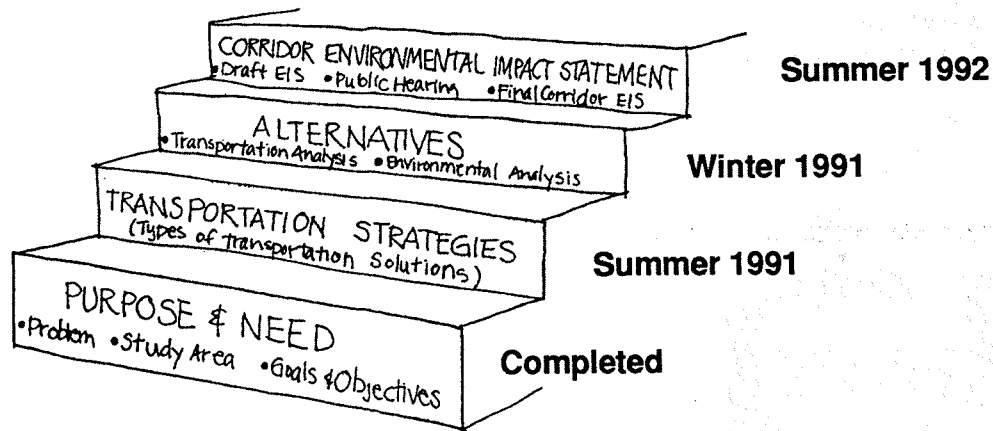
Have a question or comment? Want to be on the mailing list?

**Call:** Debie Garner at 235-5881  
Bill Ciz at 653-3240

**Write:** Western Bypass Study  
Oregon Department of Transportation  
9002 SE McLoughlin Blvd.  
Milwaukie, OR 97222

## How Close Are We To A Decision?

Identifying the **preferred alternative** — the **type** (or mode) of transportation solution (transit, roadway or highway) and **general location** (or corridor) — will be the last step of the Western Bypass Study. We anticipate that decision in **summer of 1992**. We have a few steps to go through first:



**Strategies** — After receiving public and advisory committee feedback on the strategies presented in this newsletter, the study team will recommend a final set of strategies and ask for advisory committee and local jurisdiction approval.

**Alternatives** — From the broad strategies, a few specific alternatives (including the No-Build) will be defined for further analysis in an environmental impact statement (EIS).

**Environmental Impact Statement** — The EIS process will look at alternatives from a broad, corridor perspective, discussing the relative benefits and impacts of each. It will involve several steps: 1) a draft environmental impact statement on the specific alternatives, 2) public review of the document and a formal public hearing, 3) selection of a preferred alternative by local jurisdictions, and 4) a final environmental impact statement on the preferred alternative.

Following this step a more detailed plan will be prepared to identify the exact location, characteristics, and impacts of the preferred alternative. Depending on the type of alternative identified in the Western Bypass Study EIS — transit, roadway, highway — ODOT or another agency (Tri-Met, for example) may carry out this more detailed study.



# WESTERN BYPASS STUDY

Oregon Department of Transportation

July 1991

The Western Bypass Study is exploring a range of solutions to north-south and circumferential transportation problems in the southwest Portland metropolitan area (see maps inside). Previous newsletters discussed the study goals and objectives, process, and purpose and need. This newsletter summarizes a range of strategies that are currently being evaluated to see how well they address the problems. This is the first step toward identifying solutions.

## Open Houses Present Wide Range of Strategies

The **strategies** described inside represent several different concepts — expanding existing roads, improving transit, building a new highway — for improving north-south and circumferential travel. We're still evaluating these strategies and your input at this time is important because the strategies are the concepts upon which more specific **alternatives** will be developed.

The upcoming open houses (see notice, this page) will provide an opportunity to review

- background information on the Western Bypass Study
- more detailed descriptions and maps of each strategy
- a preliminary assessment of the performance and impacts of each strategy

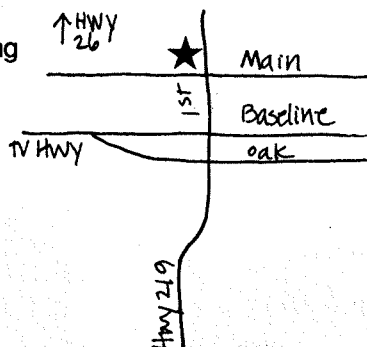
and talk with members of the Western Bypass Study team about the issues and your concerns.

**We need your thoughts and comments!** What are the advantages and disadvantages of each strategy? Which elements of each strategy make the most sense to you? What are the tradeoffs within and among the strategies? Your comments will be combined with input from the Citizens, Technical and Steering committees and used by the Oregon Department of Transportation (ODOT) to further analyze the strategies. Please review the summary of the strategies inside and come to one of the open houses. You can also call or write (phone numbers and address on back).

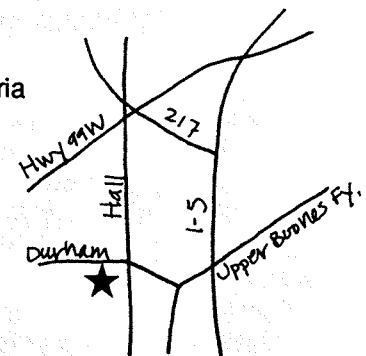
## OPEN HOUSES

Browse, ask questions, give us your thoughts!

July 16, 4 - 8 pm  
Public Services Building  
Cafeteria (main floor)  
155 N. First Ave.  
Hillsboro



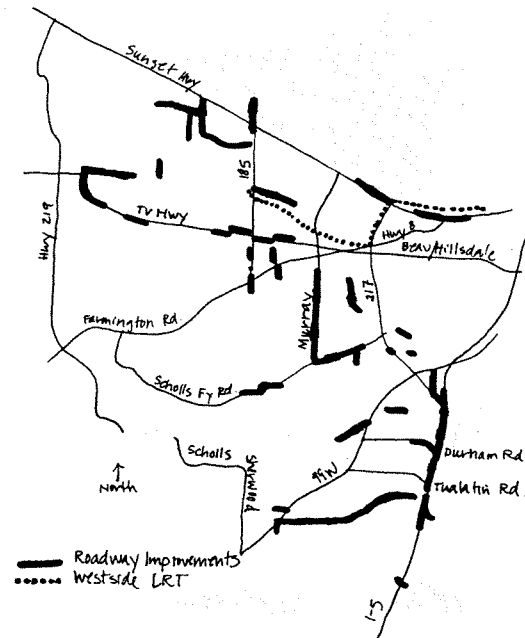
July 17, 4 - 8pm  
Tigard High School Cafeteria  
(east end of school)  
9000 SW Durham Rd.  
Tigard



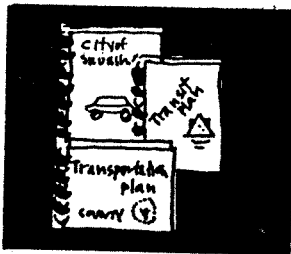
# No-Build Strategy\*

Most studies have a "no action" strategy or alternative against which the potential impacts of all other strategies are measured. The No-Build represents what would happen if the only improvements made will be those which already have committed funding. It also includes the Westside Light Rail (to 185th Avenue).

The No-Build was defined early in the study process and will remain the same throughout the study. The improvements included in the No-Build are also part of every other strategy.

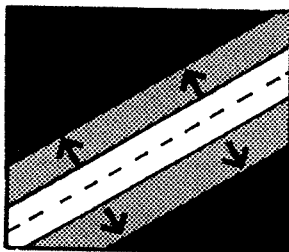
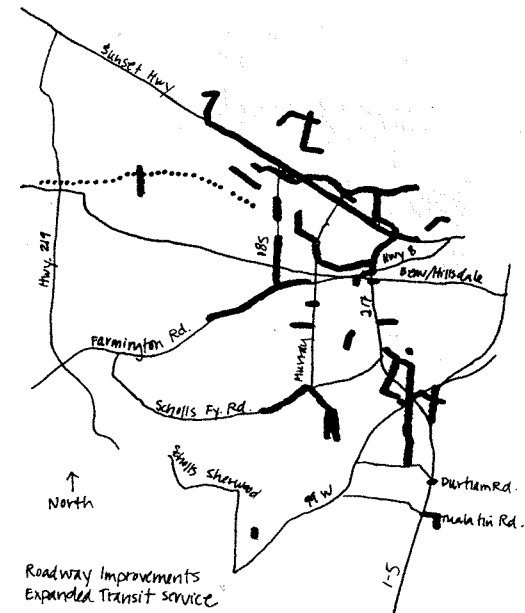


# Build Strategies



## Common Improvements

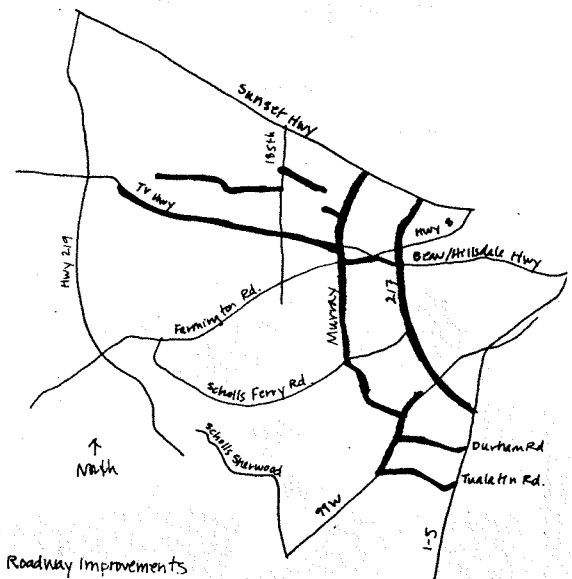
This "incremental approach" includes a number of roadway and transit improvements that are not yet funded, but are likely to be built by the year 2010. The common improvements are included in every strategy except the No-Build.



## Arterial Expansion

The arterial expansion strategy would expand and extend existing roads including:

- Hwy. 217 to eight general purpose lanes
- Murray Blvd. to six lanes (Hwy. 26 to Old Scholls Ferry Rd.)
- Murray Blvd. (four lanes) extended to Hwy. 99W near McDonald St.
- Durham and Tualatin Rds. to four lanes
- Hwy. 99W to six lanes (Tualatin Rd. to Commercial St.)
- TV Hwy. to six lanes (Hillsboro to Murray Blvd.)
- Farmington Rd. to six lanes (Hwy. 217 to Murray Blvd.)
- Baseline and Jenkins Rds. to four lanes (Hillsboro to Murray Blvd.)
- Walker Rd. to four lanes (Cornell Rd. to 158th.)



\*Maps are simplified to show major components of strategies. For more detailed information or maps, come to



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503.221-1646

# Agenda

DATE: September 10, 1992  
MEETING: METRO COUNCIL  
DAY: Thursday  
TIME: 5:30 p.m.  
PLACE: Metro Council Chamber

Approx.  
Time\*

Presented  
By

5:30  
(5 min.)

## ROLL CALL/CALL TO ORDER

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS TO THE COUNCIL ON NON-AGENDA ITEMS
3. EXECUTIVE OFFICER COMMUNICATIONS

5:35  
(5 min.)

4. CONSENT AGENDA (Action Requested: Motion to Adopt the Consent Agenda)

### 4.1 Minutes of June 25, 1992

5:40  
(5 min.)

## 5. ORDINANCES, FIRST READINGS

- 5.1 Ordinance No. 92-470, For the Purpose of Amending the Regional Waste Water Management Plan and Authorizing the Executive Officer to Submit it for Recertification (Action Requested: Referral to the Transportation & Planning Committee)

## 6. ORDINANCES, SECOND READINGS

### REFERRED FROM THE FINANCE AND SOLID WASTE COMMITTEES

5:45  
(10 min.)

- 6.1 Ordinance No. 92-469, An Ordinance Amending Ordinance No. 92-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Reflecting the Reorganization of Division Functions Within the Solid Waste Revenue Fund, Establishing the Planning and Technical Services Division and Funding the Carryover for Phase II of the Storm Water Processing and Retention Project at Metro South Household Hazardous Waste Facility PUBLIC HEARING (Action Requested: Motion to Adopt the Ordinance)

Wyers

## 7. RESOLUTIONS

### REFERRED FROM THE TRANSPORTATION & PLANNING COMMITTEE

5:55  
(20 min.)

- 7.1 Resolution No. 92-1619, For the Purpose of Eliminating Bypass Option B from Further Western Bypass Study (Action Requested: Motion to Adopt the Resolution)

McLain

6:15  
(25 min.)

- 7.2 Resolution No. 92-1620A, For the Purpose of Eliminating a "Transit-Intensive Strategy" from Further Consideration in the Western Bypass Study without Precluding Future Light Rail Transit in the Highway 217 Corridor (Action Requested: Motion to Adopt the Resolution)

Devlin

\* All times listed on this agenda are approximate; items may not be considered in the exact order listed.

7. RESOLUTIONS (Continued)

REFERRED FROM THE FINANCE COMMITTEE

6:40  
(30 min.)

7.3 Resolution No. 92-1665A, For the Purpose of Expressing Metropolitan Service District's Intention to Reimburse Certain Expenses Related to the Greenspaces Program from the Sale of General Obligation Bonds (Action Requested: Motion to Adopt the Resolution)

Devlin

7:10  
(10 min.)

8. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS

7:20

ADJOURN

Meeting Date: September 10, 1992  
Agenda Item No. 4.1

**MINUTES**

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

June 25, 1992

Council Chamber

Councilors Present: Presiding Officer Jim Gardner, Roger Buchanan, Tanya Collier, Richard Devlin, Ed Gronke, Sandi Hansen, Ruth McFarland, Susan McLain, George Van Bergen and Ed Washington

Councilors Excused: Deputy Presiding Officer Judy Wyers

Councilors Absent: Larry Bauer

Also Present: Executive Officer Rena Cusma

Presiding Officer Gardner called the regular meeting to order at 5:31 p.m.

Presiding Officer Gardner announced that the Council meeting regularly scheduled for July 9 had been canceled and next regular Council meeting would be held July 23.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS TO THE COUNCIL ON NON-AGENDA ITEMS

Mary Tobias, Tualatin Valley Economic Development Corporation president, said she strongly supported regional and local government because it was essential for a strong economic and political system. She expressed concern about the status of current state and regional government because she said a political revolution was taking place people were not aware of and said the Charter Committee was part of such a revolution. She said citizens wanted government to be clearly defined and minimal at best. She said it was easy for citizens to see Metro as an additional layer of government. She said if the charter process became fractional, or more than one charter was developed, Metro would be the loser. She said she had spoken with citizens who thought the only valuable service Metro performed was running the Metro Washington Park Zoo.

Ms. Tobias said the charter process had been extremely flawed from the beginning and apologized to the Council for the lack of intellectual honesty. She said the Council should compile a document that the Charter Committee, local governments and Metro could work on collectively. She urged the Council to work in a non-passive role to find solutions to the problems facing Metro as the Charter Committee process drew to a close.

Executive Officer Cusma thanked Ms. Tobias for her efforts on Metro's behalf.

3. EXECUTIVE OFFICER COMMUNICATIONS

3.1 Briefing on Greenspaces Master Plan and Bond Measure

Pat Lee, Regional Planning Supervisor, briefed the Council on the Greenspaces Master Plan and related bond measure.

4. CONSENT AGENDA

4.1 Minutes of May 14, 1992

REFERRED FROM THE GOVERNMENTAL AFFAIRS COMMITTEE

4.2 Resolution No. 92-1631, For the Purpose of Approving an Intergovernmental Agreement with the Special Districts Association of Oregon (SDAO) to Provide Legislative Service to the Metropolitan Service District

4.3 Resolution No. 92-1635, For the Purpose of Accepting the May 19, 1992, Primary Election Abstract of Votes of the Metropolitan Service District

4.4 Resolution No. 92-1643, For the Purpose of Revising Guidelines for Council Per Diem, Councilor Expense and General Council Materials & Services Accounts

REFERRED FROM THE FINANCE COMMITTEE

4.5 Resolution No. 92-1634, For the Purpose of Authorizing an Exemption to Metro Code Chapter 2.04.041(c), Competitive Procedures, and Authorizing a Sole Source Contract with Eastman Kodak Company to Provide Maintenance and Repair Service on the Kodak 300 Duplicator

Motion: Councilor McFarland moved, seconded by Councilor Devlin, for adoption of the Consent Agenda.

Vote: Councilors Buchanan, Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer and Wyers were absent. The vote was unanimous and the Consent Agenda was adopted.

5. ORDINANCES, FIRST READINGS

5.1 Ordinance No. 92-466, For the Purpose of Repealing Metro Code Sections 2.04.100-.180 and For the Purpose of Enacting New Code Provisions Establishing and Governing Metro's Contracting Procedures for Minority, Women, and Disadvantaged Business Enterprises

The Clerk read the ordinance for a first time by title only.

Presiding Officer Gardner announced Ordinance No. 92-466 had been referred to the Governmental Affairs Committee for consideration.

6. ORDINANCES, SECOND READINGS

6.1 Ordinance No. 92-449B, For the Purpose of Adopting the Annual Budget for Fiscal Year 1992-93, Making Appropriations and Levying Ad Valorem Taxes (Public Hearing)

The Clerk read the ordinance for a second time by title only.

Presiding Officer Gardner announced that Ordinance No. 92-44 was first read on March 12, 1992, and referred to the Finance Committee for consideration. The Finance Committee, acting as the Budget Committee, held 12 public hearings on the ordinance between March 16 and April 20 and recommended the full Council adopt the ordinance as amended. On May 7, 1992, the Council adopted Resolution No. 92-1586, For the Purpose of Approving the FY 1992-93 Budget and Transmitting the Approved Budget to the Tax Supervising and Conservation Commission. On June 18, 1992, the Finance Committee recommended Ordinance No. 92-449B for adoption.

Motion: Councilor Van Bergen moved, seconded by Councilor Hansen, for adoption of Ordinance No. 92-449B.

Councilor Van Bergen gave the Finance Committee's report and recommendations. He discussed the Budget process as a whole.

First Motion to Amend: Councilor McLain moved, seconded by Councilor Van Bergen, to add the Regional Facilities Contracts list as new Exhibit D.

Councilor Hansen briefed the Council on the Tax Supervising and Conservation Commission's (TSCC) review of Metro's FY 1992-93 budget. She said the TSCC asked questions about the budget process, citizen involvement and the new Metro Headquarters building. She said the TSCC also asked about possible expansion of the Oregon Convention Center, the closure process at the St. Johns Landfill and Metro's contract with Jack Gray Transport,



Inc. (JGT). She said Jennifer Sims, Director of Finance & Management Information, and Chris Scherer, Financial Planning Manager, were also present to answer technical questions.

Councilor Devlin noted current assessed property values in the region totalled approximately \$45 billion and said Metro was \$200 million short of having more than that in assessed value in Clackamas and Washington counties. He said over the next year, more of that assessed value could be outside Multnomah County boundaries than was contained inside. He asked for a clarification of land values from Legal Counsel. Dan Cooper, General Counsel, said he would provide that information. He said state law had varying interpretations of governmental property values depending on office locations, population and other factors.

Councilor Van Bergen noted the Budget Committee approved a budget note per Councilor Wyers' request: "The Solid Waste Department shall develop a strategy (work plan) for evaluating the effectiveness of local recycling and waste reduction programs, particularly those partially or totally funded by Metro. This strategy shall be presented to the Solid Waste Committee by October 1, 1992."

Second Motion to Amend: Councilor Van Bergen moved, seconded by Councilor Devlin, to incorporate Councilor Wyers' Budget Note in the FY 1992-93 Budget ordinance.

Presiding Officer Gardner opened the public hearing. No persons appeared to testify on the ordinance and the public hearing was closed.

Presiding Officer Gardner asked for a collective vote on both motions to amend.

Vote on First and Second Motions to Amend: Councilors Buchanan, Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer and Wyers were absent. The vote was unanimous and the motions to amend Ordinance No. 92-449B passed.

Vote on Main Motion as Amended: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Collier were absent. The vote was unanimous and Ordinance No. 92-449B was adopted as amended.

6.2 Ordinance No. 92-456, For the Purpose of Amending the Regional Solid Waste Management Plan to Incorporate the Household Hazardous Waste Management Plan and to Update Plan Policy 2.2 (Public Hearing)

The Clerk read the ordinance for a second time by title only.

Presiding Officer Gardner announced that Ordinance No. 92-456 was first read on May 28, 1992, and referred to the Solid Waste Committee for consideration. The Solid Waste Committee considered the ordinance on June 16 and recommended it to the full Council for adoption.

Motion: Councilor McFarland moved, seconded by Councilor Devlin, for adoption of Ordinance No. 92-456.

Councilor McFarland gave the Solid Waste Committee's report and recommendations. She explained the ordinance would adopt a Household Hazardous Waste (HHW) regional management plan. She said the plan would help to fulfill Department of Environmental Quality's (DEQ) requirements, as well as state legislative requirements on HHW. She said the work done on HHW issues raised issues on other types of waste also and that Metro staff would deal with those materials in the future. Councilor McFarland discussed the HHW facilities to be installed at various solid waste facilities as well as the proposed mobile unit. She said the plan covered expansion of the existing system; development of HHW promotion, education and waste reduction programs; exploring alternative funding sources for HHW management and collection; examining the need to develop a legislative agenda related to HHW; and monitoring of the management program.

Councilor McFarland noted at Committee, Councilor Hansen asked how many citizens used the HHW facility at Metro South Station (MSS) and was told the weekly average was constant, averaging 20-25 users. She said Councilor Van Bergen asked if there would be a permanent facility in Washington County and about funding from DEQ that would obligate Metro to take HHW from other parts of the state via the mobile facility(s). She said staff stated those options did not seem likely at this time. She said Committee discussion also focussed on the legislative agenda and medical waste which was not yet addressed in the Regional Solid Waste Management Plan (RSWMP). Councilor McFarland recommended adoption of Ordinance No. 92-456 because it would put Metro in compliance with state law and allow for financial assistance from DEQ.

Presiding Officer Gardner opened the public hearing. No persons appeared to testify on the ordinance and the public hearing was closed.

Councilor McLain noted the plan was labelled as a draft document. Mark Buscher, Senior Solid Waste Planner, explained it was labelled a draft document while under review by the Solid Waste Committee and the Council, but that adoption of the ordinance meant the plan would become the final document. Councilor McLain asked what portions of the region would receive mobile service. Mr. Buscher said for practical purposes, the region had been divided into five geographical parts, but that two geographical areas would be served by permanent depots. He said that assisted staff to determine that mobile units would primarily serve Areas 2, 4 and 5, or Washington and Multnomah counties.

Councilor McFarland expressed the Council's appreciation to the Household Hazardous Waste Subcommittee, subcommittee to the Solid Waste Policy Advisory Committee, for its work on the Plan Chapter.

Vote: Councilors Buchanan, Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer and Wyers were absent. The vote was unanimous and Ordinance No. 92-456 was adopted.

6.3 Ordinance No. 92-464, For the Purpose of Amending Metro Code Chapter 7.01 to Modify the Reporting of Excise Tax and the Application of the Receipts (Public Hearing)

The Clerk read the ordinance for a second time by title only.

Presiding Officer Gardner announced Ordinance No. 92-464 was first read on June 11, 1992, and referred to the Finance Committee for consideration. The Finance Committee considered the ordinance on June 18 and recommended it to the full Council for adoption.

Motion: Councilor Hansen moved, seconded by Councilor Devlin, for adoption of Ordinance No. 92-464.

Councilor Hansen gave the Finance Committee's report and recommendations. She explained the ordinance would improve current collection of excise taxes assessed on solid waste and require solid waste tonnage reports also list excise taxes collected. She said previously haulers made payments on their excise taxes and it had been difficult to tell how much excise tax Metro actually accrued. She said the Metro Code's definition

of "accrual basis accounting" was changed to mean that revenues would be recorded for the accounting period in which they were earned and become measurable whether received or not. She said Metro Code language was also changed to read, "If installment payments are paid to an operator, a proportionate share of the tax shall be paid by the user to the operator with each installment" which would be much simpler for budget purposes and accounting reconciliation. She said the ordinance also established new rules on excise tax collection. She said new procedures did not mean additional excise taxes would be collected, but said they would be accounted for in a more efficient manner.

Presiding Officer Gardner opened the public hearing. No persons appeared to testify on the ordinance and the public hearing was closed.

Vote: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and Ordinance No. 92-464 was adopted.

6.4 Ordinance No. 92-463A, An Ordinance Amending Ordinance No. 91-390A Revising the FY 91-92 Budget and Appropriations Schedule for the Purpose of Transferring Appropriation Within the Council Department (Public Hearing)

The Clerk read the ordinance for a second time by title only.

Presiding Officer Gardner announced Ordinance No. 92-463 was first read on May 28, 1992, and referred to the Finance Committee for consideration. The Finance Committee considered the ordinance on June 4, and recommended it to the full Council for adoption. Ordinance No. 92-463 was placed on the June 11 Council agenda, but was referred back to the Finance Committee for further review because of additional unanticipated elections costs. The Finance Committee considered the ordinance again on June 18 and recommended Ordinance No. 92-463A to the full Council for adoption.

Motion: Councilor Devlin moved, seconded by Councilor Hansen, for adoption of Ordinance No. 92-463A.

Councilor Devlin gave the Finance Committee's report and recommendations. He said the ordinance originally was meant to provide \$640.00 to cover additional expenses related to the STRAP network. He said the ordinance was sent back to committee to cover additional unanticipated election costs. He said the

Council Department Budget originally had allocated \$100,000 for election costs for 1992, but said the three county election divisions had reported to Metro a total cost of \$206,000 in election costs. He said the Finance Committee expressed concern about escalating election costs and questioned Metro's future ability to refer issues to constituents. He said the Finance Committee asked staff to investigate why costs had risen so dramatically and if there was anything Metro could do during the next legislative session about election costs.

Councilor Devlin said Multnomah County costs totalled \$158,000; Washington County costs totalled \$32,500; and Clackamas County totalled \$16,000. He said election costs varied greatly from county to county and said they had escalated to such an extent that election costs could become a major budget consideration in the future. Don Carlson, Council Administrator, noted costs given were estimated costs and said staff did not have final numbers to date.

Presiding Officer Gardner opened the public hearing. No persons appeared to testify on the ordinance and the public hearing was closed.

Presiding Officer said Councilor Devlin raised important questions about the issues, including why costs per registered voters were higher in one county than in others. He said there were variables to be considered such as different ballot measures and seats on county ballots, but said the issues should be researched further.

Vote: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Collier were absent. The vote was unanimous and Ordinance No. 92-463A was adopted.

7. NON-REFERRED RESOLUTIONS

7.1 Resolution No. 92-1630, For the Purpose of Expressing Council Intent to Amend Metro's Urban Growth Boundary for Contested Case No. 91-4 (Public Hearing)

Presiding Officer Gardner announced the Council would consider Resolution No. 92-1630 in its capacity as a quasi-judicial decision-maker.

Motion: Councilor Gronke moved, seconded by Councilor Hansen, for adoption of Resolution No. 92-1630.

Councilor Van Bergen expressed concern about the Urban Growth Boundary (UGB) case presentation process. He did not believe Metro staff should present reports on UGB cases. He said when the Council considered a case in its quasi-judicial capacity, the Council should hear the details of the case from the Hearings Officer and from the parties to the case only.

Dan Cooper, General Counsel, said UGB presentations had been done in various ways in the past. He said he had briefed the Council in the past, before the Hearings Officer presented his/her report to describe the process and why the Council was considering a particular case. He said recently Planning Department staff had begun giving the Council such briefings. He said Councilor Van Bergen was correct when he stated it was inappropriate for staff to give a presentation at this time because it would be a repeat of staff's presentation to the Hearings Officer. He said the Hearings Officer would report to the Council his/her recommendation and said it was that report and recommendation the Council should consider, rather than briefings from himself or from Planning Department staff.

Councilor McFarland concurred with Councilor Van Bergen's concerns as stated. Councilor Van Bergen said his concerns were on procedural issues only. Mr. Cooper reminded the Council that it was considering the resolution in its quasi-judicial capacity as a decision-maker and the case involved a major amendment to the UGB of 50 acres. He said the Council was required to make findings that the amendment would comply with all state land use planning law requirements. He said the applicant in this case was Portland Community College to amend the area in the vicinity of Rock Creek College (RCC). He said no exceptions had been received to this case.

Presiding Officer Gardner said UGB hearing procedures should be clarified for future cases. He said staff's reports should not cover the substance of a case.

Hearings Officer Harry Epstein said he conducted two hearings on Case No. 91-4 and prepared written findings and a recommendation that the Council approve Portland Community College's (PCC) application to amend the UGB to include a portion of its RCC campus. He said PCC owned 250 acres of contiguous property at the site and proposed including 160 of those acres within the UGB. He said the remaining acreage would stay outside of the UGB and continue to be zoned for Exclusive Farm Use (EFU). He said the acreage PCC wanted to include within the UGB was recognized by Washington County as an exception area. He said Washington County gave an exception to the agricultural goal for the area PCC proposed to annex to the UGB. Mr. Epstein said that action had a significant effect on his own recommendation and reduced

the burden of proof for the applicant with regard to certain statewide planning goals and factors contained in Goal 14. He concluded it was not necessary for PCC to demonstrate there was no other place within the UGB PCC could locate what it planned to locate at RCC. Mr. Epstein said he also found that even if PCC made that showing, their proposal to expand the campus could not be done more efficiently or effectively elsewhere. He said his report demonstrated RCC was an important public facility and that the service it provided was unique in Washington County. He concluded there was public interest in allowing RCC to be able to expand at that location, but said under existing Washington County law, PCC could not expand a significant amount because the college was classified as a nonconforming use, or a use not permitted in the zone in which it was situated. He said the only way RCC could expand was to apply for annexation to Metro, to apply to Washington County for an urban plan designation and institutional zone, and undergo Washington County's review process for such expansion.

Mr. Epstein said he had not planned to give a long presentation because no exceptions had been filed. He said standards used for approval of a major UGB amendment were statewide planning goals which he had used to evaluate this application. He said he considered all relevant goals and made appropriate findings with regard to each, including Goal 1 and its requirements on public involvement and review, and Goal 2 and its UGB amendment requirements. He said with regard to Goal 2 requirements, the property was fully developed and therefore it was not necessary to conduct the alternative sites inventory that might have otherwise been necessary. Mr. Epstein said this case was very likely the last instance where an institution located on the edge of the UGB needed to be included within the UGB. He said similar to the Dammasch case, Case No. 91-4 was fairly unique.

Councilor McLain expressed concern because the amendment involved property on the edge of the UGB and said the amendment could affect neighboring properties and/or isolated property located nearby. She noted staff's report discussed neighboring property owners' concern, and noted also the neighboring property owners could use this amendment as precedent to attempt to rezone their property as well. She asked if Case No. 91-4 would set a precedent in those cases.

Mr. Epstein discussed the property surrounding the proposed amendment site. He said some property was within the UGB and property to the north and west was zoned EFU. He said some property had been designated for large lot, rural residential development and associated farming and forestry activities. He said there was nothing on the surrounding land that suggested

urbanization of that land was warranted or necessary. He said if the campus was not already there and developed to the extent it was, he would not have recommended approval. He said approval of this application did not facilitate the provision of most urban services to the urban area, but did facilitate the continued provision of the educational services.

Mr. Epstein said other affected property was the northeast quadrant of 185th and Springville Road. He said three sides of that area would be surrounded by the UGB. He said they were nonconforming lots because of their small size and were almost all developed for single-family dwellings. He said it was possible the Council could get a locational adjustment request for that area to be included within the UGB, and such an application would be a difficult case to decide. He said for such a change to take place, it had to be proved that amendment would facilitate services to areas already within the boundary. He said an amendment application for that area might not comply with that standard. He said including RCC within the UGB could impact those residents and said that impact would have to be addressed via the Washington County review process.

Councilor McLain expressed concern about the creation of an easement. Mr. Epstein said affected residents expressed concern about the issue also. He said it was important to hear testimony, evaluate its relationship to the law and whether anything could be done about the issues raised. He said at this level of consideration, there was little the Council could do except to vote "aye" or "nay" and said the Council had to put its trust in the public process that would follow. He said Washington County would have tough decisions to make, especially with regard to a new road PCC wanted to build to 185th Avenue. He said that was the most important issue raised by citizens about the impact of the amendment. He said they raised concerns about traffic and mass transit availability along the proposed new road. He said he tried to reflect their concerns in his decision and listed the arguments made by opponents in his findings to show responsiveness.

Councilor McLain said the amendment as a whole appeared reasonable, but reiterated again it did not deal with just one institution, but an entire neighborhood. Mr. Epstein agreed, but said he could only consider the applicants petition and the property in question. He said he did not have the authority to consider the northeast quadrant area and that he was obligated to limit his decision to the impact of the proposal itself. Councilor McLain agreed with Mr. Epstein.



Councilor Devlin said he concurred with Mr. Epstein's recommendation. He noted PCC owned area in excess of the area to be added into the UGB and noted Mr. Epstein had stated the exception area was limited to the area that PCC had applied for expansion into. Mr. Epstein said the amendment would apply to all of the area not zoned EFU.

Councilor Devlin asked if Mr. Epstein would make the same conclusions on a second request for amendment, if this one was approved, for the additional area. Mr. Epstein said he would have to make his decision based on the facts presented at that time, but said if he had to make that decision based on the facts he had at this time, he could not recommend an amendment. He said the topographic features of the north edge were very important as a breakpoint between the urban area and non-urban area and said it made sense to use it for that purpose.

Councilor Devlin noted Mr. Epstein referred to the Dammasch application and similarities to this case. He said there were other similar areas in the region that could or might apply for a UGB amendment.

Councilor Washington referred to letters dated March 30, 1992, from citizens expressing concern about additional traffic. He asked, if PCC acquired additional property in the area, if it would have to return for another UGB amendment. Mr. Epstein said PCC would have to do so and said such an amendment would be termed a locational adjustment because it was likely to be less than 50 acres.

Presiding Officer Gardner noted under new UGB rules, a locational adjustment had to be less than 20 acres. Mr. Epstein said applicants had to show compliance with standards, and said if those standards were similar to those used in the past, it had to be demonstrated that including the land within the UGB facilitated development of land already within the UGB.

Councilor Van Bergen said the Council's UGB decisions should be based on established rules as much as possible. He asked Mr. Epstein if Case No. 91-4 would set a precedent. Mr. Epstein said the case had been hard to prove, but said Washington County's recognition of the exception was important. He said the circumstances of the case were unique with regard to classification of the land, the land use status of the campus and its limited ability to expand, the fact that full urban services were provided and could accommodate the expansion, that road improvements were scheduled, some of which were already funded by Washington County.

In response to Councilor Van Bergen's question on the uniqueness of Case No. 91-4, Mr. Epstein said all of the factors he had just listed, when combined together, created a unique set of circumstances. He said he had made over 3,000 land use decisions and that all of them had been unique. He did not mean to infer that Case No. 91-4 was unique, but said all land use cases in themselves were unique. He said he had studied earlier UGB decisions and said those were not all consistent. He said if he had served as Hearings Officer for some early UGB decisions, he would not have recommended approval in some cases.

Councilor Hansen agreed with issues raised by Councilor Van Bergen. She said the PCC application was well thought out, but expressed concern over precedent being set, especially with regard to school districts. She said school districts could not buy large parcels within the UGB and said the Council likely would see more of these cases. She asked what types of standards would be set for those institutions and for corridors to and from those institutions. She said this case was relatively easy to decide because it was on the line.

Mr. Epstein said if the land were vacant, he would not have recommended approval, regardless of the application. He said since the property was developed to the extent it was before the UGB line was drawn, the application was justified.

Councilor Hansen said suburban communities would attempt to prove need for their already-purchased school sites. Mr. Epstein agreed, but said if potential applicants read his decision, or consulted Oregon land use laws, or reviewed other applications, they would realize UGB amendments were difficult to achieve. He said with the other cases on record, a prudent school district or civic group would not frivolously proceed to anticipate changes in the UGB by buying property first.

Councilor Van Bergen recalled a UGB decision made approximately five years ago involving a church. Mr. Epstein said that case also involved existing development.

Councilor McLain said this case would impact not just the left south side, but also the future owners of that property as well as well as the citizens beyond the buffer zone. She said every UGB case had implications and spin-offs. She noted the Hearings Officer did not consider items such as roads, services or particular county land use planning procedure. She said the Council had to hope Washington County would uphold Metro's standards for the area in question. Mr. Epstein said he did have to consider Washington County roads and their procedures, but did not have any control over them. He said based on his previous

experience with Washington County, he did not believe they would act rashly.

Presiding Officer Gardner opened the public hearing. No proponents or opponents, or citizens, appeared to testify on Resolution No. 92-1630 and Presiding Officer Gardner closed the public hearing.

Councilor Gronke disqualified himself from the vote.

Presiding Officer Gardner said in addition to other Councilors, he also had concerns about setting precedent for similar applications in the future. He said discussion at this meeting clarified that the circumstances of this case were different, and the decision would not be made in the applicants' favor because the property in question was a school or public property.

Vote: Councilors Collier, Devlin, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilor Gronke abstained from the vote. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and Resolution No. 92-1630 was adopted.

Presiding Officer Gardner announced the Council would take final action on Case 91-4 via ordinance after Metro received notice from the Portland Metropolitan Area Local Government Boundary Commission the annexation had been approved.

7.2 Resolution No. 92-1642, For the Purpose of Making Council Committee Appointments for the Remainder of 1992

Motion to Suspend the Rules: Councilor Devlin moved, seconded by Councilor Hansen, to suspend the Council's rules requiring resolutions be referred by Committee so that the Council as a whole could consider Resolution No. 92-1642.

Vote on Motion to Suspend the Rules: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and the motion passed.

Main Motion: Councilor Collier moved, seconded by Councilor Devlin, for adoption of Resolution No. 92-1642.

Presiding Officer explained he asked Council staff to draft Resolution No. 92-1642 to clarify new committee assignments since

Councilors Gronke and Washington were appointed and had assumed the committee assignments of their predecessors.

Motion to Amend: Councilor Devlin moved, seconded by Councilor Van Bergen, to amend Exhibit 5, page 5, to delete reference to the Transportation Policy Alternatives Committee as well as reference to himself as vice chair of that committee.

Councilor Devlin clarified that members of the Council did not serve on the Transportation Policy Alternatives Committee and the reference to that committee was a typographical error.

Vote on Motion to Amend: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and the motion passed.

Main Motion as Amended: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and Resolution No. 92-1642 was adopted as amended.

## 8. RESOLUTIONS

Presiding Officer Gardner recessed the Council of the Metropolitan Service District and convened the Contract Review Board of the Metropolitan Service District to consider Agenda Item No. 8.1.

### 8.1 Resolution No. 92-1632, For the Purpose of Authorizing the Executive Officer to Enter Into a Contract with Jensen Drilling Co. for Work Associated with the Groundwater Monitoring Well Improvements and Piezometer Installation at St. Johns Landfill

Motion: Councilor McFarland moved, seconded by Councilor Hansen, for adoption of Resolution No. 92-1632.

Councilor McFarland gave the Solid Waste Committee's report and recommendations. She explained the resolution would award the contract for groundwater monitoring well improvements and the installation of piezometers at the St. Johns Landfill (SJL) to Jensen Drilling, Co. who had submitted the only bid in the amount of \$347,625 and that staff had estimated the cost of the work would total \$363,000.

Councilor McFarland said it was necessary to monitor groundwater per DEQ mandate because the Columbia Slough bordered one side and the Smith & Bybee Lakes complex bordered the other. She said SJL was virtually surrounded by water. Councilor McFarland discussed the bid process. She said the Committee vote was 3 to 1 with Councilor Van Bergen voting nay.

Councilor Van Bergen said he voted nay at committee because of DEQ procedures involved, and not because of the bidder, work or contract itself. He believed DEQ was making regulations specifically to apply to SJL only and no other landfills. He said per the Oregon Administrative Procedures Act, all agencies should abide by the same rules. He said DEQ had not required groundwater monitoring for three other landfills that had recently closed in the region. He said he would vote aye on the resolution at this time, but said he had asked Council staff to research the issues further.

Vote: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington, Wyers and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and Resolution No. 92-1632 was adopted.

8.2 Resolution No. 92-1633, For the Purpose of Authorizing an Exemption to the Competitive Procurement Procedures of Metro Code 2.04.053 and Authorizing a Change Order to the Design Services Agreement with Parametrix, Inc.

Motion: Councilor Hansen moved, seconded by Councilor McFarland, for adoption of Resolution No. 92-1633.

Councilor Hansen gave the Solid Waste Committee's report and recommendations. She explained Resolution No. 92-1633 was a companion resolution to Resolution No. 92-1642. She said the resolution would authorize a change order to the design services agreement with Parametrix, Inc. and said Parametrix designed the well structures which would be drilled by Jensen. She said Parametrix was instructed by DEQ to abandon certain wells, extend some wells and add some wells, work which Parametrix had now done. She said that work cost \$23,000 in additional funding for the contract to date. She said staff stated since that work could not have reasonably been anticipated by Metro or Parametrix that Parametrix should be reimbursed.

Vote: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and Resolution No. 92-1633 was adopted.

Presiding Officer Gardner adjourned the Contract Review Board and reconvened the Council of the Metropolitan Service District.

8.3 Resolution No. 92-1625A, For the Purpose of Endorsing City of Portland and Tri-Met Applications for FHWA/FTA Urban Mobility Funds

Motion: Councilor Washington moved, seconded by Councilor Hansen, for adoption of Resolution No. 92-1625A.

Councilor Washington gave the Transportation & Planning Committee's report and recommendations. He explained the resolution would endorse City of Portland and Tri-Met applications for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. He said the three-step solicitation process would include solicitation and final proposal submission, screening and grant application submission, and final selection. Councilor Washington said three proposals were originally submitted: 1) A neighborhood rideshare coop based on neighborhood of rider rather than employer destination; 2) Establishment of travel allowance to mitigate employer parking fees; and 3) A transit freeway operations program using radio frequency identification tags. He explained the Joint Policy and Advisory Committee on Transportation (JPACT) amended the resolution June 11 by removing the second of the three proposed programs. Councilor Washington said the resolution would not fiscally impact Metro.

Vote: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and Resolution No. 92-1625A was adopted.

8.4 Resolution No. 92-1626, For the Purpose of Establishing the Region's Priority Transportation Enhancement Program Projects for Inclusion in ODOT's Six-Year Program

Motion: Councilor McLain moved, seconded by Councilor Hansen, for adoption of Resolution No. 92-1626.

Councilor McLain gave the Transportation & Planning Committee's report and recommendations. She explained in March the Council

adopted and submitted to the Oregon Department of Transportation (ODOT) comments on the six-year plan for transportation in the region considering flexibility and to consider: 1) That if ODOT planned to spend transportation enhancement funds, that Metro be permitted to submit proposals; 2) That if ODOT planned to spend air quality funds, that Metro be allowed to submit proposals; and 3) That if ODOT programmed the major categories of funds for major new highway projects, that Metro be allowed to flag some of those projects for possible substitution. She noted Exhibit A which listed projects for consideration. She said TPAC helped with the list which was also reviewed by JPACT. She said Metro's list would either forward a priority list for two years or a full list of projects depending on funding. She said staff believed ODOT would choose the two-year list and allocate funds for those projects by July. She said if projects covered two or more criteria points for bike and pedestrian transportation or other considerations, they were more likely to be funded first.

Councilor Devlin said some of the projects listed in Exhibit A matched with, or could fund, certain proposed Greenspaces Master Plan projects.

Vote: Councilors Collier, Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan and Wyers were absent. The vote was unanimous and Resolution No. 92-1626 was adopted.

8.5 Resolution No. 92-1618A, For the Purpose of Amending the Total Amount of the Region 2040 Consulting Contract

Main Motion: Councilor Devlin moved, seconded by Councilor Hansen, for adoption of Resolution No. 92-1618A.

Councilor Devlin gave the Transportation & Planning Committee's report and recommendations. He explained the resolution would amend the Region 2040 contract amount from \$280,000 to \$300,000. He said Metro had received \$60,000 from Portland General Electric (PGE) to support Region 2040 activities. He said \$40,000 was made as in-kind contributions and \$20,000 was donated and said that \$20,000 was the amount used to amend the contract.

He said Committee discussion focussed on resolution language to allow future amendments, because staff anticipated donations would be made in the future, be made at Committee level only without Council review. He said the Committee discussed whether that procedure would be permissible and requested Legal Counsel's opinion. Dan Cooper, General Counsel, submitted his opinion

dated June 24, 1992. Mr. Cooper's opinion stated such a procedure was not permissible.

Motion to Amend: Councilor Devlin moved, seconded by Councilor Hansen to amend Resolution No. 92-1618A by deletion of Be it Resolved Section 2 which read as follows: "2. That the Metro Council hereby authorizes the Transportation and Planning Committee to amend the total amount for this contract to incorporate additional revenue sources as long as the department has sufficient expenditure authority, or to refer such amendments to the full Council for its consideration should the Committee fail to reach agreement."

Vote on Motion to Amend: Councilors Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan, Collier and Wyers were absent. The vote was unanimous and the motion to amend passed.

Vote on Main Motion as Amended: Councilors Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan, Collier and Wyers were absent. The vote was unanimous and Resolution No. 92-1681B was adopted.

8.6 Resolution No. 92-1641, For the Purpose of Approving a Contract between Metro and Tri-Met for Metro's Participation on the Westside Corridor High Capacity Transit Project

Motion: Councilor Devlin moved, seconded by Councilor Washington, for adoption of Resolution No. 92-1641.

Councilor Washington gave the Transportation & Planning Committees's report and recommendations. Councilor Washington explained the resolution would approve a contract between Metro and Tri-Met for Metro's participation on the Westside Corridor High Capacity Transit Project. He said the contract amount was for \$200,000 to allow Metro to provide technical expertise until the project was completed and until the Urban Mass Transit Administration's (UMTA) full-funding agreement was signed.

Councilor Hansen asked what the completion date was. Richard Brandman, Planning Department Planning Manager, said the completion date was projected for 1997.



Vote: Councilors Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. The vote was unanimous and Resolution No. 92-1641 was adopted.

8.7 Resolution No. 92-1636A, For the Purpose of Adopting the FY 1992-93 Pay Plan for District Employees and Awarding a Cost of Living Adjustment for Designated Non-Represented Employees

Motion: Councilor Devlin moved, seconded by Councilor Hansen, for adoption of Resolution No. 92-1636A.

Councilor Devlin gave the Finance Committee's report and recommendations. He explained the resolution would recognize non-represented employees's Cost of Living Adjustment (COLA); amend the Pay Plan to reflect the COLA increase; and adopt Pay Schedules as part of the adopted Pay Plan.

Vote: Councilors Devlin, Gronke, Hansen, McFarland, McLain, Van Bergen, Washington and Gardner voted aye. Councilors Bauer, Buchanan, Collier and Wyers were absent. The vote was unanimous and Resolution No. 92-1636A was adopted.

9. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS

Councilor Van Bergen distributed draft Resolution No. 92-1648, For the Purpose of Directing the Metropolitan Exposition-Recreation Commission (MERC) to Prepare a Plan for the Financial Management of the Spectator Facilities Fund, and said the Finance and Regional Facilities Committees would hold a joint meeting to consider the resolution. The Council briefly discussed MERC issues.

The Council discussed potential weekend retreat dates for September.

Presiding Officer Gardner reminded those present that the July 9 Council meeting had been canceled to facilitate Councilor attendance at the Council of Governments conference and that the July 2 Finance Committee was canceled also.

All business having been attended to, Presiding Officer Gardner adjourned the meeting at 8:15 p.m.

Respectfully submitted,



Paulette Allen  
Clerk of the Council

Meeting Date: September 10, 1992  
Agenda Item No. 5.1

ORDINANCE NO. 92-470



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5394  
503-221-1646

# Memorandum

**DATE:** September 3, 1992

**TO:** Metro Council  
Executive Officer  
Interested Parties

**FROM:** Paulette Allen, Clerk of the Council *PA*

**RE:** AGENDA ITEM NO. 5.1; ORDINANCE NO. 92-470

Exhibit A to Ordinance No. 92-470, the updated map showing amendments after WRPAC consideration, cannot be reproduced in the agenda packet due to its size. It is available for review upon request in the Council Department.

## STAFF REPORT

### CONSIDERATION OF ORDINANCE NO. 92-470 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 3.02, AMENDING THE REGIONAL WASTEWATER MANAGEMENT PLAN AND SUBMITTING IT FOR RECERTIFICATION

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Date: August 31, 1992

Presented by Rosemary Furfey

#### FACTUAL ANALYSIS

On July 29, 1992, the Water Resources Policy Advisory Committee (WRPAC) held its annual meeting for the purpose of reviewing the Regional Wastewater Management Plan (208 Plan) at which the following amendments were recommended. The amendments concern the modification of a collection area and a treatment area. An updated map is attached as Exhibit A.

##### City of Wilsonville

The collection and treatment map has been changed to reflect relevant annexations.

##### City of Tigard

The collection system map has been changed to reflect relevant annexations.

WRPAC recommendations were reviewed by the Regional Policy Advisory Committee on September 9, 1992 where they were recommended for adoption by the Council.

#### BACKGROUND

The Federal Water Pollution Control Act of 1972 (Public Law 95-500), commonly known as the Clean Water Act, required the creation of a Regional Wastewater Management Plan, which was first adopted by the Metro Council in 1980. Since that time the Regional Plan has been periodically updated. The plan is now reviewed on an annual basis as part of Metro's continuing "208" Water Quality Program and was last amended December 1991.

The Clean Water Act, requires that the Regional Plan accurately identify the region's water quality management problems and their solutions, both short-term, and long-term. The Regional Plan must also delineate the region's water quality management service areas for collection, transmission and treatment of wastewater. Local jurisdictions are required to coordinate their plans with Metro and to comply with the Regional Plan prior to the allocation of federal funds and state revolving loans for the construction or upgrading of any wastewater treatment facilities.

For the last several years WRPAC has met each July to review the Regional Plan and to consider proposed changes and amendments. This year our meeting was held on July 29, 1992. The Regional Wastewater Management Plan is a component of Metro's water quality functional plan and, therefore, was reviewed by the Regional Policy Advisory Committee (RPAC) for the first time this year, on September 9, 1992. The changes and amendments recommended by WRPAC and RPAC are contained in the factual analysis section of the Staff Report.

Accompanying this Staff Report is a letter from the Executive Officer reporting on other regional water resource planning accomplishments over the last year (Attachment 1).

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 92-470.

# METRO

2000 SW First Avenue  
Portland, OR 97201-5398  
503/221-1646  
Fax 241-7417

## ATTACHMENT 1

August 31, 1992

The Honorable Jim Gardner, Presiding Officer  
Council of the Metropolitan Service District  
2000 S.W. First Avenue  
Portland, OR 97201-5398

Honorable Presiding Officer and Councilors:

Executive Officer  
Rena Cusma

### Metro Council

Jim Gardner  
Presiding Officer  
District 3

Judy Wwers  
Deputy Presiding  
Officer  
District 8

Susan McLain  
District 1

Lawrence Bauer  
District 2

Richard Devlin  
District 4

Edward P. Gronke  
District 5

George Van Bergen  
District 6

Ruth McFarland  
District 7

Tanya Collier  
District 9

Roger Buchanan  
District 10

Ed Washington  
District 11

Sandi Hansen  
District 12

Re: Staff Report to Ordinance No. 92-470

The accompanying Staff Report lists the technical changes to Metro's Regional Wastewater Management Plan which were recommended by the Water Resource Policy Advisory Committee at its meeting on July 29, 1992, and by the Regional Policy Advisory Committee on September 9, 1992. In addition to these technical changes to the Plan, there have been numerous important regional initiatives and Metro water resource projects which have addressed water quality issues in the region.

The Unified Sewerage Agency (USA) of Washington County has continued its comprehensive surface water management program to reduce pollution in the Tualatin River. Specific accomplishments include development of a Recycled Wastewater Master Plan, Sub-basin Management Plans for selected basins, continued public education programs and water quality-related research projects. Phosphorus influx into USA treatment plants reflect a 25 percent reduction directly attributable to adoption of a regional phosphate detergent ban adopted by the Metro Council in July 1990.

The City of Portland's Bureau of Environmental Services has begun implementing its water quality monitoring and pollution reduction program in the Columbia Slough. In addition, it is coordinating watershed planning programs that address water quality on Johnson, Balch and Fanno Creeks.

Another regional water quality initiative started this year is the Willamette River Basin Water Quality Study coordinated by the Department of Environmental Quality (DEQ) with participation and funding from the State of Oregon, Oregon Association of Clean Water Agencies, Association of Oregon Industries and the United States Geological Survey. This study will provide water quality and ecological data,

The Honorable Jim Gardner, Presiding Officer  
Council of the Metropolitan Service District  
August 31, 1992  
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develop predictive models for the river system, and address specific management issues in the Willamette River Basin.

During the past year Metro staff has been involved in a variety of water quality research, policy and public education initiatives. Two important research reports prepared by staff in FY 1991-92 are The Role of the State in Water Management and the Areawide Water Quality Report. The first report describes the authority different state agencies have to manage water resources and how management strategies are implemented. The Areawide Water Quality Report identified water quality issues of regional significance which are stormwater management, water quality limited streams, wetlands and groundwater. The report describes the status of each issue in the region, how the issue is being addressed and what else can be done in the future. The report also made recommendations about Metro's future role in water quality planning which include initiating and coordinating comprehensive watershed planning and investigating linkages between land use impacts and water resources.

Metro staff received a grant from DEQ in September 1991 to carry out water quality modeling to assess pollutant contributions from the Fairview Creek watershed to the Upper Columbia Slough as part of DEQ's on-going process to establish total maximum daily loads (TMDLs) for the Columbia Slough for phosphorus and bacteria. This project involved use of data from Metro's geographic information system (GIS) and water quality sampling and stream flow measurements along Fairview Creek to calibrate the model for the Fairview Creek. A Technical Work Group was also formed of representatives from jurisdictions in the watershed to guide data collection and modeling work. A final report will be available in October 1992.

Metro has also been awarded a grant from DEQ to expand testing of recycled leaf compost facilities to filter stormwater run-off in the Tualatin River basin. This project will involve a cooperative research effort with the City of Portland and Washington County's Department of Land Use and Transportation. The facilities will test the ability of leaf compost to filter stormwater from industrial and agricultural sites, thereby assisting in pollution reduction efforts in the Tualatin River watershed.

During the past year, Metro staff has actively participated in multi-objective watershed planning activities in Fairview, Johnson, and Fanno Creeks, and other Tualatin River sub-basins. These initiatives address water quality and water resource issues in a comprehensive way to ensure protection of the natural resources, public involvement and coordination of regulations and restoration efforts. Metro staff have also coordinated with other agencies and jurisdictions to sponsor the regional Streamwalk Conference held at Lewis and Clark College in April 1992 and another regional citizen monitoring Adopt-A-Stream Conference will be held in October 1992.

The Honorable Jim Gardner, Presiding Officer  
Council of the Metropolitan Service District  
August 31, 1992  
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Metro's GIS capabilities continue to be expanded and the Regional Land Information System (RLIS) provides a valuable tool for water quality planning and research projects. A new topography data layer is currently being digitized which complements the existing soils and wetlands data.

Reorganization of Metro's Planning Department has resulted in a scaling down of water supply activity since March. This has not, however, affected Metro's ability to maintain and expand its involvement in water quality planning activities in the region.

In conclusion, the past year has resulted in an expanded role for Metro in water quality research, watershed planning and public involvement. We look forward to the coming year and continuing evolution of important Metro roles in water resources planning.

Sincerely,



Rena Cusma  
Executive Director

RC/RF/srs  
a:\wwrpt.rcn



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*II. Text*

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REGIONAL WASTEWATER MANAGEMENT PLAN

1988

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# REGIONAL WASTEWATER MANAGEMENT PLAN

## TEXT

### ARTICLE I. INTENT AND POLICIES

SECTION 1. INTENT: The Regional Wastewater Management Plan is intended to:

(A) Address and implement portions of ORS 268.390 Planning for Activities and areas with Metropolitan impact; Review of local plans; urban growth boundary. A district council shall:

- "(1) Define and apply a planning procedure which identifies and designates areas and activities having significant impact upon the orderly and responsible development of the Metropolitan area, including, but not limited to, impact on:
  - . . . (b) Water quality . . .
- (2) Prepare and adopt functional plans for those areas designated under Subsection (1) of this section to control metropolitan area impact on air and water quality. . . ."

(B) Address portions of State Planning Goals #6 (Air, Water and Land Quality) and #11 (Public Facilities and Services).

(C) Establish a structure within which staging of regional wastewater management facilities for a minimum of twenty (20) years can be accomplished by local jurisdictions in conformance with the State Planning Goals.

(D) Provide a means for coordination of this Plan with regional and local jurisdiction plans.

(E) Allow establishment of a priority-setting structure for water quality needs within the Metro region.

SECTION 2. ASSUMPTIONS: The Regional Wastewater Management Plan is based upon the following assumptions:

(A) Publicly-owned wastewater management facilities will serve only those geographical areas as defined in the maps included as Part III of this plan.

(B) All wastewater facilities will be designed and operated in conformance with regional, state and federal water quality standards and regulations, and with due consideration for the groundwater resources of the area.

(C) Identification of a local jurisdiction's responsibility to provide wastewater management facilities in a geographical area will not be construed as a requirement to provide immediate public services.

(D) Any land use related action or any action related to development or provision of a public facility or service may be reviewed by the Metro Council for consistency with this Plan. The Metro Council will accept for review only actions which are of regional significance or which concern areas or activities of significant regional impact.

(E) The control of waste and process discharges from privately-owned industrial wastewater facilities not discharging to a public sewer is the responsibility of the State of Oregon.

- (F) Because the need for wastewater treatment facilities is based on population, employment and waste load projections which cannot be estimated with certainty, use of such projections must be limited to a best effort evaluation. To ensure that these projections are sufficiently reliable, a monitoring process will be established to regularly compare the projected values with both actual values and new projections as they are produced by Metro studies. The projections are subject to revision to achieve consistency with actual conditions and new adopted projections in accordance with the Rules, Section 8, Continuing Planning Process.
- SECTION 3. POLICIES AND PROCEDURES: The Regional Wastewater Management Plan includes the following policies and procedures:
- (A) The Regional Wastewater Management Plan will be reviewed and updated annually. The timing, schedule and submission of this review and update shall be in compliance with the "recertification" procedures established by the Oregon Department of Environmental Quality and the U.S. Environmental Protection Agency. (Amendment No. 15, Ordinance No. 84-184)
- (B) Projects receiving review under Executive Order No. 12372 shall be given positive comment only if in conformance with this Plan.
- (C) Treatment plants shall be programmed for

modification only when one or more of the following conditions will exist:

- (1) Dry weather flow exceeds plant capacity;
- (2) Life of plant is reached;
- (3) Wet weather flow exceeds plant capacity and I/I study results indicate wet weather flow should be treated;
- (4) Organic loadings reach critical stage in plant operation as determined by the Oregon Department of Environmental Quality;
- (5) Facility Plan underway at the time of adoption of Part I of this Element;
- (6) Metro Council determines modification to be necessary;
- (7) Effluent flows result in an adverse effect on groundwater resources; or
- (8) New treatment standards are adopted.

(D) Operating agencies, so designated by Part I of this Plan, shall conduct or provide such services as are mutually agreed upon with all management agencies which provide services to the same geographical area.

(E) The Regional Wastewater Management Plan is based on a large body of information, including technical data, observations, findings, analysis and conclusions, which is documented in the following reports:

- (1) Volume 1--Proposed Plan as amended by

amendments 1 through 8 adopted October 2,  
1980.

- (2) Volume 2--Planning Process.
- (3) Technical Supplement 1--Planning Constraints.
- (4) Technical Supplement 2--Water Quality Aspects  
of Combined Sewer Overflows, Portland,  
Oregon.
- (5) Technical Supplement 3--Water Quality Aspects  
of Urban Stormwater Runoff, Portland, Oregon.
- (6) Technical Supplement 4--Analysis of Urban  
Stormwater Quality from Seven Basins Near  
Portland, Oregon.
- (7) Technical Supplement 5--Oxygen Demands in the  
Willamette.
- (8) Technical Supplement 6--Improved Water  
Quality in the Tualatin River, Oregon, Summer  
1976.
- (9) Technical Supplement 7--Characterization of  
Sewage Waste for Land Disposal Near Portland,  
Oregon.
- (10) Technical Supplement 8--Sludge Management  
Study.
- (11) Technical Supplement 9--Sewage Treatment  
Through Land Application of Effluents in the  
Tualatin River Basin and Supplemental Report,  
Land Application of Sewage Effluents

2 Ibid.

The Department of Environmental Quality shall assume responsibility for those portions of the CRAQ 208 Study Area outside the boundaries of the Metropolitan Service District.

- (18) Sewerage Master Plan Update, Central County Service District No. 3, Multnomah County, Oregon, Kramer, Chin & Mayo, Inc., July 1983.
- (17) Sewerage System Facility Plan for the I-205 Corridor and the Johnson Creek Basin, City of Portland, Oregon, Bureau of Environmental Services, June 1984. (Amendment No. 14, Ordinance No. 84-184)
- (16) City of Gresham Sewerage System Master Plan, Management Design Manual. Brown and Caldwell, December 1980. (Amendment No. 14, Ordinance No. 84-184)
- (15) Technical Supplement 13--Storm Water

Process.

- (14) Technical Supplement 12--Continuing Planning
- (13) Technical Supplement 11--Public Involvement.
- (12) Technical Supplement 10--Institutional, Financial and Regulatory Aspects.

Clackamas and Multnomah Counties,  
 Portland-Vancouver Metropolitan Area Water  
 Resources Study, U. S. Army Corps of  
 Engineers, 1979.



(Amendment No. 14, Ordinance No. 84-184)

(19) Mid-Multnomah County Sewer Implementation Plan, CH2M HILL, September 1985.

(20) Findings and Order In the Matter of the proposal to Declare a Threat to Drinking Water in a Specially Defined Area in Mid-Multnomah County Pursuant to ORS 454.275 et. seq., Environmental Quality Commission, as ordered on April 25, 1986.

(21) Evaluation of Hearing Record for proposal to Declare a Threat to Drinking Water in a Specially Defined Area in Mid-Multnomah County Pursuant to ORS 454.275 et. seq., Department of Environmental Quality, January 30, 1986, and February 1986.

(22) The City of Gresham Waste Water Treatment Plan Facilities Plan, Brown and Caldwell, February 1985, Amended January 1986 by Black & Veatch.

(23) City of Gresham Mid-County Interceptor Sewers Facility Plan, Brown and Caldwell, May 1987.

(25) Wastewater Facilities Plan, Unified Sewerage Agency of Washington County, Volumes I, II and III, Tualatin Basin Consultants, June 1990.

(26) Final Report - Sanitary Sewage Study, Johnson Creek Area, Clackamas County, November 1989

(27) Sewerage Facility and Financial Master Plan, City of West Linn, Murray, Smith and Associates, July 1989.

This support documentation shall be used as a standard of comparison by any person or organization proposing any facilities plan or action related to the provision of public facilities and services.

(F) Metro shall review state-approved facilities plans for compliance with the Regional Plan. Upon acknowledgment of compliance, the approved facilities plan shall be incorporated by amendment to the Regional Plan and all appropriate support documents pursuant to Section 9 of the Adoption and Implementation Ordinance.

ARTICLE II. BOUNDARY AND ALIGNMENT INTERPRETATION

SECTION 1. Boundaries and alignments appearing on maps contained in the Regional Wastewater Management Plan are of two types with respect to the level of specificity. They are:

(A) Type 1. Boundaries and alignments fully specified along identified geographic features such as rivers and roads or other described legal limits such as section lines and district boundaries.

Such boundaries and alignments appear on the Wastewater Management Maps as solid lines. Unless otherwise specified, where a Type 1 line is located along a geographic feature such as a road or river, the line shall be the center of that feature.

(B) Type 2. Boundaries and alignments not fully specified and not following identified geographic features. Such lines will be specified by local jurisdiction plans. Such lines appear on the Wastewater Management Maps as broken lines.

### ARTICLE III. DEFINITIONS

Terms used in this text employ the definitions defined herein:

(A) Collector Sewers. The common lateral sewers, within a publicly owned treatment system, which are primarily installed to receive wastewater directly from facilities which convey wastewater from individual systems, or from private property.

(B) Combined Sewers. Sewers which are designed as sanitary sewers and storm sewers.

(C) Effluent. The liquid that comes out of a treatment works after completion of the treatment process.

(D) Facilities Plan. Necessary plans and studies which directly relate to the construction of treatment works. Said plans shall be equivalent to those prepared in accordance with Title II of the federal Clean Water Act.

(E) Interceptor. A sewer which is designed for one or more of the following purposes:

(i) To intercept wastewater from a final point in a collector sewer and convey such wastes directly to a treatment facility or another interceptor.

(ii) To replace an existing wastewater treatment facility and transport the wastes to an adjoining collector sewer or interceptor sewer for conveyance to a treatment plant.

drainage.

storm waters, surface run-off, street wash waters and Storm Sewers. Sewers designed to carry only (H)

thereof.

wildlife, fish or other aquatic life or the habitat

other legitimate beneficial uses or to livestock,

commercial, industrial, agricultural, recreational or

public health, safety or welfare, or to domestic,

render such waters harmful, detrimental or injurious to

reasonably be expected to create a public nuisance or

connection with any other substance present, will or can

into any waters of the state which either by itself or in

waters, or such radioactive, toxic, or other substance

temperature, taste, color, turbidity, silt or odor of the

properties of any waters of the state, including change in

alteration of the physical, chemical or biological

(G) Pollution. Such contamination or other

sludge or effluent onto or into the ground.

(F) Land Application. The application of sewer

treatment plant.

transport directly to another interceptor or to a

raw or inadequately treated wastewater for

(IV) To intercept an existing major discharge of

or to a regional plant for treatment.

municipal collector sewers to another municipality

(III) To transport wastewater from one or more

(I) Sewage. Water carried human or animal or industrial wastes; from residences, industrial and commercial establishments or other places; together with such groundwater infiltration and surface water as may be present.

(J) Sanitary Sewers. A system of pipes that collects and delivers sewage to treatment works or receiving streams.

(K) Sewage Sludge. The accumulated, suspended and settleable solids of sewage or wastewater, respectively, deposited in tanks or basins mixed with water to form a semi-liquid mass.

(L) Step 3 Construction Grant. Money for construction or rehabilitation of all or a portion of treatment works.

(M) Wastewater. The flow of used water. See definition of sewage.

(N) Treatment Works. Any devices and systems for the storage, treatment, recycling and reclamation of municipal sewage, domestic sewage, or liquid industrial wastes used to implement Title II of the federal Clean Water Act, or necessary to recycle or reuse water at the most economical cost over the design life of the works. These include intercepting sewers, outfall sewers, sewage collection systems, individual systems, pumping, power, and other equipment and their appurtenances; extensions,

Improvement, remodeling, additions, and alterations thereof; elements essential to provide a reliable recycled supply such as standby treatment units and clear well facilities; and any works, including acquisition of the land that will be an integral part of the treatment process or is used for ultimate disposal of residues resulting from such treatment (including land for composting sludge, temporary storage of such compost and land used for the storage of treated wastewater in land treatment systems before land application), storing, industrial waste, including waste in combined storm water and sanitary sewer systems.

(O) Wastewater. The flow of used water (see "Sewage").

(P) Wastewater Treatment Facility. Any treatment plants, intercepting sewers, outfall sewers, pumping, power and other equipment and their appurtenances; any works, including land that will be an integral part of the treatment process or is used for ultimate disposal of residues resulting from such treatment; or, any other method or system for preventing, abating, reducing, storing, treating, separating or disposing of municipal waste, including stormwater runoff, or industrial waste, waste in combined stormwater and sanitary sewer systems.

ARTICLE IV. AREAS OF RESPONSIBILITY

SECTION 1. TREATMENT AND TRANSMISSION SERVICE AREAS

(A) General. Geographical areas provided service by sewage treatment plants within the Metro region are designated on the Sewerage Treatment and Transmission Service Area Map, incorporated by reference herein.

(Amendment No. 12)

(B) Policies. All planning and/or provision of service by each treatment plant must be consistent with the Sewerage Treatment and Transmission Service Area Map.

(Amendment No. 12)

SECTION 2. COLLECTION SYSTEM SERVICE AREAS

(A) General. Geographical areas provided service by waste-water collection facilities of local agencies within the Metro region are designated on the Collection System Service Areas Map, and incorporated by reference herein.

(B) Policies. All local sewage collection planning and/or provision of service must be consistent with the Collection System Service Areas Map.



ARTICLE V. IMPLEMENTING AGENCIES

SECTION 1. MANAGEMENT AGENCIES

(A) Designated management agencies shall include the following:

- (1) Operating agency, with the following authorities or responsibilities:
  - (a) Coordination with Metro during formulation, review and update of the Regional Wastewater Management Plan;
  - (b) Conducting facilities planning consistent with the terms and conditions of this Plan;
  - (c) Constructing, operating and maintaining waste treatment facilities as provided in this Plan, including its capital improvement program;
  - (d) Entering into any necessary cooperative arrangements for sewage treatment or sludge management to implement this Plan;
  - (e) Financing capital expenditures for waste treatment;
  - (f) Developing and implementing a system of just and equitable rates and charges pursuant to federal and state law;
  - (g) Implementing recommended systems development charges or connection fee

policies, if any; and

(h) Enacting, enforcing, or administering regulations or ordinances to implement non-structural controls.

(2) Planning agency: For the purposes of this section, planning shall be defined to include regional planning and comprehensive land use planning. Agencies and their intended planning functions are as follows:

(a) Local Management Agencies: Local management agencies, as defined in Article V, shall have responsibility for waste treatment management planning within the Metro region as follows:

(i) Coordination with Metro to ensure that facilities planning and management activities conform to the Regional Wastewater Management Plan;

(ii) Coordination with Metro and DEQ in the grant application, capital improvement programming, project prioritization and continuing planning process;

(iii) Preparation of master plans, capital improvement programs and project priority lists; and

(iv) Participation in a planning

consortium to conduct 201 Step 1 facility planning for plant expansions within a designated Treatment System Study Area. Agencies affected by a proposed regional alternative shall form a consortium, deliberate and designate a lead agency to undertake an investigation of the regional alternative in light of any proposed non-regional plant expansion. Any such agency shall notify Metro of its intent to form a consortium. If, after 90 days of such notification a consortium has not been formed and a lead agency has not been designated, Metro shall assume the lead agency role, or designate a lead agency. If, by mutual agreement of the affected local jurisdictions and Metro, an extension of time is necessary, the 90-day time limit may be extended.

(b) Metropolitan Service District (Metro):

Metro shall be designated as the planning agency for areawide waste treatment

management planning, within its boundaries<sup>3</sup> with responsibility for:

(i) Operating the continuing planning process or the process by which the Regional Wastewater Management Plan will be kept responsive to changing information, technology and economic conditions;

(ii) Maintaining coordination between:

(aa) All appropriate state agencies, including DEQ, on matters such as discharge permits, water quality standards and grant evaluation procedures; and the Water Resources Department, on matters such as contemplated needs and uses of water for pollution abatement;

(bb) All Metro Region Governmental jurisdictions on matters such as review of local agency grant applications and local agency plans for conformance to the Waste Treatment Management

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<sup>3</sup>Ibid.

Component:

- (iii) Designation of management agencies as required;
  - (iv) Carrying out or contracting for studies to identify water quality problems and recommended means of control;
  - (v) Receiving grants and other revenues for planning purposes;
  - (vi) Metro shall be responsible for comprehensive land use planning including waste treatment management planning under ORS 197; and
  - (vii) Metro shall have responsibility for developing and implementing plans for processing, treatment and disposal of solid waste within Metro's boundaries.
- (c) Department of Environmental Quality (DEQ) shall have responsibility for waste treatment management planning within the Metro region in the following areas:
- (i) Coordination with Metro to ensure that The Regional Wastewater Management Plan is in conformance with the Statewide (303e) Plan.

(ii) Coordination with Metro and local agencies to set grant and capital improvement priorities and administer grant programs.

(iii) Determination of statewide standards and regulations applicable to the Metro region.

(iv) Other areas as prescribed by state law.

(d) Water Resources Department (WRD); WRD shall have responsibility for determination of statewide water resources policies applicable to the Metro region.

(3) Regulatory agency: For the purposes of this section, regulation shall mean to identify problems and to develop and enforce consistent solutions to those problems. Agencies and their regulatory responsibilities for the Regional Wastewater Management Plan are as follows:

(a) Local Agencies: Regulation of waste treatment management through the enforcement of building code provisions, construction practices, sewer use regulations, zoning ordinances, land use

plans, pretreatment requirement (where appropriate), grant and loan conditions (where appropriate), and all other local regulations affecting water quality.

(b) Metropolitan Service District (Metro):

Metro shall perform the following regulatory functions in the area of waste treatment management:

(i) Develop, enforce and implement the Regional Wastewater Management Plan by means of:

(aa) Review and coordination of grants and loans for waste treatment facilities.

(bb) Coordination with local and state agencies.

(ii) Ensure conformance of local wastewater planning to The Regional Waste Treatment Management Plan:

(iii) Regulation of all solid waste disposal and other functions as may be assumed by the Metro Council within Metro region.

(c) Department of Environmental Quality

(DEQ): Regulatory functions of DEQ for

waste treatment management in the Metro region are as follows:

(1) Develop and monitor water quality standards consistent with state and federal regulations.

(11) Control of the location, construction, modification and

operation of discharging facilities through the discharge permit process and through administration of the state's water quality laws.

(111) Review and approval of grants and loans for waste treatment facilities.

(1v) Other functions as provided by state law.

(d) Department of Agriculture (DA): The application of pesticides is within the regulatory powers of the DA pursuant to ORS 634.

(e) Department of Forestry (DF): The DF shall be responsible for the enforcement of the Forest Practices Act, ORS 527.

(f) Portland Metropolitan Area Local Government Boundary Commission (LGBC) or its successor organization: The LGBC is responsible for regulating sewer



extension policies outside local jurisdictional boundaries within the Metro region and for formation of new governmental entities.

(g) Water Resources Department (WRD): WRD shall control the quantity of water available for all beneficial uses including pollution abatement through administration of the state's water resources law (ORS Ch. 536 and 537).

(B) Designated management agencies and their classifications are listed below. Some designations are subject to resolution of Study Areas.

MANAGEMENT AGENCY CLASSIFICATIONS

<u>Management Agency</u>	<u>Operating*</u>	<u>Planning</u>	<u>Regulatory</u>
Beaverton	C	X	X
Cornelius	C	X	X
Durham		X	X
Fairview	C	X	X
Forest Grove	C	X	X
Gladstone	C	X	X
Gresham	T,C	X	X
Happy Valley	C	X	X
Hillsboro	C	X	X
Johnson City	C	X	X
King City	C	X	X
Lake Oswego	T,C	X	X
Maywood Park	C	X	X
Milwaukie	C	X	X
Oregon City	T,C	X	X
Portland	C	X	X
Rivergrove	C	X	X
Sherwood	C	X	X
Tigard	C	X	X
Troutdale	T,C	X	X
Tualatin	C	X	X
West Linn	C	X	X
Wilsonville	T,C	X	X
Wood Village	C	X	X
Clackamas County		X	X
Multnomah County		X	X
Washington County		X	X
Clackamas County S.D. #1	T,C	X	X
Dunthorpe-Riverdale County S.D.	C	X	X
Tri-City Service District	T,C	X	X
West Hills S.D. #2	C	X	X
Oak Lodge Sanitary District	T,C	X	X
Unified Sewerage Agency	T,C	X	X
Metro	Solid Waste Facilities Only	X	X
State DEQ	NA	X	X
State Water Resources Department	NA	X	X
Department of Agriculture	NA	NA	X

\*T = Treatment and/or Transmission System Operation  
 C = Collection System Operation  
 NA = Not Applicable

<u>Management Agency</u>	<u>Operating*</u>	<u>Planning</u>	<u>Regulatory</u>
Department of Forestry	NA	NA	X
Portland Metropolitan Area Local Government Boundary Commission	NA	NA	X

\*T = Treatment and/or Transmission System Operation  
 C = Collection System Operation  
 NA = Not Applicable

SECTION 2. NON-DESIGNATED AGENCIES: Agencies not designated as management agencies are not eligible for federal water pollution control grants except as may be provided elsewhere in this Plan.

ADOPTED AMENDMENTS TO SUPPORT DOCUMENTS

On the following pages are a number of revisions and amendments to Volume I, Proposed Plan.

The revisions and amendments are published exactly as adopted, including the amendment or revision date. Text deleted is crossed out with hyphens. Text added is underlined. These notations will be carried forward in any further publications of the Support Documents (but not in the Text, Maps or Rules of the Regional Plan).

Page numbers shown on the following sheets are from Volume I, Proposed Plan.

Amendment No. 1: (General Amendment) Adopted October 2, 1980

In any Support Document referenced herein the use of Metro's, CRAG and Member Jurisdictions shall be interpreted as follows:

- CRAG read as Metro
- MSD read as Metro
- Member Jurisdiction read as Management Agency

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Amendment No. 2: (Pg. 1-4) Adopted October 2, 1980

The methodologies used to derive these projections are presented in Technical Supplement 1, as follows:

- Appendix A. Population Projection Methodology
- Appendix B. Point Source Waste Flow Projection Methodology
- Appendix C. Sludge Volume Projection Methodology

Other elements of [CRAG's] Metro's Regional Transportation Plan will involve projecting population and employment. It is intended that the Regional Waste Treatment Management [Component] Plan be reviewed against these new projections as they are developed. The Regional Waste Treatment Management [Component] Plan is subject to amendment to achieve consistency with new adopted projections.

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Amendment No. 3: (Pg. 2-11)

Adopted October 2, 1980

Net energy consumption for the proposed plan is exceeded by only one of the eight alternatives considered. The reason for such high energy consumption is the assumption of continued use of heat treatment at Gresham for processing sludge into a form suitable for land application. Future 201 facilities planning for the Gresham treatment plant may result in abandoning heat treatment in favor of digestion. Such a change would significantly lower the net energy consumption of the proposed plan.

The proposed plan faces a potentially major problem: achieving cooperation and agreement among the Inverness (Multnomah County), Troutdale and Gresham sewerage agencies. Specifically, a difficulty may arise initially regarding abandoning the Inverness and Troutdale plants, and subsequently, regarding management and financing of the regionalized wastewater treatment facilities. A possible interim step to meet treatment needs would be the construction of the pump station and force main from Troutdale to Gresham to handle Troutdale's expected overflow. After this, financial details can be settled, the regional plant at Gresham can be built, and the Troutdale plant can be abandoned.

Interim expansions of the Troutdale and Gresham plants of 1.6 MGD and 6 MGD respectively as well as the interim expansion to the Inverness Plant planned by Multnomah County are recommended to insure continuity of sewerage service in those communities until more detailed engineering studies of the regional treatment alternative can be performed.

Amendment No. 4: (Pg. 2-17)

Adopted: October 2, 1980

Interceptor System: (Reference to Figure 2-12 changed to 2-14)

Figure 2-[12]14 shows the existing collection system and interceptors proposed for Hillsboro-East and -West and a proposed force main from North Plains.

Hillsboro's existing collection system is quite old in central areas of the City. Average wet weather flows frequently exceed twice the average dry weather flow. Figure 2-[12]14 shows how the northern area in the Urban Growth Boundary in the Hillsboro-West service area will be served by interceptor extensions previously planned by the City, and by additional extensions proposed in this study. For purposes of computing present worth costs, all new interceptors will be built in 1980.

The Hillsboro-East service area's existing interceptor system is also shown in figure 2-[12]14. No additional interceptors are needed to collect flows to the year 2000. Repair or

replacement of some existing interceptors may be needed, particularly to control infiltration/inflow that should be considered in facilities planning for the City.

North Plains is not sewered at present. Figure 2-[12]14 shows how the North Plains area will be served by an interceptor system.

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Amendment No. 5: (PG. 2-19A + 2-19B) Adopted October 2, 1980

#### LAND TREATMENT

In land application, the effluent from treatment plants represents a potential resource, rather than a waste to be disposed of. While the sludge is generally incinerated, used in landfill or as fertilizer, the effluent stream is conventionally discharged to a nearby stream such as the Tualatin River. The remaining nutrients, solids, oxygen demanding toxic and pathogenic constituents in the effluent add to the pollution of the stream from natural sources from overland runoff and agricultural chemicals. Conditions are aggravated during the summer because of high water temperatures and low stream flow due to irrigation water withdrawals and a low stream recharge from groundwater, rather than from snow melt.

Elimination of all pollutant discharges into the nation's waters is a goal established by federal law. Technical alternatives to attain this goal are either advanced waste treatment facilities or land application of effluent. Advanced treatment normally requires large amounts of chemicals and energy and generates substantial amounts of chemical waste sludge which requires ultimate disposal.

Health and aesthetic considerations in regard to crop production, potential groundwater contamination and pathogens are major concerns in land application. However, intensive research over the past few years indicates that proper land application techniques, site selection and monitoring can prevent adverse effects. Most heavy metals are removed by absorption or precipitation in insoluble form within the first few feet of the soil. Removal efficiencies for nitrogen and coliform bacteria, after effluent passage through approximately five feet of soil are generally adequate to meet public health criteria for drinking water. Indications are that the quality of land renovated wastewater is nearly the same regardless of whether raw, primary or secondary effluence is applied.

The following summarizes the conclusions of this study in regard to land treatment technology and its application in

Tualatin basin:

- Land application keeps nutrients and pollutants out of the rivers and assists in the goal of zero pollutant discharge.
- Land application makes sewage treatment more reliable since effluents of widely varying quality are purified to high degree.
- Irrigation of farm crops appears to be the most suitable land application method in the Tualatin basin and probably in other areas of the CRAG Metro region.
- Nutrients and water of the effluent would be recycled into plant tissue and produce higher crop yields.
- Effluent should be collected only during the irrigation season, which coincides approximately with the low stream flow period, in order to reduce the necessary storage capacity.
- Public health concerns are related to potential transmission of pathogens to animal and man, to potential pollution of groundwater and to the quality of crops.
- Proper techniques can prevent health hazards. Public perceptions in regard to sewage effluent could be an essential factor.
- Irrigation on agency-owned land would simplify operations. However, irrigation on private farm land would require less capital expenditure, the land would remain on the county tax roll and opposition to government competition with private farming would be avoided. Irrigation on private farms appears to be the better plan.
- Revenue from the sale of effluent could reduce the cost of the system. There appears to be a good demand for supplemental irrigation water.
- Most farm land in the Tualatin basin could be made irrigable for wastewater application by building tile underdrains.
- Regulatory restrictions in regard to the type of crops raised with effluent irrigation could impede the acceptance of land application by private farmers.

- Energy use for pumping can be considerable. The possibility of gravity flow must be investigated case-by-case. However, the use of energy and other natural resources is probably less for land application than for alternative tertiary treatment.
- Forest irrigation and rapid infiltration ponds appear to be viable alternatives to crop irrigation in Multnomah and Clackamas Counties. The size of treatment plants in these counties, the type of solid and vegetable cover require that these alternatives be examined.

Recommendations: Actual detailed alternatives for the land application of effluents was initially done only for the treatment plants discharging into the Tualatin River in Washington County. This is where DEQ felt that the water quality problems were the most critical. However, based on the [new] completed 303e basin plan and results of the preliminary investigations in other areas of the CRAG Metro region, land treatment in Clackamas and Multnomah Counties [will be] has been studied and the results incorporated into this plan as [a portion of the continuing planning process] an addition to Technical Supplement 9.

[The following initial recommendations can be made:]

As a result of this study the following Recommendations can be made:

1. Sewage effluent should be applied to land only during the growing season (May to October). Large storage capacities would be required to store effluent generated during the winter months when land application is not feasible.
2. For the land application system to work to the treatment agency's advantage, the agency should purchase the land.
3. Except in the Damascus/Boring and Happy Valley areas, spray irrigation should be the method of land application. Although overland flow application is technically feasible for these areas, institutional and regulatory constraints make land application infeasible. Other methods of wastewater treatment should be investigated for the Damascus/Boring and Happy Valley study areas, since it appears that DEQ discharge regulations will not be relaxed in the future and will become more restrictive. Alternatives which still remain for these communities include advanced (tertiary) waste treatment facility construction or connection to a nearby sewerage system.



4. Application rates for effluent application should be set to dispose of effluent at the maximum rate which the crops will tolerate without losses, and, preferably, to optimize crop yields at the same time.

5. Alternative plans for land application of wastewater effluents should employ features recommended in (1) through (4) above, and should be evaluated against alternative plans for advanced waste treatment in the Multnomah and Clackamas Counties expanded study area.

6. The Oregon State Department of Environmental Quality should examine and revise the guidelines on pre-treatment for sewage utilized in land application throughout the state.

7. The use of lagoons followed by dry weather (summer) land application and wet weather (winter) river discharge should be utilized in the smaller outlying communities. This would comply with DEQ's effluent limitations on many of the area's smaller streams and rivers, especially in Multnomah and Clackamas Counties.

8. Portions of the Sandy and Estacada land application sites are showing signs of imminent subdivision, although currently in agricultural use. This potential conflict in land use should be reviewed by Metro.

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Amendment No. 6: (Pg 2-22)

Adopted October 2, 1980

#### Sludge Handling

(Deleted third sentence of first paragraph)

At both Wilsonville and Canby, aerobic sludge digestion facilities will be expanded as part of the independent wastewater treatment facilities expansions. Digested sludge will be trucked and applied to farmers' fields. [The two jurisdictions should share the costs of sludge trucking equipment.] Operation and maintenance costs of trucking equipment and costs associated with the management and monitoring the land application operation could also be shared. Sludge storage is available at the existing Canby humus ponds while storage at Wilsonville could be provided by reworking the existing drying beds into a lagoon.

Total capital expenditures for Wilsonville sludge handling are estimated to be \$238,000. The 5-year capital outlay for sludge handling at Wilsonville will be \$208,000. Capital expenditures for sludge handling at Canby total \$165,000, while the 5-year capital outlay will be \$30,000.

Advantages, Potential Problems and Variations

Independent operation of the treatment facilities and financing and operation of the proposed new facilities is the lowest-total-cost method for wastewater management in this region. It involves the simplest institutional form for management and financing, requiring virtually no change from the existing institutional arrangement.

Independent wastewater treatment at two plants has, for this region, a higher environmental compatibility than regionalization of treatment facilities at either of the treatment plants. Pipelines between the two communities will be needed for regionalization and will cause some disturbance to wildlife. Also, the proposed plan requires less energy in its operation than do alternative plans proposing greater regionalization.

This plan assumes that Barlow will be eventually served by Canby. Facilities planning should evaluate this assumption and possible alternative sewage disposal systems, such as septic tanks, for Barlow.

Staged development of treatment facilities may be to the advantage of either municipality and should be considered. Both communities should from time to time consider the economics of selling effluent for irrigation of local farms. This might offer some savings in the cost of operations and would lead to an improvement in Willamette River water quality, however small.

Amendment No. 7: (Pg 2-30)

Adopted October 2, 1980

	1	2	
	Average	Storm	
	Overflow	of	Ratio
<u>Total Runoff</u>	<u>1954 to 1959</u>	<u>8/25/56</u>	<u>2/1</u>
Total Overflows (ft <sup>3</sup> )	694,000	4,061,000	5.85
Antecedent Dry Days <sup>a</sup>	2.45	76.9	31.26
Storm Duration (hr)	5.2	8.0	1.53
Sus-S (lb)	2,646	84,002	31.75
Set-S (lb)	2,278	74,067	32.51
BOD <sub>5</sub> (lb)	670	14,357	21.42
N (lb)	34	412	12.11
P (lb)	24	234	9.75
Coliforms <sup>b</sup> (MPN/100 ml)		0.575 x 10 <sup>6</sup>	1.238 x 10 <sup>6</sup>
2.15			

## RECOMMENDATIONS

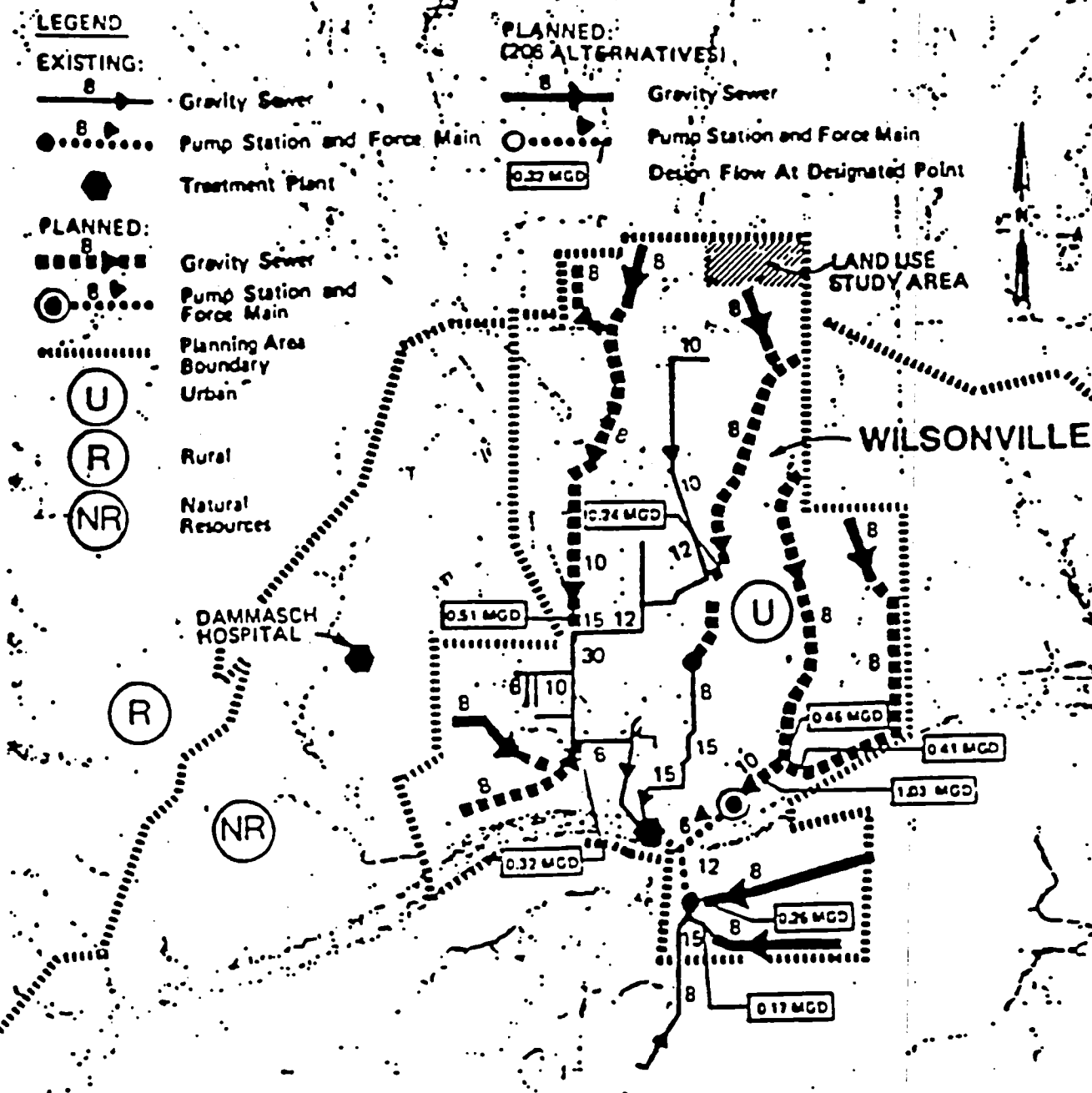
A complete plan for abatement of combined sewer overflows cannot begin until regulating bodies determine the effect of pollution from this source on receiving waters and issue standards of treatment or load limits. Recognizing that combined sewer overflows are a significant source of pollutants, however, and in light of DEQ's interim policy that pollution of nonpoint sources should not be allowed to increase, the following initial recommendations can be made:

- DEQ should remove the requirement to limit diversions to divert 3 times average dry weather (ADW) flow for individual basins in favor of a general standard for the whole system. This would allow the flexibility to capture and treat more flow from basins with higher pollutant loads (i.e., industrial and commercial areas) while diverting more than ADW flow from cleaner basins.
- [Development that would add to flows in sewerage subject to overflow should not be allowed until a plan for reduction of overflows is adopted.]

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<sup>a</sup>Days of pollutant build-up not washed off by preceding storms.  
<sup>b</sup>Average concentration for duration of the storm.

0141B/MH



Note: Incorrect mapping of gravity sewers on this map to be corrected upon receipt of information from City of Wilsonville. This mapping error shall not impair provision of sewerage service in any way.

FIGURE 2-17  
WILSONVILLE  
PROPOSED PLAN

**BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT**

<b>FOR THE PURPOSE OF AMENDING THE</b>	)	<b>ORDINANCE No. 92-470</b>
<b>REGIONAL WASTE WATER MANAGEMENT</b>	)	
<b>PLAN AND AUTHORIZING THE</b>	)	<b>Introduced by the</b>
<b>EXECUTIVE OFFICER TO SUBMIT IT</b>	)	<b>Transportation and</b>
<b>FOR RECERTIFICATION</b>	)	<b>Planning Committee</b>

**WHEREAS, The Regional Waste Water Management Plan is adopted under Section 3.02.002 of the Code of the Metropolitan Service District; and**

**WHEREAS, Under Section 3.02.001(a), the Regional Plan includes the Collection and Treatment System Service Areas Map; and**

**WHEREAS, The Collection and Treatment System Service Areas Map have been amended from time to time, most recently by Ordinance No. 91-421A; and**

**WHEREAS, Section 3.02.009(b) sets out procedures for amending the Regional Plan and support documents; and**

**WHEREAS, The maps must be updated to reflect annexations to the City of Tigard and Wilsonville; and**

**WHEREAS, The Water Resources Policy Advisory Committee met on July 29, 1992 and recommended Council adoption of an amendment to the Plan to reflect these annexations; and**

**WHEREAS, Goal One of Metro's Regional Urban Growth Goals and Objectives (RUGGOs) calls for establishment of a Regional Policy Advisory Committee (RPAC) to review functional planning activities and RPAC met on September 9, 1992 and recommended Council adoption of an amendment to the Plan to reflect these annexations; now, therefore,**

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY  
ORDAINS:

Section 1. The Regional Wastewater Management Plan is amended by adopting  
Collection and Treatment System Service Areas Maps attached to this Ordinance as Exhibit A.

Section 2. The Executive Officer is authorized to submit the Regional Wastewater  
Management Plan as amended to the Oregon Department of Environmental Quality and the U.S.  
Environmental Protection Agency for Recertification.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_ day of  
\_\_\_\_\_, 1992.

\_\_\_\_\_  
Jim Gardner, Presiding Officer

Attest:

\_\_\_\_\_  
Clerk of the Council

Meeting Date: September 10, 1992  
Agenda Item No. 6.1

ORDINANCE NO. 92-469



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503 221-1646

# Memorandum

**DATE:** September 3, 1992

**TO:** Metro Council  
Executive Officer  
Interested Parties

**FROM:** Paulette Allen, Clerk of the Council *PA*

**RE:** AGENDA ITEM NO. 6.1; ORDINANCE NO. 92-469

Please note corrected Exhibit B pages attached. The corrected Exhibit B pages will replace old Exhibit B pages (printed behind the ordinance) upon adoption.



**EXHIBIT B  
SCHEDULE OF APPROPRIATIONS  
ORDINANCE NO. 92-469**

	Current Appropriations	Revision	Proposed Appropriations
<b>SOLID WASTE REVENUE FUND</b>			
Administration			
Personal Services	\$431,895	\$29,042	\$460,937
Materials & Services	\$93,509	\$5,200	\$98,709
Subtotal	\$525,404	\$34,242	\$559,646
Budget and Finance			
Personal Services	\$469,692	(\$57,300)	\$412,392
Materials & Services	\$1,116,619	(\$37,251)	\$1,079,368
Subtotal	\$1,586,311	(\$94,551)	\$1,491,760
Operations			
Personal Services	\$1,534,287	\$0	\$1,534,287
Materials & Services	\$39,947,327	\$30,000	\$39,977,327
Subtotal	\$41,481,614	\$30,000	\$41,511,614
Engineering & Analysis			
Personal Services	\$654,317	\$0	\$654,317
Materials & Services	\$163,075	\$0	\$163,075
Subtotal	\$817,392	\$0	\$817,392
Waste Reduction			
Personal Services	\$636,138	(\$109,635)	\$526,503
Materials & Services	\$1,984,120	(\$368,272)	\$1,615,848
Subtotal	\$2,620,258	(\$477,907)	\$2,142,351
Planning & Technical Services			
Personal Services	\$190,419	\$137,893	\$328,312
Materials & Services	\$97,240	\$400,323	\$497,563
Subtotal	\$287,659	\$538,216	\$825,875
Recycling Information and Education			
Personal Services	\$311,823	\$0	\$311,823
Materials & Services	\$232,700	\$0	\$232,700
Subtotal	\$544,523	\$0	\$544,523
Debt Service Account			
Debt Service	\$2,754,458	\$0	\$2,754,458
Subtotal	\$2,754,458	\$0	\$2,754,458
Landfill Closures Account			
Materials & Services	\$16,210,481	\$0	\$16,210,481
Subtotal	\$16,210,481	\$0	\$16,210,481
Construction Account			
Capital Outlay	\$1,090,000	\$0	\$1,090,000
Subtotal	\$1,090,000	\$0	\$1,090,000

**EXHIBIT B  
SCHEDULE OF APPROPRIATIONS  
ORDINANCE NO. 92-469**

	Current Appropriations	Revision	Proposed Appropriations
<b>SOLID WASTE REVENUE FUND (continued)</b>			
Renewal and Replacement Account Capital Outlay	\$540,000	\$0	\$540,000
<b>Subtotal</b>	<b>\$540,000</b>	<b>\$0</b>	<b>\$540,000</b>
General Account Capital Outlay	\$1,051,603	\$0	\$1,051,603
<b>Subtotal</b>	<b>\$1,051,603</b>	<b>\$0</b>	<b>\$1,051,603</b>
Master Project Account Debt Service	\$2,834,217	\$0	\$2,834,217
<b>Subtotal</b>	<b>\$2,834,217</b>	<b>\$0</b>	<b>\$2,834,217</b>
General Expenses Interfund Transfers	\$4,792,924	\$0	\$4,792,924
Contingency	\$5,791,340	(\$30,000)	\$5,761,340
<b>Subtotal</b>	<b>\$10,584,264</b>	<b>(\$30,000)</b>	<b>\$10,554,264</b>
Unappropriated Balance	\$7,884,666	\$0	\$7,884,666
<b>Total Solid Waste Revenue Fund Requirements</b>	<b>\$90,812,850</b>	<b>\$0</b>	<b>\$90,812,850</b>

**ALL OTHER APPROPRIATIONS REMAIN AS PREVIOUSLY ADOPTED**

## SOLID WASTE COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 92-469, AN ORDINANCE AMENDING ORDINANCE NO. 92-449B REVISING THE FY 1992-93 BUDGET AND APPROPRIATIONS SCHEDULE FOR THE PURPOSE OF REFLECTING THE REORGANIZATION OF DIVISION FUNCTIONS WITHIN THE SOLID WASTE REVENUE FUND, ESTABLISHING THE PLANNING AND TECHNICAL SERVICES DIVISION AND FUNDING THE CARRYOVER FOR PHASE II OF THE STORM WATER PROCESSING AND RETENTION PROJECT AT METRO SOUTH HOUSEHOLD HAZARDOUS WASTE FACILITY

-----  
Date: September 3, 1992

Presented by: Councilor Wyers

Committee Recommendation: At the September 1 meeting, the Committee voted 4-0 to recommend Council adoption of Ordinance No. 92-469. Voting in favor: Councilor Buchanan, Hansen, Van Bergen and Wyers.

Committee Issues/Discussion: Terry Peterson and Debbie Gorham, Solid Waste Staff, explained that the intent of the ordinance was to make the necessary changes in the approved budget to reflect the effect of the departmental reorganization creating the new Planning and Technical Services Division. Peterson noted that the reorganization had been explained to the committee at earlier meetings. He explained that the new division would allow for the centralization of department functions related to planning, policy analysis, data gathering and modelling. Staffing and budgeting for these functions would remain the same as provided in the approved budget.

Peterson reviewed the questions raised by Council staff. He noted that the proposed Data Collection Review Committee would likely operate as a subcommittee of the Solid Waste Technical Committee. Its purpose would be to solicit local government input concerning solid waste data gathering needs. Its work would be reviewed by the Technical Committee and possibly the Policy Advisory Committee. Councilor Wyers expressed concern that the Council is not represented on the Technical Committee.

Peterson indicated that the completion of some work related to the RSWMP might be delayed because the size of the planning staff has been reduced from prior years. Councilor Wyers asked that a list of these items be prepared. Peterson indicated that staff had not yet allocated the \$50,000 line item for miscellaneous professional services to any specific projects or contracts.

Peterson indicated that the new Metro-Sim model was in the final developmental stages. He said that the model will be capable of analyzing policy options in areas such as solid waste generation, amounts generated and transportation. He noted that the model would be available to respond to questions raised by the Council.

Peterson indicated that work on an RFP related to a proposed

contract for an outside review of the solid waste tonnage forecast model was nearly completed. He said that staff was leaning toward using an academic institution, possibly through an intergovernmental agreement. Councilors Wyers and Van Bergen expressed concern over using an academic institution, stressing the need for complete independence and the need for a prior background in tonnage forecast modelling. Councilor Wyers also expressed a desire for Council involvement in the letting of this contract because of the impact of tonnage forecasts on the Council's budgetary and policy setting processes.

Peterson explained that the proposed waste forecast review board would be assisting the department in evaluating the tonnage forecast model. Councilor Wyers requested that a councilor be included on the board.



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503 221-1646

# Memorandum

**To:** Solid Waste Committee Members

**From:** John Houser, Council Analyst

**Date:** August 26, 1992

**Re:** Ordinance 92-469, Amending Ordinance No. 92-449B, Revising the FY 92-93 Budget and Appropriations Schedule for the Purpose of Reflecting the Reorganization of Division Functions within the Solid Waste Revenue Fund, Establishing the Planning and Technical Services Division, And Funding the Carryover for Phase II of the Storm Processing and Retention Project at Metro South Household Hazardous Waste Facility

Ordinance No. 92-469 is scheduled to be considered by the Committee at the September 1 meeting.

## Background

The Solid Waste Director has previously reported to the committee concerning his proposed reorganization of certain planning, technical services and statistical data gathering and analysis functions within the department. Basically, the reorganization creates and Planning and Technical Services Division within the department. The division would include:

- a planning and program evaluation section (former solid waste planning staff transferred to the department in April),
- a technical services section responsible for waste forecasting and modeling (one senior management analyst formerly in the Budget and Finance Division and one senior management analyst formerly with the Planning Team)
- a system measurement and analysis section responsible for collecting basic solid waste data ( two .5 FTE positions)

A program description for each of these units is attached to the ordinance. The reorganization provides for no new positions or funding.

The ordinance also requests that \$30,000 be allocated from the department contingency fund to complete a stormwater project at the Metro South HHW facility. The project was funded for FY 91-92, but the project was not completed and the funding not used.

## Issues and Questions

The committee may wish to address the following issues and questions in considering this ordinance:

### Planning and Program Evaluation

- 1) The section would be responsible for the "establishment of a system measurement subcommittee to review data collection programs." What would be the role of the subcommittee? Would it be a subcommittee of the Solid Waste Technical or Policy Committees? What would the membership be? Would the Council be represented?
- 2) While considerable work on the RSWMP is proposed, are there any elements of the plan that will be dropped or placed on hold?
- 3) The work program indicates that a data management plan will be developed. What is nature of, and process by with the plan will be developed?
- 4) This section would retain the \$50,000 allocated to the planning team for miscellaneous professional services (contracting). Since the planning team was established late in the budget process, the Council did not require a proposed contract list for the expenditure of these funds. Could staff now give the Council some indication as to how these funds will be spent?

### Technical Services

- 1) The work program indicates that this section will be conducting simulations of policy options using Metro-Sim. What is Metro-Sim? What types of policy options will be simulated?
- 2) During the budget process interest was expressed in obtaining an outside evaluation of the tonnage forecast model. Is it the intent of the new division to conduct such an evaluation? If so, what is the proposed timeline?
- 3) The work program calls for the establishment of a waste forecast review board. What will be the purpose and membership of this group? What is the timeline for establishing the board?

### Stormwater Project

- 1) Including the \$30,000 request, how will the total cost of completing the project compare with the original estimated cost?

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING ORDINANCE )  
NO. 92-449B REVISING THE FY 1992-93 )  
BUDGET AND APPROPRIATIONS )  
SCHEDULE FOR THE PURPOSE OF )  
REFLECTING THE REORGANIZATION OF )  
DIVISION FUNCTIONS WITHIN THE SOLID )  
WASTE REVENUE FUND, ESTABLISHING )  
THE PLANNING & TECHNICAL SERVICES )  
DIVISION AND FUNDING THE CARRYOVER )  
FOR PHASE II OF THE STORM WATER )  
PROCESSING AND RETENTION PROJECT )  
AT METRO SOUTH HOUSEHOLD )  
HAZARDOUS WASTE FACILITY )

ORDINANCE NO. 92-469

Introduced by Rena Cusma,  
Executive Officer

WHEREAS, The Council of the Metropolitan Service District has reviewed and considered the need to transfer appropriations within the FY 1992-93 Budget; and

WHEREAS, The need for a transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

1. That Ordinance No. 92-449B, Exhibit B, FY 1992-93 Budget, and Exhibit C, Schedule of Appropriations, are hereby amended as shown in the column titled "Revision" of Exhibits A and B to this Ordinance for the purposes of reorganizing the division functions within the Solid Waste Revenue Fund; establishing the Planning & Technical Services division; transferring appropriations within the fund to reflect the new structure; and transferring \$30,000 from the Solid Waste Revenue Fund Contingency to the Operating Account, Operations Division, materials and services to fund carryover for Phase II of the storm water processing and retention project at the Metro South Household Hazardous Facility. All other provisions of Ordinance No. 92-449B are hereby incorporated by reference and re-adopted without change.

2. This Ordinance being necessary for the immediate preservation of the public health, safety and welfare, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of

\_\_\_\_\_, 1992.

\_\_\_\_\_  
Jim Gardner, Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

kr:ord91-93:swreorg:ord  
July 31, 1992



**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND:Operating Account (Administration)</b>							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Dir. of Solid Waste Planning	1.00	73,699		0	1.00	73,699
	Administrative Manager	1.00	55,395		0	1.00	55,395
	Assoc. Management Analyst	1.00	37,202		0	1.00	37,202
	Administrative Assistant	2.00	57,325		0	2.00	57,325
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Administrative Secretary	1.00	25,285		0	1.00	25,285
	Secretary	1.00	20,794	1.00	21,836	2.00	42,630
	Office Assistant	1.00	16,303		0	1.00	16,303
511225	WAGES-REGULAR EMPLOYEES (part time)						
	Office Assistant	1.00	17,990		0	1.00	17,990
511235	WAGES-TEMPORARY EMPLOYEES (part time)						
	Temporary	0.50	9,460		0	0.50	9,460
511400	OVERTIME		3,594		0		3,594
512000	FRINGE		114,848		7,206		122,054
	<b>Total Personal Services</b>	<b>9.50</b>	<b>431,895</b>	<b>1.00</b>	<b>29,042</b>	<b>10.50</b>	<b>460,937</b>
<u>Materials &amp; Services</u>							
521100	Office Supplies		18,345		2,600		20,945
521220	Custodial Supplies		290		0		290
521291	Packaging Materials		180		0		180
521293	Promotion Supplies		240		0		240
521310	Subscriptions		7,243		0		7,243
521320	Dues		3,011		0		3,011
521540	Maintenance & Repairs Supplies-Equipment		458		0		458
525640	Maintenance & Repairs Services-Equipment		1,320		0		1,320
525710	Equipment Rental		4,040		0		4,040
526200	Ads & Legal Notices		1,605		0		1,605
526310	Printing Services		6,575		0		6,575
526410	Telephone		7,500		2,600		10,100
526420	Postage		14,570		0		14,570
526440	Delivery Service		1,770		0		1,770
526500	Travel		5,527		0		5,527
526700	Temporary Help Services		12,000		0		12,000
526800	Training, Tuition, Conferences		5,835		0		5,835
529500	Meetings		3,000		0		3,000
	<b>Total Materials &amp; Services</b>		<b>93,509</b>		<b>5,200</b>		<b>98,709</b>
	<b>TOTAL EXPENDITURES</b>	<b>9.50</b>	<b>525,404</b>	<b>1.00</b>	<b>34,242</b>	<b>10.50</b>	<b>559,646</b>

**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND: Operating Account (Budget and Finance)</b>							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Budget and Finance Manager	1.00	59,840		0	1.00	59,840
	Sr. Solid Waste Planner	1.00	45,248		0	1.00	45,248
	Sr. Management Analyst	3.00	124,802	(1.00)	(43,082)	2.00	81,720
	Assoc. Management Analyst	1.00	37,220		0	1.00	37,220
	Asst. Management Analyst	1.00	35,422		0	1.00	35,422
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Program Assistant 2	2.00	50,620		0	2.00	50,620
512000	FRINGE		116,540		(14,218)		102,322
	<b>Total Personal Services</b>	<b>9.00</b>	<b>469,692</b>	<b>(1.00)</b>	<b>(57,300)</b>	<b>8.00</b>	<b>412,392</b>
<u>Materials &amp; Services</u>							
521110	Computer Software		12,000		0		12,000
521111	Computer Supplies		2,000		0		2,000
521320	Dues		50		0		50
524190	Misc. Professional Services		84,300		(30,000)		54,300
525640	Maintenance & Repairs Services-Equipment		10,000		0		10,000
525740	Capital Lease Payments-Furniture & Equipment		37,583		(4,751)		32,832
526200	Ads & Legal Notices		1,720		0		1,720
526310	Printing Services		18,500		(2,500)		16,000
526320	Typesetting & Reprographics Services		1,000		0		1,000
526420	Postage		31,000		0		31,000
526500	Travel		3,000		0		3,000
526612	Disposal Operations-Landfill Disposal		90,457		0		90,457
526800	Training, Tuition, Conferences		7,500		0		7,500
528100	License, Permits, Payments to Other Agencies		817,509		0		817,509
	<b>Total Materials &amp; Services</b>		<b>1,116,619</b>		<b>(37,251)</b>		<b>1,079,368</b>
	<b>TOTAL EXPENDITURES</b>	<b>9.00</b>	<b>1,586,311</b>	<b>(1.00)</b>	<b>(94,551)</b>	<b>8.00</b>	<b>1,491,760</b>

**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND:Operating Account (Operations)</b>							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Facilities Superintendent	1.00	55,620		0	1.00	55,620
	Sr. Solid Waste Planner	1.00	47,508		0	1.00	47,508
	Assoc. Management Analyst	1.00	39,081		0	1.00	39,081
	Facilities Mgmt Project Coordinator	3.00	110,190		0	3.00	110,190
	Hazardous Waste Specialist	4.00	128,540		0	4.00	128,540
	Site Manager II	1.00	37,548		0	1.00	37,548
	Site Manager I	2.00	65,877		0	2.00	65,877
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Hazardous Waste Technician	5.00	139,453		0	5.00	139,453
	Scalehouse Technician	14.00	308,476		0	14.00	308,476
511225	WAGES-REGULAR EMPLOYEES (part time)						
	Scalehouse Technician	3.65	75,906		0	3.65	75,906
511231	WAGES-TEMPORARY EMPLOYEES (full time)						
	Temporary	2.00	34,220		0	2.00	34,220
511400	OVERTIME		53,500		0		53,500
512000	FRINGE		438,368		0		438,368
	<b>Total Personal Services</b>	<b>37.65</b>	<b>1,534,287</b>	<b>0.00</b>	<b>0</b>	<b>37.65</b>	<b>1,534,287</b>
<u>Materials &amp; Services</u>							
521100	Office Supplies		15,361		0		15,361
521110	Computer Software		8,000		0		8,000
521220	Custodial Supplies		1,804		0		1,804
521260	Printing Supplies		7,401		0		7,401
521290	Other Supplies		10,050		0		10,050
521400	Fuels & Lubricants		5,500		0		5,500
521530	Maintenance & Repairs Supplies-Vehicles		2,500		0		2,500
521540	Maintenance & Repairs Supplies-Equipment		114,300		0		114,300
523900	Freight In		1,900		0		1,900
524130	Promotion/Public Relations		13,900		0		13,900
524190	Misc. Professional Services		576,467		30,000		606,467
524210	Data Processing Services		55,000		0		55,000
525110	Utilities-Electricity		27,000		0		27,000
525120	Utilities-Water & Sewer		48,000		0		48,000
525610	Maintenance & Repairs Services-Building		18,000		0		18,000
525620	Maintenance & Repairs Services-Grounds		2,000		0		2,000
525630	Maintenance & Repairs Services-Vehicles		2,500		0		2,500
525640	Maintenance & Repairs Services-Equipment		150,250		0		150,250
525710	Equipment Rental		4,100		0		4,100
525733	Operating Lease Payments-Other		120,000		0		120,000
526200	Ads & Legal Notices		4,580		0		4,580
526310	Printing Services		35,700		0		35,700
526410	Telephone		37,540		0		37,540
526420	Postage		1,000		0		1,000
526500	Travel		12,725		0		12,725
526610	Disposal Operations		7,684,159		0		7,684,159
526611	Disposal Operations-Transportation		10,858,637		0		10,858,637
526612	Disposal Operations-Landfill Disposal		18,837,873		0		18,837,873
526613	Disposal Operations-Hazardous Material		1,170,000		0		1,170,000
526800	Training, Tuition, Conferences		51,205		0		51,205
526910	Uniform Supply & Cleaning Services		49,000		0		49,000
528100	License, Permits, Payments to Other Agencies		20,875		0		20,875
	<b>Total Materials &amp; Services</b>		<b>39,947,327</b>		<b>30,000</b>		<b>39,977,327</b>
	<b>TOTAL EXPENDITURES</b>	<b>37.65</b>	<b>41,481,614</b>	<b>0.00</b>	<b>30,000</b>	<b>37.65</b>	<b>41,511,614</b>

**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND: Operating Account (Engineering &amp; Analysis)</b>							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Engineering Manager	1.00	58,832		0	1.00	58,832
	Sr. Engineer	3.00	142,653		0	3.00	142,653
	Assoc. Engineer	2.00	84,408		0	2.00	84,408
	Sr. Solid Waste Planner	2.00	104,761		0	2.00	104,761
	Construction Coordinator	1.00	54,604		0	1.00	54,604
	Assoc. Solid Waste Planner	1.00	41,008		0	1.00	41,008
511231	WAGES-TEMPORARY EMPLOYEES (full time)						
	Temporary	0.50	9,429		0	0.50	9,429
512000	FRINGE		158,622				158,622
	<b>Total Personal Services</b>	<b>10.50</b>	<b>654,317</b>	<b>0.00</b>	<b>0</b>	<b>10.50</b>	<b>654,317</b>
<u>Materials &amp; Services</u>							
521240	Graphics/Reprographic Supplies		600		0		600
521310	Subscriptions		500		0		500
521320	Dues		1,250		0		1,250
524190	Misc. Professional Services		125,000		0		125,000
525710	Equipment Rental		125		0		125
526200	Ads & Legal Notices		6,000		0		6,000
526310	Printing Services		8,400		0		8,400
526320	Typesetting & Reprographics Services		50		0		50
526500	Travel		8,700		0		8,700
526800	Training, Tuition, Conferences		7,150		0		7,150
528100	License, Permits, Payments to Other Agencies		5,000		0		5,000
529500	Meetings		300		0		300
	<b>Total Materials &amp; Services</b>		<b>163,075</b>		<b>0</b>		<b>163,075</b>
	<b>TOTAL EXPENDITURES</b>	<b>10.50</b>	<b>817,392</b>	<b>0.00</b>	<b>0</b>	<b>10.50</b>	<b>817,392</b>

**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND: Operating Account (Waste Reduction)</b>							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Solid Waste Supervisor	2.00	90,342		0	2.00	90,342
	Sr. Solid Waste Planner	2.00	88,297	(1.00)	(45,236)	1.00	43,061
	Assoc. Solid Waste Planner	4.00	154,660	(1.00)	(37,196)	3.00	117,464
	Asst. Solid Waste Planner	2.00	63,258		0	2.00	63,258
	Waste Reduction Manager	1.00	59,842		0	1.00	59,842
511235	WAGES-TEMPORARY EMPLOYEES (part time)						
	Temporary	0.50	18,000		0	0.50	18,000
512000	FRINGE		161,739		(27,203)		134,536
	<b>Total Personal Services</b>	<b>11.50</b>	<b>636,138</b>	<b>(2.00)</b>	<b>(109,635)</b>	<b>9.50</b>	<b>526,503</b>
<u>Materials &amp; Services</u>							
521100	Office Supplies		1,200		0		1,200
521110	Computer Software		2,000		(2,000)		0
521240	Graphics/Reprographic Supplies		15,800		0		15,800
521290	Other Supplies		9,000		0		9,000
521291	Packaging Materials		550		0		550
521293	Promotion Supplies		500		0		500
521310	Subscriptions		1,682		(72)		1,610
521320	Dues		675		0		675
524190	Misc. Professional Services		1,109,000		(362,000)		747,000
526200	Ads & Legal Notices		2,500		(500)		2,000
526310	Printing Services		26,500		(1,000)		25,500
526320	Typesetting & Reprographics Services		5,050		0		5,050
526440	Delivery Service		300		0		300
526500	Travel		8,650		(1,700)		6,950
526800	Training, Tuition, Conferences		5,000		(1,000)		4,000
528100	License, Permits, Payments to Other Agencies		778,313		0		778,313
529500	Meetings		17,400		0		17,400
	<b>Total Materials &amp; Services</b>		<b>1,984,120</b>		<b>(368,272)</b>		<b>1,615,848</b>
	<b>TOTAL EXPENDITURES</b>	<b>11.50</b>	<b>2,620,258</b>	<b>(2.00)</b>	<b>(477,907)</b>	<b>9.50</b>	<b>2,142,351</b>

**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND: Operating Account (Planning &amp; Technical Services)</b>							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Sr. Solid Waste Planner	1.00	43,082		(2,048)	1.00	41,034
	Assoc. Solid Waste Planner	1.00	37,220	1.00	43,058	2.00	80,278
	Administrative Manager		0	1.00	45,236	1.00	45,236
	Sr. Management Analyst	1.00	41,034	1.00	39,268	2.00	80,302
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Secretary	1.00	21,836	(1.00)	(21,836)	0.00	0
512000	FRINGE		47,247		34,215		81,462
	<b>Total Personal Services</b>	<b>4.00</b>	<b>190,419</b>	<b>2.00</b>	<b>137,893</b>	<b>6.00</b>	<b>328,312</b>
<u>Materials &amp; Services</u>							
521100	Office Supplies		2,600		(2,600)		0
521110	Computer Software		2,080		2,000		4,080
521240	Graphics/Reprographic Supplies		1,560		0		1,560
521260	Printing Supplies		1,300		0		1,300
521310	Subscriptions		1,040		72		1,112
521320	Dues		835		0		835
524190	Misc. Professional Services		50,000		392,000		442,000
525640	Maintenance & Repairs Services-Equipment		675		0		675
525740	Capital Lease Payments-Furniture & Equipment		8,030		4,751		12,781
526200	Ads & Legal Notices		520		500		1,020
526310	Printing Services		10,400		3,500		13,900
526320	Typesetting & Reprographics Services		1,040		0		1,040
526410	Telephone		2,600		(2,600)		0
526420	Postage		3,120		0		3,120
526500	Travel		6,240		1,700		7,940
526800	Training, Tuition, Conferences		4,160		1,000		5,160
529500	Meetings		1,040		0		1,040
	<b>Total Materials &amp; Services</b>		<b>97,240</b>		<b>400,323</b>		<b>497,563</b>
	<b>TOTAL EXPENDITURES</b>	<b>4.00</b>	<b>287,659</b>	<b>2.00</b>	<b>538,216</b>	<b>6.00</b>	<b>825,875</b>

**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND: Operating Account (Recycling Information and Education)</b>							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Public Information Supervisor	0.40	16,584		0	0.40	16,584
	Senior Public Affairs Specialist	1.00	38,600		0	1.00	38,600
	Assoc. Public Affairs Specialist	1.00	34,600		0	1.00	34,600
	Asst. Public Affairs Specialist	1.00	31,400		0	1.00	31,400
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Program Assistant 2	4.00	91,280		0	4.00	91,280
511225	WAGES-REGULAR EMPLOYEES (part time)						
	Program Assistant 2	0.50	11,350		0	0.50	11,350
511235	WAGES-TEMPORARY EMPLOYEES (part time)						
	Temporary	0.15	2,290		0	0.15	2,290
511400	OVERTIME		6,600		0		6,600
512000	FRINGE		79,119		0		79,119
	<b>Total Personal Services</b>	<b>8.05</b>	<b>311,823</b>	<b>0.00</b>	<b>0</b>	<b>8.05</b>	<b>311,823</b>
<u>Materials &amp; Services</u>							
521100	Office Supplies		3,330		0		3,330
521110	Computer Software		2,100		0		2,100
521240	Graphics/Reprographic Supplies		3,125		0		3,125
521260	Printing Supplies		675		0		675
521290	Other Supplies		1,675		0		1,675
521293	Promotion Supplies		10,430		0		10,430
521310	Subscriptions		1,665		0		1,665
521320	Dues		180		0		180
521540	Maintenance & Repairs Supplies-Equipment		1,050		0		1,050
524130	Promotion/Public Relations		65,000		0		65,000
524190	Misc. Professional Services		3,650		0		3,650
524210	Data Processing Services		4,000		0		4,000
525640	Maintenance & Repairs Services-Equipment		1,830		0		1,830
525710	Equipment Rental		1,570		0		1,570
525740	Capital Lease Payments-Furniture & Equipment		42,530		0		42,530
526200	Ads & Legal Notices		49,025		0		49,025
526310	Printing Services		28,485		0		28,485
526320	Typesetting & Reprographics Services		2,550		0		2,550
526500	Travel		3,785		0		3,785
526800	Training, Tuition, Conferences		3,695		0		3,695
529500	Meetings		2,350		0		2,350
	<b>Total Materials &amp; Services</b>		<b>232,700</b>		<b>0</b>		<b>232,700</b>
	<b>TOTAL EXPENDITURES</b>	<b>8.05</b>	<b>544,523</b>	<b>0.00</b>	<b>0</b>	<b>8.05</b>	<b>544,523</b>

**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND:Debt Service Account</b>							
<u>Requirements</u>							
	Metro Central Financing						
533210	Revenue Bond-Principal		1,175,000		0		1,175,000
533220	Revenue Bond-Interest		1,579,458		0		1,579,458
	<b>Total Requirements</b>		<b>2,754,458</b>		<b>0</b>		<b>2,754,458</b>
<b>SOLID WASTE REVENUE FUND:Landfill Closure Account</b>							
<u>Materials &amp; Services</u>							
521290	Other Operating Supplies		6,151,481		0		6,151,481
524190	Other Construction Services		9,529,000		0		9,529,000
526900	Other Purchased Services		530,000		0		530,000
	<b>Total Requirements</b>		<b>16,210,481</b>		<b>0</b>		<b>16,210,481</b>
<b>SOLID WASTE REVENUE FUND:Construction Account</b>							
<u>Capital Outlay</u>							
METRO CENTRAL							
574130	Engineering Services		60,000		0		60,000
574520	Const. Work/Materials-Bldgs, Exhibits & Rel.		1,030,000		0		1,030,000
	<b>Total Requirements</b>	<b>0.00</b>	<b>1,090,000</b>	<b>0.00</b>	<b>0</b>	<b>0.00</b>	<b>1,090,000</b>
<b>SOLID WASTE REVENUE FUND:Renewal &amp; Replacement Account</b>							
<u>Requirements</u>							
574520	Const. Work/Materials-Bldgx, Exhibits & Rel.		540,000		0		540,000
	<b>Total Requirements</b>		<b>540,000</b>		<b>0</b>		<b>540,000</b>
<b>SOLID WASTE REVENUE FUND:General Account</b>							
<u>Capital Outlay</u>							
BUDGET AND FINANCE							
571500	Purchases-Office Furniture & Equipment		25,000		0		25,000
OPERATIONS							
571400	Purchases-Equipment & Vehicles		85,500		0		85,500
571500	Purchases-Office Furniture & Equipment		3,000		0		3,000
574571	Const. Work/Materials-Final Cover & Imp.		110,000		0		110,000
WASTE REDUCTION							
574520	Construction - Buildings and Related		80,000		0		80,000
ADMINISTRATION							
571500	Purchases-Office Furniture & Equipment		5,778		0		5,778
RECYCLING INFORMATION AND EDUCATION							
571500	Purchases-Office Furniture & Equipment		2,325		0		2,325
METRO SOUTH							
574520	Const. Work/Materials-Bldgs, Exhibits & Rel.		230,000		0		230,000
METRO CENTRAL IMPROVEMENTS							
574130	Engineering Services		45,000		0		45,000
574520	Const. Work/Materials-Bldgs, Exhibits & Rel.		65,000		0		65,000
COMPOST FACILITY							
574520	Const. Work/Materials-Bldgs, Exhibits & Rel.		400,000		0		400,000
	<b>Total Requirements</b>		<b>1,051,603</b>		<b>0</b>		<b>1,051,603</b>



**EXHIBIT A  
ORDINANCE NO. 92-469**

FISCAL YEAR 1992-93		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
<b>SOLID WASTE REVENUE FUND:Master Project Account</b>							
<u>Requirements</u>							
Reidel Compost Facility-Series A							
533210	Revenue bond-Principal		600,000		0		600,000
533220	Revenue Bond-Interest		1,849,217		0		1,849,217
Reidel Compost Facility-Series One							
533220	Revenue Bond-Interest		385,000		0		385,000
	Total Requirements		2,834,217		0		2,834,217
<b>SOLID WASTE REVENUE FUND:General Expenses</b>							
<u>Interfund Transfers</u>							
OPERATING ACCOUNT							
581610	Trans. Indirect Costs to Support Svcs. Fund		2,904,312		0		2,904,312
581513	Trans. Indirect Costs to Bldg. Fund (Metro Center)		191,724		0		191,724
581513	Trans. Indirect Costs to Bldg. Fund (Headquarters)		40,398		0		40,398
581615	Trans. Indirect Costs to Insur. Fund-Gen'l		74,611		0		74,611
581615	Trans. Indirect Costs to Insur. Fund-Workers' Com		32,599		0		32,599
582513	Trans. Resources to Building Fund		25,000		0		25,000
582140	Trans. Resources to Planning Fund		278,000		0		278,000
582768	Trans. Resources to Rehab. & Enhance. Fund		441,235		0		441,235
583615	Trans. Direct Costs to Insurance Fund-EIL		400,000		0		400,000
583761	Trans. Direct Costs to Smith/Bybee Lakes Fund		15,045		0		15,045
582140	Trans. Resources to Planning Fund		390,000		0		390,000
	Total Interfund Transfers		4,792,924		0		4,792,924
<u>Contingency and Unappropriated Balance</u>							
599999	Contingency		5,791,340		(30,000)		5,761,340
599990	Unappropriated Fund Balance		7,884,666		0		7,884,666
	Total Contingency and Unappropriated Balance		13,676,006		(30,000)		13,646,006
	<b>TOTAL REVENUE FUND EXPENDITURES</b>	<b>90.20</b>	<b>90,812,850</b>	<b>0.00</b>	<b>0</b>	<b>90.20</b>	<b>90,812,850</b>

**EXHIBIT B  
SCHEDULE OF APPROPRIATIONS  
ORDINANCE NO. 92-469**

	Current Appropriations	Revision	Proposed Appropriations
<b>SOLID WASTE REVENUE FUND</b>			
<b>Administration</b>			
Personal Services	\$431,895	\$29,042	\$460,937
Materials & Services	\$93,509	\$7,200	\$100,709
Subtotal	\$525,404	\$36,242	\$561,646
<b>Budget and Finance</b>			
Personal Services	\$469,692	(\$57,300)	\$412,392
Materials & Services	\$1,116,619	(\$37,251)	\$1,079,368
Subtotal	\$1,586,311	(\$94,551)	\$1,491,760
<b>Operations</b>			
Personal Services	\$1,534,287	\$0	\$1,534,287
Materials & Services	\$39,947,327	\$30,000	\$39,977,327
Subtotal	\$41,481,614	\$30,000	\$41,511,614
<b>Engineering &amp; Analysis</b>			
Personal Services	\$654,317	\$0	\$654,317
Materials & Services	\$163,075	\$0	\$163,075
Subtotal	\$817,392	\$0	\$817,392
<b>Waste Reduction</b>			
Personal Services	\$636,138	(\$109,635)	\$526,503
Materials & Services	\$1,984,120	(\$368,272)	\$1,615,848
Subtotal	\$2,620,258	(\$477,907)	\$2,142,351
<b>Planning &amp; Technical Services</b>			
Personal Services	\$190,419	\$137,893	\$328,312
Materials & Services	\$97,240	\$398,323	\$495,563
Subtotal	\$287,659	\$536,216	\$823,875
<b>Recycling Information and Education</b>			
Personal Services	\$311,823	\$0	\$311,823
Materials & Services	\$232,700	\$0	\$232,700
Subtotal	\$544,523	\$0	\$544,523
<b>Debt Service Account</b>			
Debt Service	\$2,754,458	\$0	\$2,754,458
Subtotal	\$2,754,458	\$0	\$2,754,458
<b>Landfill Closure Account</b>			
Materials & Services	\$16,210,481	\$0	\$16,210,481
Subtotal	\$16,210,481	\$0	\$16,210,481
<b>Construction Account</b>			
Capital Outlay	\$1,090,000	\$0	\$1,090,000
Subtotal	\$1,090,000	\$0	\$1,090,000

**EXHIBIT B  
SCHEDULE OF APPROPRIATIONS  
ORDINANCE NO. 92-469**

	Current Appropriations	Revision	Proposed Appropriations
<b>SOLID WASTE REVENUE FUND (continued)</b>			
Renewal and Replacement Account Capital Outlay	\$540,000	\$0	\$540,000
Subtotal	\$540,000	\$0	\$540,000
General Account Capital Outlay	\$1,051,603	\$0	\$1,051,603
Subtotal	\$1,051,603	\$0	\$1,051,603
Master Project Account Debt Service	\$2,834,217	\$0	\$2,834,217
Subtotal	\$2,834,217	\$0	\$2,834,217
General Expenses Interfund Transfers Contingency	\$4,792,924 \$5,791,340	\$0 (\$30,000)	\$4,792,924 \$5,761,340
Subtotal	\$10,584,264	(\$30,000)	\$10,554,264
Unappropriated Balance	\$7,884,666	\$0	\$7,884,666
Total Solid Waste Revenue Fund Requirements	\$90,812,850	\$0	\$90,812,850

**ALL OTHER APPROPRIATIONS REMAIN AS PREVIOUSLY ADOPTED**

## **STAFF REPORT**

### **CONSIDERATION OF ORDINANCE NO. 92-469 AMENDING ORDINANCE NO. 92-449B REVISING THE FY 1992-93 BUDGET AND APPROPRIATIONS SCHEDULE FOR THE PURPOSE OF REFLECTING THE REORGANIZATION OF DIVISION FUNCTIONS WITHIN THE SOLID WASTE REVENUE FUND, ESTABLISHING THE PLANNING & TECHNICAL SERVICES DIVISION, AND FUNDING THE CARRYOVER FOR PHASE II OF THE STORM WATER PROCESSING AND RETENTION PROJECT AT METRO SOUTH HOUSEHOLD HAZARDOUS WASTE FACILITY**

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Date: July 30, 1992

Presented by: Roosevelt Carter  
Terry Petersen

## **FACTUAL BACKGROUND AND ANALYSIS**

This action amends the Solid Waste Revenue Fund budget for the following purposes:

1. To reflect a recent administrative reorganization of the department which revised the former Planning Team into the Planning & Technical Services Division.
2. To appropriate carryover funds, through a transfer from contingency, for Phase II of a storm water processing and retention test project at the Metro South Household Hazardous Waste Facility.

Each action will be explained separately.

### **Reorganization of Department**

During the development of the FY 1992-93 budget, the Planning & Development Department was reorganized. The solid waste planning function was considerably reduced and the remaining staff and functions transferred to the Solid Waste Revenue Fund. The transferred staff and related materials & services appropriations were placed in a separate division called "the Planning Team" until such time as a thorough review and analysis could be performed to determine the "best fit" of functions within the department.

During June, 1992, the Solid Waste Director reviewed the current functions of the existing divisions and those proposed for the "Planning Team." It was determined that certain functions historically performed in other divisions, were more closely related to functions proposed for the "Planning Team." The "Planning Team" division was renamed the Planning & Technical Services division with three program areas -- Planning and Policy Evaluation, Technical Services, and System Measurement and Analysis. Program narratives for each of these areas are attached (see Attachments "B", "C" and "D" of the staff report). The Solid Waste Director presented his reorganization plan to the Council Solid Waste Committee on June 16, 1992.

The reorganization moved 1.0 FTE Senior Management Analyst from the Budget and Finance Division and 1.0 FTE Senior Solid Waste Planner and 1.0 FTE Associate Solid Waste Planner from the Waste Reduction Division. All three positions were transferred to the Planning & Technical Services Division creating 1.0 FTE Manager, 1.0 FTE Associate Solid Waste Planner and 1.0 FTE Senior Management Analyst. The 1.0 FTE Secretary transferred with the "Planning Team" staff was moved to the Administration Division where the department's clerical staff and resources are pooled. In addition, \$7,200 in related materials and services was moved to the Administration Division and \$398,323 in materials and services was moved to the Planning & Technical Services Division.

The reorganization was accomplished within existing appropriation. No additional funding from Contingency was needed. Attachment "A" to this staff report details, by program, the changes made to the budget.

#### Storm Water Processing and Retention Project

A contract for the storm water processing and retention test project at the Metro South Household Hazardous Waste Facility was budgeted for and approved by the Council in FY 1991-92. A majority of the work to be performed has been carried forward into FY 1992-93 and was not anticipated in the budget. The department requests the transfer of \$30,000 from Contingency to the Operating Account, Operations Division, Materials & Services, to fund this expenditure. Although not recognized in this action, revenues identified in FY 1991-92 to fund this project will be carried over in the Fund's FY 1992-93 beginning fund balance.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive officer recommends adoption of Ordinance No. 92-469 for the purpose of reflecting the reorganization of division functions within the Solid Waste Revenue Fund, establishing the Planning & Technical Services Division and transferring \$30,000 from Contingency to fund the carryover of Phase II of the storm water processing and retention test project at the Metro South Household Hazardous Waste Facility.

SOLID WASTE DEPARTMENT  
Proposed Budget Amendment (Reflecting Reorganization)

Attachment "A"

DIVISIONS	TRANSFER FROM						TRANSFER TO													
	Budget & Finance		Waste Reduction		Planning Team		Planning & Technical Services			ADM.										
Programs	FTE	310120	FTE	310150	FTE	310300	FTE	310310	FTE	310370	FTE	310800	FTE	310810	FTE	310820	FTE	310830	FTE	310500
	Rates		Database & Info. Mgmt.		Mgmt. & Adm.		Market Develop.		System Meas. & Analysis		(No Programs)		Plan. & Policy Eval.		Tech. Services		System Measure.		Administration	
Personal Services																				
511121 SALARIES-REGULAR EMPLOYEES-FT																				
Planning/Tech. Services Mgr.													0.30	13,571	0.30	13,571	0.40	18,094		
Sr. Solid Waste Planner									-1.00	-45,236	-1.00	-41,034	1.00	41,034						
Assoc. Solid Waste Planner							-1.00	-37,196			-1.00	-43,082	0.50	21,541	1.00	37,196	0.50	21,541		
Sr. Management Analyst	-0.50	-21,541	-0.50	-21,541							-1.00	-37,220	0.50	18,610	1.00	43,082	0.50	18,610		
Assoc. Management Analyst																				
511221 WAGES-REGULAR EMPLOYEES-FT																				
Secretary												-1.00	-21,836						1.00	21,836
511400 OVERTIME		0																		
512000 FRINGE		-7,109		-7,109				-12,275		-14,928		-47,247		31,269		30,970		19,221		7,206
Service Reimbursements-Workers' Comp																				
<b>Total Personal Services</b>	<b>-0.50</b>	<b>-28,650</b>	<b>-0.50</b>	<b>-28,650</b>	<b>0</b>	<b>-1.00</b>	<b>-49,471</b>	<b>-1.00</b>	<b>-60,164</b>	<b>-4.00</b>	<b>-190,419</b>	<b>2.00</b>	<b>126,025</b>	<b>2.30</b>	<b>124,819</b>	<b>1.40</b>	<b>77,466</b>	<b>1.00</b>	<b>29,042</b>	
Materials & Services																				
521100 Office Supplies												-2,600		0		0		0		2,600
521110 Computer Software											-2,000	-2,080		635		2,700		745		
521240 Graphics/Reprographic Supplies												-1,560		500		560		500		
521260 Printing Supplies												-1,300		400		500		400		
521310 Subscriptions						-72						-1,040		310		392		410		
521320 Dues												-835		250		300		285		
524190 Misc. Professional Services				-30,000				-362,000				-50,000		50,000		30,000		362,000		
525640 Maintenance & Repairs Services-Equip.												-875		200		275		200		
525740 Capital Lease Payments-Furniture & Equip.				-4,751								-8,030		2,650		7,481		2,650		
526200 Ads & Legal Notices												-500		150		670		200		
526310 Printing Services				-2,500								-1,000		3,500		6,900		3,500		
526320 Typesetting & Reprographics Services												-1,040		300		440		300		
526410 Telephone												-2,600		0		0		0		2,600
526420 Postage												-3,120		1,000		1,120		1,000		
526500 Travel												-1,700		2,000		3,940		2,000		
526800 Training, Tuition, Conferences												-1,000		1,200		2,760		1,200		
529500 Meetings												-1,040		300		440		300		
<b>Total Materials &amp; Services</b>	<b>0</b>	<b>-37,251</b>	<b>-72</b>	<b>-362,000</b>	<b>-6,200</b>	<b>-97,240</b>	<b>63,395</b>	<b>58,478</b>	<b>375,890</b>	<b>5,200</b>										
<b>TOTAL EXPENDITURES</b>	<b>-0.50</b>	<b>-28,650</b>	<b>-0.50</b>	<b>-85,901</b>	<b>-72</b>	<b>-1.00</b>	<b>-411,471</b>	<b>-1.00</b>	<b>-66,364</b>	<b>-4.00</b>	<b>-287,659</b>	<b>2.00</b>	<b>189,420</b>	<b>2.30</b>	<b>183,297</b>	<b>1.40</b>	<b>453,158</b>	<b>1.00</b>	<b>34,242</b>	

ATTACHMENT "B"

Date: July 29, 1992  
Department: Solid Waste/Planning and  
Technical Services  
Program: Planning and Policy Evaluation  
Page: 1 of 2

COST CENTER: 310810

**PROGRAM DESCRIPTION**

This program involves solid waste planning and policy evaluation. It will continue to update and complete the Regional Solid Waste Management Plan. The program will also be responsible for researching policy questions related to the operation of the regional solid waste system.

**WORK PROGRAM**

**Work Program Prior to FY 1992-93**

- Completion of the Washington County System Plan
- Completion of the Regional Illegal Dumping Plan
- Completion of the Household Hazardous Waste Management Chapter  
*(Projects completed in FY 1991-92 were by the Urban Services Division of the Planning and Development Department)*

**Work Program For FY 1992-93**

- Complete illegal dumping model ordinance
- Complete model ordinance for providing solid waste and recyclables storage in new developments
- Analysis of solid waste policy issues
- Staffing of six solid waste planning committees
- Yard debris facility franchise
- Evaluation of facility regulation policies
- Data management plan
- Establishment of a system measurement subcommittee to review data collection programs
- Update the 1987 "System measurement" study
- Assist Waste Reduction in the update of the Waste Reduction Chapter of the RSWMP

**Anticipated Work Program after FY 1992-93**

- Evaluation of solid waste policies
- Update of RSWMP as needed
- Staffing of solid waste planning committee

Date: July 29, 1992  
Department: Solid Waste/Planning and  
Technical Services  
Program: Planning and Policy Evaluation  
Page: 2 of 2

**AGENCY IMPACT**

The Planning and Policy Evaluation program consolidates planning and policy analysis functions previously carried out by the Urban Services Division of the Planning Department and the Waste Reduction and Budget and Finance Divisions of the Solid Waste Department, into one central division within the Solid Waste Department. Consolidation of the program within the Solid Waste Department does not represent an additional expenditure for the Department. The consolidation actually results in a reduction in funding allocated for planning and policy development from the prior fiscal year.

**IDENTIFIABLE PRODUCTS AND TARGETS**

- Policy analysis papers
- Illegal dumping model ordinance
- Solid waste and recyclables storage model ordinance
- Revised Franchise Code
- Revised "System Measurement" study
- RSWMP chapters on franchising and rate policies

**EXPENDITURE ALLOCATION**

Personal Services	\$ 128,025
Materials and Services	<u>63,395</u>
TOTAL	\$ 189,420



ATTACHMENT "C"

Date: July 29, 1992  
Department: Solid Waste/Planning and Technical  
Services  
Program: Technical Services  
Page: 1 of 2

**COST CENTER: 310820**

**PROGRAM DESCRIPTION**

This program provides technical assistance to other Metro staff, local governments, haulers, and private companies to achieve solid waste management objectives. Included are waste forecasting needed for facility management, rate setting, and waste reduction planning. The solid waste modeling software (METRO-SIM) is used to simulate the impacts of a wide range of scenarios in order to provide quantitative analyses of policy options. The program also uses Metro's Regional Land Information System (RLIS) to provide maps and other geographic data needed for solid waste management and planning.

**WORK PROGRAM**

**Work Program Prior to FY 1992-93**

- Solid Waste Information System (SWIS) quarterly report
  - Econometric modeling for forecasting waste generation and disposal
  - Provide monthly tonnage analysis to other Divisions and Departments within Metro and the solid waste industry
- (Projects completed in FY 1991-92 were by staff in the Waste Reduction Division and the Budget and Finance Division )*

**Work Program For FY 1992-93**

- SWIS quarterly reports
- Continued development of solid waste forecasting methods
- Simulation of policy options using METRO-SIM
- Provide RLIS maps and data products needed for solid waste management and planning
- Establishment of a solid waste forecast review board
- Intergovernmental agreements with local governments to maintain a regional franchise map
- Maintain the METRO-SIM software
- Assist Waste Reduction in the use of building permits to help construction and demolition material recycling
- Continue to provide monthly tonnage analysis to other Divisions and Departments within Metro and the solid waste industry

Date: July 29, 1992  
Department: Solid Waste/Planning and Technical Services  
Program: Technical Services  
Page: 2 of 2

**Anticipated Work Program After FY 1992-93**

- SWIS quarterly reports
- Continued development of solid waste forecasting methods
- Simulation of policy options using METRO-SIM
- Provide RLIS maps and data products needed for solid waste management and planning

**Anticipated Work Program After FY 1992-93 Continued**

- Staff the solid waste forecast review board
- Intergovernmental agreements with local governments to maintain a regional franchise map
- Maintain the METRO-SIM software
- Assist Waste Reduction in the use of building permits to help construction and demolition material recycling
- Continue to provide monthly tonnage analysis to other Divisions and Departments within Metro and the solid waste industry

**AGENCY IMPACT**

The Technical Services Program will provide Metro and local governments with comprehensive data and forecasts about waste generation and flow within the region. The implementation of the program within the Planning and Technical Services Division consolidates functions previously performed by the staff in the Waste Reduction and Budget and Finance Divisions of the Solid Waste Department and the Urban Services Division of the Planning and Development Department.

Metro will make available maps and other requested data -- at cost -- to local governments and the public. Regular publications, such as the quarterly SWIS Reports, are provided free of charge to local governments and the general public.

**IDENTIFIABLE PRODUCTS AND TARGETS**

- SWIS quarterly reports
- RLIS solid waste products for local governments, Metro staff and others
- Solid Waste forecasts
- Reports on METRO-SIM results

**EXPENDITURE ALLOCATION**

Personal Services	\$ 124,819
Materials and Services	<u>58,478</u>
TOTAL	\$ 183,297

## ATTACHMENT "D"

Date: July 29, 1992  
Department: Solid Waste/Planning and Technical Services  
Program: System Measurement and Analysis  
Page: 1 of 2

**COST CENTER: 310830**

### PROGRAM DESCRIPTION

The objective of this program is to collect basic solid waste data, organize the data into a useful form using RLIS and other software applications, and make information available to Metro staff, local governments, haulers, and others. As the region's solid waste management continues to become more complex, access to information will be critical for achieving recycling and other solid waste objectives. Metro is uniquely qualified to serve as the region's solid waste information source.

### WORK PROGRAM

#### **Work Program Prior to FY 1992-93:**

- Waste characterization study every three years.
- Annual recycling level study.
- Surveys of waste generators to determine quantity and type of waste.
- Cooperative studies with haulers to measure waste generation.
- Collection of building permit data to estimate generation of construction and demolition waste.

#### **Work Program for FY 1992-93:**

- Establishment of a long-term "panel" of households to be used to monitor changes in recycling behavior.
- Major waste characterization study with analysis by generator type (including construction and demolition sites).
- Recycling level study.
- Continue collection of building permit data.
- Continue waste generation studies with haulers.

#### **Anticipated Work Program After FY 1992-93**

- Continuation of data collection and analysis programs.

### AGENCY IMPACT

The System Measurement program provides Metro with the necessary solid waste data for formulating operational and program policies. In order to avoid duplication of effort and produce consistent data, local governments can share in the cost of certain data gathering projects.

Date: July 29, 1992  
Department: Solid Waste/Planning and Technical Services  
Program: System Measurement and Analysis  
Page: 2 of 2

**IDENTIFIABLE PRODUCTS AND TARGETS**

- Process and report hauler curbside collection data (quarterly)
- Report on Metro/Hauler cooperative weight study (March 1993)
- Produce updated versions of the special RLIS coverages (e.g. regional map of hauler franchise boundaries) needed by the SW Department (December 1992, June 1993).
- Produce recycling data for SWIS reports and assist in forecasting (quarterly).

**EXPENDITURE ALLOCATION**

Personal Services	\$ 76,466
Materials and Services	<u>375,690</u>
TOTAL	\$ 453,156

Meeting Date: September 10, 1992  
Agenda Item No. 7.1

RESOLUTION NO. 92-1619

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1619 FOR THE PURPOSE OF  
ELIMINATING BYPASS OPTION B FROM FURTHER WESTERN BYPASS STUDY

-----  
Date: September 3, 1992

Presented by: Councilor McLain

Committee Recommendation: At the August 25 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1619. Voting in favor: Councilors Devlin, McLain, Buchanan, and Washington. Absent: Councilor Bauer.

Committee Issues/Discussion: Andy Cotugno, Planning Director, presented the staff report. He said that the Western Bypass Study has evolved to the point of eliminating strategies from further study. This allows for a narrowing of the field to those strategies that should proceed to evaluation in the Environmental Impact Statement, and, finally, the selection of a preferred alternative. This resolution is one of two, each recommending elimination of an individual strategy from further consideration.

Councilor Devlin explained that Option B, is the most western of the two options, running west of Highway 219 outside the Urban Growth Boundary. It is the less controversial of the two resolutions, and has no apparent opposition.

Michal Wert, Oregon Department of Transportation, suggested that the committee, in recommending approval of the resolution, base their recommendation on the information contained in two documents she presented as supporting documentation. This was generally agreed upon.

There was no public comment at the meeting either in support or opposition to the resolution and the resolution was approved without further discussion.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ELIMINATING ) RESOLUTION NO. 92-1619  
BYPASS OPTION B FROM FURTHER )  
WESTERN BYPASS STUDY ) Introduced by  
Councilor Richard Devlin

WHEREAS, The Metropolitan Service District is a signatory to the Western Bypass Study Planning Coordination Agreement to seek solutions to north-south and circumferential travel congestion in Southeast Washington County; and

WHEREAS, The Coordination Agreement, as amended by Resolution No. 92-1550, commits JPACT and Metro to consider ODOT recommendations for the elimination of any strategies from further detailed consideration prior to the refinement of detailed alternatives; and

WHEREAS, Bypass Option B would establish a new, limited access roadway to the far west of and mostly outside the Urban Growth Boundary generally in the Highway 219 corridor; and

WHEREAS, ODOT's analysis of projected travel shows that the roadway in Bypass Option B would be underutilized and that Bypass Option A was a better proposal as a bypass strategy; and

WHEREAS, The ODOT Study committees have recommended elimination of Bypass Option B, the westernmost corridor along Highway 219, from further study as not a reasonable option to meet ODOT's Purpose and Need Statement, which states the transportation problem to be solved; and

WHEREAS, No amendment to the Regional Transportation Plan is required because Bypass Option A remains as an alternative for

further study and Bypass Option B is not identified in the Regional Transportation Plan as an alternative to consider; now, therefore,

BE IT RESOLVED,

1. That Bypass Option B, the westernmost bypass corridor along Highway 219, is hereby eliminated from further consideration as an alternative for Draft Environmental Impact Statement evaluation in the Western Bypass Study because this bypass strategy is not a reasonable strategy to meet the Western Bypass Study Purpose and Need Statement.

2. That the reasons for the eliminated strategy failing to meet the Purpose and Need Statement are explained in the staff reports, the matrix summary of projected utilization, and the data ODOT has presented in the record.

3. That remaining alternatives and strategies considered for DEIS inclusion address the Transportation Planning Rule, the federal Clean Air Act of 1990, relevant Regional Urban Growth Goals and Objectives (RUGGO), and funding programs and policies.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

Jim Gardner, Presiding Officer



STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1619 FOR THE PURPOSE OF  
ELIMINATING BYPASS OPTION B FROM FURTHER WESTERN BYPASS STUDY

Date: July 14, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

Resolution No. 92-1619 adopts a regional position to delete "Bypass Option B" as one of the alternatives being carried forward for consideration in the Environmental Impact Statement.

TPAC reviewed this proposal at its July 13 meeting and recommends approval of Resolution No. 92-1619.

FACTUAL BACKGROUND AND ANALYSIS

This alternative is the western of two bypass proposals (the other is Bypass Option A to the east of this location). It runs essentially along, or west of, Highway 219 outside the Urban Growth Boundary.

This option is overshadowed by Bypass Option A in that it does not perform as well in meeting the objectives of the study. It is shown in ODOT's analysis to be not significantly better than the No-Build strategy, would be little utilized if built, and would not significantly lessen congestion. A full description of the ODOT study process is included as Attachment A.

RECOMMENDATION

Delete Bypass Option B from further consideration.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1619.

92-1619.RES  
TKL/LS:lmk  
7-14-92

ATTACHMENT A

WESTERN BYPASS STUDY: ELIMINATION OF STRATEGIES  
FROM FURTHER CONSIDERATION

A. Introduction

As amended earlier this year, the Western Bypass Study Planning Coordination Agreement adopted by Metro, ODOT, and affected Washington County jurisdictions provides for ODOT to recommend, and JPACT and Metro to consider, the elimination of strategies from further detailed study as alternatives. The intergovernmental agreement provides in pertinent part:

"Based on the strategies recommended for elimination by ODOT's staff, JPACT and Metro shall consider recommending or requiring elimination of strategies considered unreasonable to meet the purposes and needs identified in the [Purpose and Need] Statement. As part of this process, JPACT and Metro shall consider any appropriate amendments to the RTP to eliminate strategies from further study. The adoption of any RTP amendments eliminating strategies from further study shall be accompanied by findings demonstrating compliance with applicable statewide planning goals and regional goals and objectives, if necessary. For each strategy eliminated, Metro shall demonstrate the reasons why the eliminated strategy cannot meet the identified statewide and regional transportation system needs."

Following review and action by its Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC) and Steering Committee, ODOT is now before you to request elimination of two strategies from further detailed consideration as alternatives: Bypass Option B, which considered a new limited access facility essentially along or west of Highway 219 outside the Urban Growth Boundary, and a transit-intensive strategy which considered the ability to meet the identified purposes and needs through an approach relying primarily on transit.

Elimination of these strategies would not require an RTP amendment. Eliminating Bypass Option B does not require an RTP amendment because ODOT intends to carry forward Bypass Option A for further study as an alternative. Bypass Option A is located in an area similar to that identified in the RTP. ODOT's committees found that Bypass Option A would be more effective at meeting the identified purpose and need.

Bypass Option B is located well to the west of Bypass Option A, along and west of Highway 219 and is outside the corridor identified in the Regional Transportation Plan.

Regarding elimination of a transit-intensive strategy, ODOT considered whether a strategy relying primarily on transit, rather than a combination of transit and roadway improvements, could meet the purposes and needs identified for the Study. To develop the transit-intensive strategy, ODOT considered high-capacity transit corridors in the form of light rail transit along Highway 217 and Barbur Boulevard in addition to the Westside LRT to Hillsboro. ODOT supported these high-capacity transit corridors with park-and-ride lots, transit stations, and an expanded feeder bus network, and called this strategy the "Transit-Intensive (LRT) Strategy."

Eliminating the Transit-Intensive (LRT) Strategy would not require an RTP amendment because (1) the Barbur corridor lies outside the Western Bypass study area and is not affected by ODOT's proposal, (2) the RTP identifies the Highway 217 corridor as a possible future extension of light rail; and (3) none of the alternatives recommended for further study will preclude light rail transit along Highway 217. ODOT's position is that a strategy relying primarily on transit rather than a combination of transit and roadway expansion cannot meet the purposes and needs identified in this Study and does not merit further consideration.

While the purposes and needs identified in this Study cannot be met only through transit, ODOT recognizes that circumferential high-capacity transit (bus or light rail) combined with roadway improvements and demand reduction measures does merit further consideration in this Study.

Although RTP amendments are not required to eliminate either strategy, the intergovernmental agreement still requires Metro to demonstrate reasons why each strategy eliminated cannot meet the identified statewide and regional Westside circumferential travel needs identified in the Purpose and Need Statement. This staff report provides those reasons.

## B. Background

Section III of the intergovernmental agreement requires ODOT to "study, develop and refine strategies to meet the statewide and regional Westside circumferential travel needs identified in the Purpose and Need Statement." Those needs include the need to adequately provide for north-south and circumferential travel in the study area.

According to ODOT's Purpose and Need Statement, because of the lack of circumferential routes and expected growth projected for the study area, transportation problems will be significant by the year 2010 without major reduction or alleviation of traffic congestion. More traffic will likely use roads not designed for high traffic volumes. Through an extensive public involvement effort, ODOT has identified needs to reduce traffic congestion and reduce reliance on the private automobile. Options to satisfy those needs include increasing road capacity and transit service and implementing demand management programs.

In the spring of 1991, ODOT and its consulting team began to develop and study a number of strategies. These strategies focused on particular solutions to address the demand for north-south or circumferential travel, as the purpose of the study is not to solve every traffic congestion problem in the study area. The strategies included:

1. a "no build" strategy;
2. a "common improvements" strategy (including transportation projects and transit service expansions under active development for the study area but without committed funding);
3. an "arterial expansion" strategy, focusing on roadway improvements beyond those listed in the "common improvements" and including extension of a major discontinuous north-south route;
4. a "transit-intensive (LRT)" strategy, focusing on transit improvements adding two light rail corridors (Barbur and Highway 217) together with supporting "feeder" bus routes, park-and-ride lots and transit stations;
5. a "transit (HOV)/arterial expansion" strategy, combining transit facilities and service improvements with roadway improvements, and including express bus service and high occupancy vehicle lanes in the Highway 217 corridor as a high-capacity transit element; and
6. a "bypass" strategy, looking at two broad corridor options for a bypass facility in addition to other roadway and transit improvements.

Thereafter, following review by ODOT's advisory committees and public open houses, ODOT revised, refined and analyzed those strategies and returned them to its committees.

In October, 1991, ODOT's CAC, TAC and Steering Committee voted to recommend elimination of Bypass Option B from further detailed study as an alternative. The CAC also voted to recommend elimination of the "transit-intensive (LRT)" strategy from further study as an alternative, because this strategy did not perform better than the "common improvements" strategy which did not contain high-capacity transit elements or other transit service beyond the Westside LRT. However, the TAC and Steering Committee were not yet prepared to take that step, although they recognized its limited performance. Instead, following comments from Tri-Met's representative that the transit intensive strategy was not combined in a way that most intensively supported high capacity transit, they adopted a motion directing ODOT to remodel Highway 217 light rail, expanding on its components to consider through connection to the Central Business District, a transportation demand management program, and dial-a-ride service.

That fall and winter, Metro modeled a "revised Transit-Intensive (LRT) Strategy" containing the features suggested by the TAC. The revised strategy was developed by a group representing Tri-Met, ODOT's study team, and Metro. Like the original "transit-intensive (LRT)" strategy, the revised strategy focused on transit, relying on light rail along Highway 217 and Barbur Boulevard for its high-capacity element. However, the strategy added (1) through routing of Highway 217 LRT to Hillsboro and downtown Portland via the Westside and Barbur LRT corridors; (2) demand-responsive transit (DRT); and (3) transportation demand management (TDM) measures intended to see how TDM would work at the alternatives level.

Following completion of modeling, ODOT brought the revised Transit-Intensive (LRT) Strategy before its committees in March and April, 1992. Based on discussion and on the information generated by the modeling, the TAC voted (1) to recommend elimination from further study of a transit-intensive strategy using light rail along the Highway 217 corridor as its high-capacity transit element; (2) to combine DRT, TDM and high-capacity transit into an alternative identified for further study; and (3) that no alternative "preclude long-range implementation of LRT along the Highway 217 corridor." Tri-Met's representative to the TAC concurred with these motions. In subsequent meetings, the CAC and Steering Committee followed with similar motions.

## C. Discussion

### 1. Bypass Option B

Metro staff concurs with ODOT's recommendation to eliminate Bypass Option B from further detailed consideration as an alternative. ODOT's committees recommended elimination of this strategy based on information showing that Bypass Option B would be underutilized and does not substantially reduce congestion compared to the No-Build strategy. Elimination of Bypass Option B does not eliminate a Bypass alternative. Bypass Option A will be taken forward for further study, consistent with the RTP.

### 2. Transit-Intensive (LRT) Strategy

Metro staff also concurs with ODOT's recommendation to eliminate a transit-intensive strategy ("transit only") from further consideration as an alternative.

ODOT's advisory committees recommended elimination of a transit-intensive strategy for the following reasons:

- Transit-intensive strategies as originally developed and as revised do not address the transportation problems identified in the Western Bypass Study.
- Additional circumferential LRT service in the Highway 217 corridor connecting to the Westside LRT, to a Barbur LRT, or to the CBD does not notably improve transit ridership in the year 2010 compared to the original Transit-Intensive (LRT) Strategy or compared to the No-Build strategy.
- The LUTRAQ study is considering LRT elements as part of the 1000 Friends of Oregon alternative. Changes in planned land use designations could change the ability of LRT service in the Highway 217 corridor to address the transportation problems identified in this Study and will be folded into this Study if viable.
- High-Capacity Transit through express bus service in the Highway 217 corridor will still be included as elements of the Arterial Expansion/HOV Express and Bypass alternatives. If implemented, it would provide similar service levels to light rail transit, and would provide an opportunity to build

the transit ridership demand needed for supporting light rail transit.

Although the strategy was revised in a manner that better supported light rail, the high-capacity transit component did not result in the strategy performing significantly better than the original transit-intensive strategy. Like the original transit-intensive strategy, the revised strategy did not (1) substantially reduce north-south or circumferential traffic congestion; (2) increase study area accessibility; (3) reduce traffic diversion to minor roads and neighborhoods; or (4) reduce reliance on the single occupancy automobile.

Indeed, due to the addition of "demand-responsive transit" (dial-a-ride), the revised Transit-Intensive (LRT) Strategy actually resulted in a decrease in work person trips by fixed route (bus and light rail) transit. This is caused by a shift in ridership from fixed route transit to demand-responsive transit. Based on the modeling, ODOT concluded that demand-responsive transit may help meet the identified purpose and need in reducing reliance on the private automobile and providing greater coverage in the study area by transit and should be carried forward as part of an alternative, but that high-capacity transit by itself does not contribute to meeting this purpose and need and therefore warrants no further detailed review in this Study as a separate (stand-alone) alternative.

Apart from demand-responsive transit, Metro has modeled transportation demand management (TDM) measures to determine their effect on reducing reliance on the single occupancy automobile. Metro found that TDM has a significant positive effect on reducing reliance on the automobile. Like DRT, ODOT will carry TDM forward into the alternatives stage supported by transit and roadway components. ODOT does not propose the elimination of DRT or TDM from further consideration.

At this point, clarification is needed. Before its committees, ODOT provided information showing how the revised Transit-Intensive (LRT) Strategy performed (1) with DRT and (2) with DRT and TDM. As earlier described, with just DRT, this strategy did not perform substantially better than the original transit-intensive strategy and, indeed, resulted in a lowering of combined bus and light rail ridership. However, with TDM, the strategy performed better, due to the impact of TDM measures.

Metro's modeling of the revised Transit-Intensive (LRT) Strategy with TDM raised questions among some ODOT committee members who compared these results with those of other

strategies recommended by ODOT for further study. They questioned why ODOT would eliminate the Transit-Intensive (LRT) Strategy, when it appeared to perform as well as those other strategies in meeting some of the identified purposes and needs. The answer is that the committee members were comparing this strategy with TDM to the other strategies without TDM. This was like comparing apples with oranges. While TDM substantially improved transit ridership for the Transit-Intensive (LRT) Strategy, it also substantially improves transit ridership in each of the alternatives ODOT is recommending for further study. Those proposed alternatives, with TDM, perform much better than a transit-intensive strategy with TDM at reducing congestion. Even with TDM, a transit-intensive strategy does not assist in meeting this need. ODOT is proposing to include TDM in all the alternatives recommended for further study.

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Meeting Date: September 10, 1992  
Agenda Item No. 7.2

RESOLUTION NO. 92-1620A

## TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1620A FOR THE PURPOSE OF ELIMINATING A "TRANSIT-INTENSIVE STRATEGY" FROM FURTHER CONSIDERATION IN THE WESTERN BYPASS STUDY WITHOUT PRECLUDING FUTURE LIGHT RAIL TRANSIT IN THE HIGHWAY 217 CORRIDOR

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Date: September 3, 1992

Presented by: Councilor Devlin

Committee Recommendation: At the August 25 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1620A. Voting in favor: Councilors Devlin, McLain, Buchanan, and Washington. Absent: Councilor Bauer.

Committee Issues/Discussion: Andy Cotugno, Planning Director, presented the staff report. He said that the Western Bypass Study has evolved to the point of eliminating strategies from further study. This allows for a narrowing of the field to those strategies that should proceed to evaluation in the Environmental Impact Statement, and, finally, the selection of a preferred alternative. This resolution is one of two, each recommending elimination of an individual strategy from further consideration.

Michal Wert, Oregon Department of Transportation, suggested that the committee, in recommending approval of the resolution, base their recommendation on the information contained in two documents she presented as supporting documentation. This was generally agreed upon.

Bob Brandman, with Parsons Brinkerhoff and Project Manager for the Western Bypass Study, gave the committee an overview of the different options that have been considered to date. He explained the rationale behind eliminating the "transit intensive" option. He discussed how each option was evaluated by the following: 1) congestion relief; 2) improving accessibility within study area; 3) ability to divert traffic to rural and neighborhood streets; and 4) reducing reliance on single occupancy vehicles.

There was considerable discussion regarding the difference between a "strategy" as opposed to an "alternative". What is being eliminated here is a "strategy" and not an "alternative". The "strategies" are more extreme in condition (i.e. transit solution only), whereas the "alternatives" will be developed by the blending of different conditions within different "strategies" (i.e. transit and highway mixed solution).

Concerns were raised by committee members regarding whether elements of transit as a solution will be lost by eliminating this strategy. The Land Use Transportation and Air Quality (LUTRAQ) study, which has transit elements, is still being considered.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ELIMINATING	)	RESOLUTION NO. 92-1620A
A "TRANSIT-INTENSIVE STRATEGY"	)	
FROM FURTHER CONSIDERATION IN	)	Introduced by
THE WESTERN BYPASS STUDY WITHOUT	)	Councilor Richard Devlin
PRECLUDING FUTURE LIGHT RAIL	)	
RAIL TRANSIT IN THE HIGHWAY 217	)	
CORRIDOR	)	

WHEREAS, The Metropolitan Service District is a signatory to the Western Bypass Study Planning Coordination Agreement to seek solutions to north-south and circumferential travel congestion in southeast Washington County; and

WHEREAS, The Coordination Agreement, as amended by Resolution No. 92-1550 commits the Joint Policy Advisory Committee on Transportation (JPACT) and Metro to consider the Oregon Department of Transportation (ODOT) recommendation of the elimination of any strategies from further detailed consideration prior to the refinement of detailed alternatives; and

WHEREAS, The Western Bypass Study has analyzed six general transportation strategies which were reconfigured into four revised strategies; and

WHEREAS, One strategy was a revised Transit-Intensive Strategy using fixed guideway light rail lines along Highway 217 and Barbur Boulevard as its high-capacity transit element; and

WHEREAS, Analysis of projected travel under current land use plans indicated that fixed guideway light rail along the Highway 217 corridor does not meet the Western Bypass Study Purpose and Need Statement; and

WHEREAS, ODOT study committees have recommended elimination of a transit-intensive strategy from further study as not a reasonable option to meet ODOT's Purpose and Need Statement; and

WHEREAS, The proposed Arterial Expansion/High Occupancy Vehicle Express Alternative will include a high-capacity transit element along the Highway 217 Corridor that works as well or better than light rail transit; and

WHEREAS, ODOT has recommended that the alternatives to be considered further will not preclude light rail transit implementation along the Highway 217 corridor in the future; and

WHEREAS, ODOT has committed to including in the EIS any viable land use/transportation alternative emerging from the 1000 Friends of Oregon Land Use, Transportation and Air Quality (LUTRAQ) study; and

WHEREAS, No Regional Transportation Plan amendment is needed because the Barbur Boulevard light rail lies outside the Western Bypass Study Area and none of the alternatives will preclude long-range implementation of light rail along Highway 217; now, therefore,

BE IT RESOLVED,

1. That the revised Transit-Intensive Strategy with fixed guideway light rail along Highway 217 and Barbur Boulevard and no highway expansion beyond common improvements shall not be considered further in that form as an alternative for the Draft Environmental Impact Statement (DEIS) for the Western Bypass Study because it does not meet the Western Bypass Purpose and Need Statement.
2. That alternatives which include combinations of highway expansion and transit expansion, ~~not excluding the possibility of rail transit,~~ will be considered for Draft Environmental Impact Statement evaluation in the

Western Bypass Study. In addition, when the alternatives are approved for inclusion in the Environmental Impact Statement, specific consideration will be given to whether LRT should be the transit element of one of these alternatives.

3. That alternatives considered for Draft Environmental Impact Statement evaluation shall not preclude implementation of fixed guideway light rail transit along Highway 217 in the future.
4. That the following circumstances will cause further consideration of light rail in the Highway 217 corridor:
  - a. If a land use/transportation alternative is identified by the LUTRAQ study which is a viable land use/transportation strategy, it shall be evaluated in the Draft Environmental Impact Statement.
  - b. If the preferred alternative selected at the conclusion of the Western Bypass Study includes a fixed guideway element, the subsequent Alternatives Analysis required in the Federal Transit Administration process will examine appropriate fixed guideway options including light rail.
  - c. If future studies produce new information which significantly change the projected travel analysis, light rail will be reconsidered.
5. That the reasons for the Transit-Intensive Strategy failing to meet the Purpose and Need Statement are explained in the staff reports, the matrix summary of

projected utilization, and the data ODOT has presented in the record.

6. That remaining alternatives and strategies considered for DEIS inclusion address the Transportation Planning Rule, the federal Clean Air Act of 1990, relevant Regional Urban Growth Goals and Objectives (RUGGO), and funding programs and policies.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

Jim Gardner, Presiding Officer

ACC:lmk  
92-1620A.RES/5-19-92

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1620A FOR THE PURPOSE OF ELIMINATING A "TRANSIT-INTENSIVE STRATEGY" FROM FURTHER CONSIDERATION IN THE WESTERN BYPASS STUDY WITHOUT PRECLUDING FUTURE LIGHT RAIL TRANSIT IN THE HIGHWAY 217 CORRIDOR

DATE: May 14, 1992

Presented by: Andrew Cotugno

### PROPOSED ACTION

To drop further consideration of an alternative which is transit-intensive without additional highway investment beyond the "common roadway improvements" called "Transit-Intensive (LRT)" strategy in the strategies evaluation.

This action does not remove consideration of a high-capacity transit alternative combined with roadway improvements as, for example, in the "Transit (HOV)/Arterial Expansion" alternative which is not being recommended for deletion.

TPAC and JPACT have reviewed this strategy and recommend approval as reflected in Resolution No. 92-1620A.

### FACTUAL BACKGROUND AND ANALYSIS

The Oregon Department of Transportation, in carrying out the study of the Western Bypass recommended in Metro's Southwest Corridor Study, has evaluated six strategies and is seeking to drop those that do not address the objectives of the study to adequately serve circumferential or north-south travel in eastern Washington County. A full description of the ODOT study process is included as Attachment A.

The study team has made two attempts to define a transit-intensive (only), (with no road improvements beyond the "common improvements"), solution to the travel demands generated by the current land use plans for the study area and region. The second attempt replaced fixed feeder bus with demand-responsive feeder service and through-routing of LRT lines along 217 to the CBD and Hillsboro for more direct service. Neither showed the ability to address the purpose and needs stated for this study.

One of the alternatives remaining, the "Transit (HOV)/ Arterial Expansion" has a high-capacity transit element modeled as express bus on the transitway in conjunction with arterial improvements. From the point of view of patronage, this would give similar results to a light rail alternative (perhaps better).

From a practical viewpoint, a study such as this can address the effect of an intensive transit alternative on road needs but, in fact, cannot make a mode-within-transit decision. Both the Federal Transit Administration procedure and common sense require an Alternatives Analysis to determine the most appropriate

transit service in a corridor such as this. This choice of transit-intensive service and setting of priorities will be addressed in Metro's High-Capacity Transit System Study over the next year or so. These system considerations will be known before any possible project(s) emerging from the Western Bypass Study get to the design stage.

In terms of addressing a transit-intensive alternative along with an alternative land use plan to better utilize transit potential, ODOT has committed to include in the DEIS an evaluation of any viable alternative emerging from the 1000 Friends of Oregon LUTRAQ study.

Following presentation of the evaluation data to the Technical Advisory Committee, the Citizens Advisory Committee and the Steering Committee for the project, recommended dropping this alternative.

#### RECOMMENDATIONS

That this Transit-Intensive Strategy with fixed guideway light rail along Highway 217 and Barbur Boulevard and no highway expansion beyond common improvements not be considered further.

That further consideration of alternatives that have combinations of highway and transit expansion be considered.

That alternatives chosen for the DEIS evaluation shall not preclude implementation of fixed guideway rail transit along Highway 217 in the future.

That the following circumstances will cause further consideration of light rail in the Highway 217 corridor:

- If a viable alternative is identified by the 1000 Friends of Oregon LUTRAQ study, it shall be included in this DEIS evaluation.
- If the preferred alternative selected includes a fixed guideway element, the subsequent Alternatives Analysis required in the federal process will examine all such options including light rail.
- If future studies produce new information significantly changing the current travel projections used in the analysis, light rail will be considered.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1620A.

ACC:lmk  
92-1620A.RES  
7-14-92



## ATTACHMENT A

### WESTERN BYPASS STUDY: ELIMINATION OF STRATEGIES FROM FURTHER CONSIDERATION

#### A. Introduction

As amended earlier this year, the Western Bypass Study Planning Coordination Agreement adopted by Metro, ODOT, and affected Washington County jurisdictions provides for ODOT to recommend, and JPACT and Metro to consider, the elimination of strategies from further detailed study as alternatives. The intergovernmental agreement provides in pertinent part:

"Based on the strategies recommended for elimination by ODOT's staff, JPACT and Metro shall consider recommending or requiring elimination of strategies considered unreasonable to meet the purposes and needs identified in the [Purpose and Need] Statement. As part of this process, JPACT and Metro shall consider any appropriate amendments to the RTP to eliminate strategies from further study. The adoption of any RTP amendments eliminating strategies from further study shall be accompanied by findings demonstrating compliance with applicable statewide planning goals and regional goals and objectives, if necessary. For each strategy eliminated, Metro shall demonstrate the reasons why the eliminated strategy cannot meet the identified statewide and regional transportation system needs."

Following review and action by its Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC) and Steering Committee, ODOT is now before you to request elimination of two strategies from further detailed consideration as alternatives: Bypass Option B, which considered a new limited access facility essentially along or west of Highway 219 outside the Urban Growth Boundary, and a transit-intensive strategy which considered the ability to meet the identified purposes and needs through an approach relying primarily on transit.

Elimination of these strategies would not require an RTP amendment. Eliminating Bypass Option B does not require an RTP amendment because ODOT intends to carry forward Bypass Option A for further study as an alternative. Bypass Option A is located in an area similar to that identified in the RTP. ODOT's committees found that Bypass Option A would be more effective at meeting the identified purpose and need.

Bypass Option B is located well to the west of Bypass Option A, along and west of Highway 219 and is outside the corridor identified in the Regional Transportation Plan.

Regarding elimination of a transit-intensive strategy, ODOT considered whether a strategy relying primarily on transit, rather than a combination of transit and roadway improvements, could meet the purposes and needs identified for the Study. To develop the transit-intensive strategy, ODOT considered high-capacity transit corridors in the form of light rail transit along Highway 217 and Barbur Boulevard in addition to the Westside LRT to Hillsboro. ODOT supported these high-capacity transit corridors with park-and-ride lots, transit stations, and an expanded feeder bus network, and called this strategy the "Transit-Intensive (LRT) Strategy."

Eliminating the Transit-Intensive (LRT) Strategy would not require an RTP amendment because (1) the Barbur corridor lies outside the Western Bypass study area and is not affected by ODOT's proposal, (2) the RTP identifies the Highway 217 corridor as a possible future extension of light rail; and (3) none of the alternatives recommended for further study will preclude light rail transit along Highway 217. ODOT's position is that a strategy relying primarily on transit rather than a combination of transit and roadway expansion cannot meet the purposes and needs identified in this Study and does not merit further consideration.

While the purposes and needs identified in this Study cannot be met only through transit, ODOT recognizes that circumferential high-capacity transit (bus or light rail) combined with roadway improvements and demand reduction measures does merit further consideration in this Study.

Although RTP amendments are not required to eliminate either strategy, the intergovernmental agreement still requires Metro to demonstrate reasons why each strategy eliminated cannot meet the identified statewide and regional Westside circumferential travel needs identified in the Purpose and Need Statement. This staff report provides those reasons.

## B. Background

Section III of the intergovernmental agreement requires ODOT to "study, develop and refine strategies to meet the statewide and regional Westside circumferential travel needs identified in the Purpose and Need Statement." Those needs include the need to adequately provide for north-south and circumferential travel in the study area.

According to ODOT's Purpose and Need Statement, because of the lack of circumferential routes and expected growth projected for the study area, transportation problems will be significant by the year 2010 without major reduction or alleviation of traffic congestion. More traffic will likely use roads not designed for high traffic volumes. Through an extensive public involvement effort, ODOT has identified needs to reduce traffic congestion and reduce reliance on the private automobile. Options to satisfy those needs include increasing road capacity and transit service and implementing demand management programs.

In the spring of 1991, ODOT and its consulting team began to develop and study a number of strategies. These strategies focused on particular solutions to address the demand for north-south or circumferential travel, as the purpose of the study is not to solve every traffic congestion problem in the study area. The strategies included:

1. a "no build" strategy;
2. a "common improvements" strategy (including transportation projects and transit service expansions under active development for the study area but without committed funding);
3. an "arterial expansion" strategy, focusing on roadway improvements beyond those listed in the "common improvements" and including extension of a major discontinuous north-south route;
4. a "transit-intensive (LRT)" strategy, focusing on transit improvements adding two light rail corridors (Barbur and Highway 217) together with supporting "feeder" bus routes, park-and-ride lots and transit stations;
5. a "transit (HOV)/arterial expansion" strategy, combining transit facilities and service improvements with roadway improvements, and including express bus service and high occupancy vehicle lanes in the Highway 217 corridor as a high-capacity transit element; and
6. a "bypass" strategy, looking at two broad corridor options for a bypass facility in addition to other roadway and transit improvements.

Thereafter, following review by ODOT's advisory committees and public open houses, ODOT revised, refined and analyzed those strategies and returned them to its committees.

In October, 1991, ODOT's CAC, TAC and Steering Committee voted to recommend elimination of Bypass Option B from further detailed study as an alternative. The CAC also voted to recommend elimination of the "transit-intensive (LRT)" strategy from further study as an alternative, because this strategy did not perform better than the "common improvements" strategy which did not contain high-capacity transit elements or other transit service beyond the Westside LRT. However, the TAC and Steering Committee were not yet prepared to take that step, although they recognized its limited performance. Instead, following comments from Tri-Met's representative that the transit intensive strategy was not combined in a way that most intensively supported high capacity transit, they adopted a motion directing ODOT to remodel Highway 217 light rail, expanding on its components to consider through connection to the Central Business District, a transportation demand management program, and dial-a-ride service.

That fall and winter, Metro modeled a "revised Transit-Intensive (LRT) Strategy" containing the features suggested by the TAC. The revised strategy was developed by a group representing Tri-Met, ODOT's study team, and Metro. Like the original "transit-intensive (LRT)" strategy, the revised strategy focused on transit, relying on light rail along Highway 217 and Barbur Boulevard for its high-capacity element. However, the strategy added (1) through routing of Highway 217 LRT to Hillsboro and downtown Portland via the Westside and Barbur LRT corridors; (2) demand-responsive transit (DRT); and (3) transportation demand management (TDM) measures intended to see how TDM would work at the alternatives level.

Following completion of modeling, ODOT brought the revised Transit-Intensive (LRT) Strategy before its committees in March and April, 1992. Based on discussion and on the information generated by the modeling, the TAC voted (1) to recommend elimination from further study of a transit-intensive strategy using light rail along the Highway 217 corridor as its high-capacity transit element; (2) to combine DRT, TDM and high-capacity transit into an alternative identified for further study; and (3) that no alternative "preclude long-range implementation of LRT along the Highway 217 corridor." Tri-Met's representative to the TAC concurred with these motions. In subsequent meetings, the CAC and Steering Committee followed with similar motions.

C. Discussion

1. Bypass Option B

Metro staff concurs with ODOT's recommendation to eliminate Bypass Option B from further detailed consideration as an alternative. ODOT's committees recommended elimination of this strategy based on information showing that Bypass Option B would be underutilized and does not substantially reduce congestion compared to the No-Build strategy. Elimination of Bypass Option B does not eliminate a Bypass alternative. Bypass Option A will be taken forward for further study, consistent with the RTP.

2. Transit-Intensive (LRT) Strategy

Metro staff also concurs with ODOT's recommendation to eliminate a transit-intensive strategy ("transit only") from further consideration as an alternative.

ODOT's advisory committees recommended elimination of a transit-intensive strategy for the following reasons:

- Transit-intensive strategies as originally developed and as revised do not address the transportation problems identified in the Western Bypass Study.
- Additional circumferential LRT service in the Highway 217 corridor connecting to the Westside LRT, to a Barbur LRT, or to the CBD does not notably improve transit ridership in the year 2010 compared to the original Transit-Intensive (LRT) Strategy or compared to the No-Build strategy.
- The LUTRAQ study is considering LRT elements as part of the 1000 Friends of Oregon alternative. Changes in planned land use designations could change the ability of LRT service in the Highway 217 corridor to address the transportation problems identified in this Study and will be folded into this Study if viable.
- High-Capacity Transit through express bus service in the Highway 217 corridor will still be included as elements of the Arterial Expansion/HOV Express and Bypass alternatives. If implemented, it would provide similar service levels to light rail transit, and would provide an opportunity to build

the transit ridership demand needed for supporting light rail transit.

Although the strategy was revised in a manner that better supported light rail, the high-capacity transit component did not result in the strategy performing significantly better than the original transit-intensive strategy. Like the original transit-intensive strategy, the revised strategy did not (1) substantially reduce north-south or circumferential traffic congestion; (2) increase study area accessibility; (3) reduce traffic diversion to minor roads and neighborhoods; or (4) reduce reliance on the single occupancy automobile.

Indeed, due to the addition of "demand-responsive transit" (dial-a-ride), the revised Transit-Intensive (LRT) Strategy actually resulted in a decrease in work person trips by fixed route (bus and light rail) transit. This is caused by a shift in ridership from fixed route transit to demand-responsive transit. Based on the modeling, ODOT concluded that demand-responsive transit may help meet the identified purpose and need in reducing reliance on the private automobile and providing greater coverage in the study area by transit and should be carried forward as part of an alternative, but that high-capacity transit by itself does not contribute to meeting this purpose and need and therefore warrants no further detailed review in this Study as a separate (stand-alone) alternative.

Apart from demand-responsive transit, Metro has modeled transportation demand management (TDM) measures to determine their effect on reducing reliance on the single occupancy automobile. Metro found that TDM has a significant positive effect on reducing reliance on the automobile. Like DRT, ODOT will carry TDM forward into the alternatives stage supported by transit and roadway components. ODOT does not propose the elimination of DRT or TDM from further consideration.

At this point, clarification is needed. Before its committees, ODOT provided information showing how the revised Transit-Intensive (LRT) Strategy performed (1) with DRT and (2) with DRT and TDM. As earlier described, with just DRT, this strategy did not perform substantially better than the original transit-intensive strategy and, indeed, resulted in a lowering of combined bus and light rail ridership. However, with TDM, the strategy performed better, due to the impact of TDM measures.

Metro's modeling of the revised Transit-Intensive (LRT) Strategy with TDM raised questions among some ODOT committee members who compared these results with those of other

strategies recommended by ODOT for further study. They questioned why ODOT would eliminate the Transit-Intensive (LRT) Strategy, when it appeared to perform as well as those other strategies in meeting some of the identified purposes and needs. The answer is that the committee members were comparing this strategy with TDM to the other strategies without TDM. This was like comparing apples with oranges. While TDM substantially improved transit ridership for the Transit-Intensive (LRT) Strategy, it also substantially improves transit ridership in each of the alternatives ODOT is recommending for further study. Those proposed alternatives, with TDM, perform much better than a transit-intensive strategy with TDM at reducing congestion. Even with TDM, a transit-intensive strategy does not assist in meeting this need. ODOT is proposing to include TDM in all the alternatives recommended for further study.

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# STOP



## Sensible Transportation Options for People

July 29, 1992

Dear JPACT Member,

On August 13, you will be asked to approve ODOT's recommendation to drop two Strategies from the Western Bypass Study:

- \* Bypass Option B, which runs essentially along, or west of, Hwy #219 outside the Urban Growth Boundary.
- \* Transit-Intensive (LRT) Strategy, which provides for light rail transit along Hwy #217, connecting Westside Light Rail with a light rail line along Barbur Blvd.

ODOT's rationale is that neither of these strategies meets the needs identified in the Western Bypass Study's Statement of Purpose and Need.

STOP has several serious objections to ODOT's recommendation -- as well as to the overall direction of the Western Bypass Study.

1. The top three Goals and Objectives of the Western Bypass Study are:

- \* To reduce congestion on major roads and highways
- \* To improve transit and other methods to reduce reliance on cars and prolong the life of highways.
- \* To protect the Urban Growth Boundary, in order to maximize development within the UGB.

(The designation "top three" is based on the combined rankings of public input at ODOT's Public Workshops and of Western Bypass Study Committee members. Attachment A lists all of the study's Goals and Objectives.)

These goals and objectives reflect growing public support for decreased automobile use, the creation of better transportation options, and the protection of the Urban Growth Boundary.

Granted, neither Bypass Option B nor the LRT Strategy does much to accomplish the study's top three goals. However, neither do any of the other Strategies. (See Attachment B, "Notes On Evaluation Results From the Western Bypass Study" (STOP, 1991)).



2. ODOT concludes that neither the Bypass B Strategy nor the LRT Strategy addresses the study's Statement of Purpose and Need. Again, neither do any of the other strategies.

ODOT's summary of the Statement of Purpose and Need (Attachment C) concludes that strategies must:

- \* Address major North/South or circumferential travel needs.
- \* Recognize various trip lengths and modes.
- \* Consider the opportunity to reduce traffic as well as the opportunity to increase road capacity and transit service.
- \* Consider geographic, environmental, and land use factors.
- \* Recognize traffic in Northeast and Southeast portions, as well as travel demand between North and South areas, and through the Study area.

Believing that ODOT's Summary missed some critical information contained in the Statement of Purpose and Need, STOP published its own analysis of this document, "Transportation Needs in the Western Bypass Study Area", included as Attachment D. Our analysis highlighted these statistics from ODOT's Statement of Purpose and Need:

In 1988, less than 4% of all Western Bypass Study area trips were long distance, circumferential trips (i.e., between the Southern and Northern areas of Washington Co.)

In 2010:

- \* 68% of all study area trips will be less than 6 miles in length.
- \* 92% of all study area trips will be short trips within the urbanized area. More than half of these will be within the same district (i.e., Tigard, Beaverton, Aloha, etc.). The remainder will be between adjacent districts.
- \* Less than 4% of all study area trips will be long distance, circumferential.
- \* 85% of all study area trips will begin and end in the study area.

- \* Less than 5% of all trips that begin and end in the study area would be likely to use a Western Bypass.

Based on ODOT's extensive research, we can only conclude that there is no significant demand for long-distance, circumferential trips in Washington County -- now, or in the year 2010.

3. ODOT's more detailed analysis of Alternatives indicates that none of them significantly reduce automobile reliance or congestion -- two of the top-ranked study objectives.

(See Attachment E for a graphic comparison of these Alternatives and Strategies.)

The failure of ODOT's Alternatives to address these critical factors demonstrates that we're looking at the wrong problem. As long as we continue to develop strategies that address long-distance, circumferential travel, we won't be solving the real problem: short, local, urban trips.

4. The cost of any of ODOT's Alternatives will be high.
  - \* The "TSM/Planned Projects Alternative" includes 54 separate construction projects, 11 of which are new roads.
  - \* The "Arterial Expansion/HOV Alternative" includes all of the TSM/Planned Projects plus 5 additional large construction projects: a new, limited-access expressway between I-5 and 99W, a new 4-lane road through established residential sections of Beaverton and Tigard, and significant widening projects on 99W, 217, and SW 216/219th Ave.
  - \* The "Bypass Alternative" includes not only a \$300 Million limited access 4-lane freeway, but also all 54 of the TSM/PP Alternative projects, plus 4 additional widening projects.

The only funding source identified for these alternatives is the Access Oregon Program, which is currently available only for a Bypass facility. (Presumably, Access Oregon funds would not pay for the 58 additional construction projects included in the Bypass Alternative.) None of the other "build" Alternatives is currently funded.

Based on these concerns, we have some questions for JPACT:

- \* Is solving North/South circumferential travel in Washington County still a regional priority?
- \* If so, where are we going to find the \$300 Million -- and more -- to do it?
- \* What happens if we decide to invest in any of these solutions? What other regional priorities will have to be bumped in order to address 4% of Washington County's traffic problems?
- \* How is the region going to address the remaining 96% of Washington County's traffic problems? With what money?
- \* All of the proposed Alternatives project a significant increase in VMT over the next 20 years. If we select one of these Alternatives, how will the region meet the Transportation Planning Rule requirement to decrease regional VMT over the next 20 years? Who will have to bear the burden of balancing out Washington County's sharp VMT increase: Clackamas County? the City of Portland? Multnomah County?
- \* What measures will the region have to take to offset the air quality problems caused by increased VMT in Washington County? What impact will this have on the region's ability to attract new industry and development?

We have posed these questions to ODOT and elected officials in Washington County. Their response has been to point to Metro's jurisdiction for regional transportation planning. Indeed, ODOT is conducting the Western Bypass Study at Metro's request; local jurisdictions serve on the committees in an advisory capacity. As the regional transportation decision-making body, JPACT has ultimate responsibility for the Western Bypass Study and its results.

We urge you to consider whether or not the Western Bypass Study, as currently defined, has any chance of producing effective solutions to Washington County's -- and the region's -- pressing transportation needs.

Dave Stewart and I will be at the August 13 JPACT meeting to present these concerns in person. Please feel free to call either one of us at the STOP Office (624-6083) if you have any comments or questions.

Sincerely,

*Meeky Blizzard*

Meeky Blizzard  
Executive Coordinator

**Attachments**

# GOALS AND OBJECTIVES

The advisory committees used issues identified in the initial public involvement effort as the basis for developing the Goals and Objectives of the Study. These Goals and Objectives will guide development of strategies to solve current and projected travel needs in the study area. They represent public values and agency priorities identified through staff consultations and public involvement activities.

## ● GOAL 1:

Conduct the Western Bypass Study in an open, objective and expeditious process allowing input from all sectors of the community and considering all reasonable alternative solutions to transportation problems that comply with local, regional, state and federal plans and regulations.

### Objectives:

- 1.1 Keep citizens, local, regional and state agencies and officials, as well as other interest groups, involved in the study process through public forums and workshops and through newsletters and other media.
- 1.2 Identify and assess major existing and future state, regional and intra-county travel needs, primarily as they relate to north/south or circumferential access within and through the study area.
- 1.3 Identify and evaluate the widest range of reasonable alternative solutions to transportation problems, including, but not limited to, transit/HOV, street, and highway improvements, and transportation demand management measures, regardless of current funding availability.
- 1.4 Maintain the study schedule in order to move forward towards the implementation of a feasible and effective solution in a timely manner.

## ● GOAL 2:

Develop a solution to transportation problems related to accommodating major existing and future (year 2010) state, regional, and intra-county travel needs primarily north/south or circumferential within the project study area.

### Objectives:

- 2.1 Reduce congestion on existing streets and highways, as compared to a no-action alternative [what traffic would be like in the future if nothing were done].
- 2.2 Improve access through, to/from, and within the study area.
- 2.3 Reduce through-traffic diversion to rural roads and residential streets.

2.4 Improve safety for both motorized and non-motorized traffic.

2.5 Reduce reliance on the private automobile and reduce or delay the need for additional vehicular capacity through support of transit, ride sharing (carpools/vanpools), and other demand management strategies.

2.6 Develop alternatives that have flexibility to be improved to meet longer term, future needs (beyond the year 2010 and looking toward anticipated growth within the urban area).

## ● GOAL 3:

Develop a solution to transportation problems that is sensitive to local and regional environmental issues and community needs, consistent with local, regional, state and federal plans and regulations.

### Objectives:

- 3.1 Avoid or minimize negative impacts on the natural environment, e.g., wetlands, water, air, energy, noise, visual, agricultural and forest land.
- 3.2 Avoid or minimize negative impacts on the built environment, e.g., on existing urban and rural land uses and cultural, historical, and recreational resources.
- 3.3 Support an urban development pattern that provides for the efficient delivery of urban services, including public transportation, in a manner consistent with statewide planning goals and with local and regional planning.
- 3.4 Minimize negative impacts or pressures on the Urban Growth Boundary and identify how various alternatives might affect the rate, type or form of urbanization.

## ● GOAL 4:

Consider economic and social factors in the identification and development of a solution to transportation problems for the study area, consistent with local, regional and state plans.

### Objectives:

- 4.1 Consider the construction, operation and maintenance costs of each alternative.
- 4.2 Avoid or minimize negative impacts on the integrity and social fabric of the diverse neighborhoods and business communities in the study area (urban and rural).
- 4.3 Support the economic health of the study area and communities that depend on access through the study area.

# STOP



Attachment B

## Sensible Transportation Options for People

### NOTES ON EVALUATION RESULTS

### FROM THE WESTERN BYPASS STUDY

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November 1991

**Prepared By**

Dave Stewart, Member, Western Bypass Study Citizens Advisory Committee

#### SYNOPSIS

None of the strategies evaluated by the Western Bypass Study adequately addresses the study objectives of providing congestion relief, reducing automobile dependency, minimizing impacts on the natural environment, and supporting efficient urban development patterns. These results are detailed in the study documents titled "Final Western Bypass Study Evaluation Of Strategies" dated October 1991, available from ODOT.

#### STRATEGY DESCRIPTIONS

The Western Bypass Study has evaluated six strategies for the bypass study area, which includes most of Washington County from Hillsboro eastward. The strategies include:

- **No Build:** Includes currently planned and funded projects, plus Westside Light Rail.
- **Arterial Expansion:** A package of improvements and extensions based on existing arterial streets.
- **Transit Intensive:** Light Rail in the 217 and Barbur corridors plus greatly expanded bus service.
- **Arterial/HOV:** Arterial improvements similar to the Arterial Expansion package plus new transit/HOV lanes on Highway 217
- **Bypass:** A rural bypass freeway in either of two corridors plus additional lanes on Highway 217.
- **Common:** Consists of elements common to the other "build" strategies. Includes roadway improvements throughout the study area. This strategy was created to provide a baseline against which the incremental value of each "build" strategy's unique components could be estimated.

#### CONGESTION RELIEF

Congestion relief is a stated objective of the study and has been consistently raised by the public as a major concern. ODOT's congestion projections show that surprisingly little relief is given in the year 2010 by any strategy (Table 1). The bypass itself offers no congestion relief beyond the "common elements". The only arterial for which relief beyond that provided by the "common strategy" is projected is Highway 217, but because the bypass strategy includes additional lanes on 217 there is no reason to conclude that the bypass itself offers any benefit (Table 2).

The study made PM peak-hour congestion projections for ten study area arterials in the year 2010. Results were described using "Level of Service" (LOS) indices:

- LOS A: Free flow conditions
- LOS B: Stable flow conditions, relatively high speeds attainable
- LOS C: Stable flow conditions, lower speeds prevalent
- LOS D: Approaching unstable flow, traffic showing signs of restriction
- LOS E: Unstable flow, traffic volume equal or greater than capacity
- LOS F: Roadway failure, "parking lot conditions"

Most of the arterials would experience "parking lot" conditions on a daily basis under the Bypass strategy. Results for the Bypass strategy predict that in the PM peak hour:

- Murray Boulevard will experience LOS F at several locations
- Most of TV Highway in the study area will experience LOS F
- Highway 99W will experience LOS F at several locations
- Interstate 5 will experience LOS D, E, and F throughout its length south of Portland
- Farmington Road will experience LOS F on some urban sections
- US 26 will have some LOS E west of 217, some LOS F east of 217
- Durham Road will experience LOS F along most of its length
- Tualatin Road will experience LOS F along most of its length
- Some segments of Oregon 217 will operate at LOS D or E
- Tualatin-Sherwood/Edy Road will operate mostly at LOS C or better

Source: Final Western Bypass Study Evaluation of Strategies - Descriptive Matrix October 1991

## **AUTOMOBILE DEPENDENCY**

Reducing reliance on the single occupant automobile is a study objective and has consistently been identified by the public as a primary concern. None of the strategies would reduce auto dependency relative to the extremely auto-dependent no-build projections (Table 3). Vehicle miles traveled (VMT) would increase dramatically under any strategy, relative to the most recently available baseline year (Table 4).

## **IMPACTS ON THE NATURAL ENVIRONMENT**

All of the strategies would cause long term impacts on the natural environment, though study goals state that these should be avoided. Public input has expressed great concern about impacts on wetlands and agricultural lands. The bypass strategies have the greatest impact overall (Table 5).

## **SUPPORT FOR EFFICIENT URBAN GROWTH**

The study's objectives include supporting efficient urban development patterns and minimizing pressures on the Urban Growth Boundary (UGB). Public input strongly supports protecting the UGB and avoiding sprawl. The bypass strategy would encourage automobile-based development near the urban fringe and intensify pressure on the Urban Growth Boundary (Table 6).

	Common	Arterial	Transit/LRT	Arterial/HOV	Bypass A	Bypass B
Oregon 217		2		1	1	1
Murray Blvd		1		1		
Tualatin-Sherwood/Edy Rd						
TV Highway						
Highway 99W		1		1		
Interstate 5						
Farmington Road	1	1	1	1	1	1
Sunset Highway	1	1	1	1	1	1
Durham Road		1		1		
Tualatin Road		1		1		
Column Totals	2	8	2	7	3	3

**Table 1** Congestion Relief Relative to No-Build In 2010

\*1\* = Significantly Better Than No-Build Strategy  
 \*2\* = Significantly Better Than Other Build Strategies  
 Stipple pattern indicates no significant difference relative to no-build

Source: Final Western Bypass Study Evaluation of Strategies - Evaluation Matrix October 1991

	Arterial	Transit/LRT	Arterial/HOV	Bypass A	Bypass B
Oregon 217	2		1	1	1
Murray Blvd	1		1		
Tualatin-Sherwood/Edy Rd					
TV Highway					
Highway 99W	1		1		
Interstate 5					
Farmington Road					
Sunset Highway					
Durham Road	1		1		
Tualatin Road	1		1		
Column Totals	6	0	5	1	1

**Table 2** Incremental Congestion Relief Beyond Common Strategy

Values from Table 1 Normalized Relative To Common Strategy  
 Stipple pattern indicates no significant difference relative to common strategy

Source: Final Western Bypass Study Evaluation of Strategies - Evaluation Matrix October 1991



Work Trips Only

	No-Build	Common	Arterial	Transit	HOV	Bypass A	Bypass B
Transit	3.2	3.5	3.5	3.5	3.5	3.5	3.5
HOV	13.3	13.3	13.3	13.3	13.3	13.3	13.3
SOV	83.5	83.2	83.2	83.2	83.2	83.2	83.2

Other Trips Only

Transit	0.7	0.7	0.6	0.7	0.7	0.6	0.6
Automobile	99.3	99.3	99.4	99.3	99.3	99.4	99.4

**Table 3** Mode Split As Percent of Total Weekday Person Trips Within The Study Area

HOV = High Occupancy Vehicle  
SOV = Single Occupant Vehicle

Source: Final Western Bypass Study Evaluation of Strategies - Evaluation Matrix October 1991

	1988 Actual	No-Build	Common	Arterial	Transit	HOV	Bypass A	Bypass B
Peak Hour VMT	460,655	683,184	687,678	707,000	688,038	704,598	719,668	708,635
(% change from 1988)	0%	48%	49%	53%	49%	53%	56%	54%

**Table 4** Projected PM Peak Hour VMT Relative To Recent Actual Conditions

Source: Shapiro and Associates, Inc. 1991

	Common	Arterial	Transit	HOV	Bypass A	Bypass B
Hydrology/Water Quality	-1	-1	-1	-1	-1	-1
Ecosystems/Wetlands	-1	-1	-1	-1	-2	-2
Air Quality						
Agricultural & Forest Land					-1	-2
Energy						
Visual Resources		-1	-1	-1	-1	-1
Geological Resources		-1		-1	-1	-1
Column Totals	-2	-4	-3	-4	-6	-7

**Table 5** Long Term Impacts On The Natural Environment Relative to No-Build

\*-1\* = Significantly Worse Than No-Build Strategy  
\*-2\* = Significantly Worse Than Other Build Strategies  
Stipple pattern indicates no significant difference relative to no-build

Source: Final Western Bypass Study Evaluation of Strategies - Evaluation Matrix October 1991

Provides for Efficient Delivery of Urban Services	Common	Arterial	Transit	HOV	Bypass A	Bypass B
Provides Access To Transportation	1	2	1	2	2	1
Facilitates Use Of Transit/HOV			1	1		
Proximity of Improvements To Urbanizable Land		1	1	1	-2	-1
Proximity of Interchanges To Urbanizable Land					-2	-1

Consistency With State And Regional Plans		-1	-1	-1	-1	-1
Consistency With Adopted Local Plans		-1	-1	-1	-1	-1

Location of Improvements Relative to Fringe Of UGB		1	1	1	-2	-1
Ability to Mitigate Potential Negative Impacts						
Proximity of Improvement(s) to Vacant Urban Land		1	1	1	-1	-1
Proximity of Improvement(s) to Vacant Urbanizable Land		1	1	1	-1	-1

Column Totals	1	4	4	5	-8	-6
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**Table 6** Impacts On Urban Form Relative to No-Build

- \*-2\* = Significantly Worse Than Other Build Strategies
- \*-1\* = Significantly Worse Than No-Build Strategy
- \*1\* = Significantly Better Than No-Build Strategy
- \*2\* = Significantly Better Than Other Build Strategies
- Stipple pattern indicates no significant difference relative to no-build

Source: Final Western Bypass Study Evaluation of Strategies - Evaluation Matrix October 1991

**Western Bypass Study  
Statement of Purpose and Need  
Summary**

*The Statement of Purpose and Need for the Western Bypass Study summarizes one year of reviewing local plans, collecting data, mapping and working with three advisory committees to develop goals, objectives, and criteria for evaluating potential solutions to north-south and circumferential travel problems. The major findings of the Statement of Purpose and Need are outlined below.*

**THE REGION AND STUDY AREA - MAJOR FINDINGS**

Analysis of existing traffic information tells us what many residents have been saying all along: traffic, especially during the peak hours (morning and evening rush hours), has exceeded the capacity of our roadways, producing backups and delays. The congestion is also causing traffic to divert onto rural and residential roads that were not designed to safely handle this level of traffic. Over the next 20 years, travel conditions will get much worse, given the study's "No-Build" assumptions: 1) development will occur within the guidelines of existing land use plans, and 2) only road/transit improvements with committed funding plus the Westside Light Rail, will be built.

**OVERALL TRAVEL PATTERNS**

Population and employment growth by 2010 will increase overall congestion, but congestion is also affected by travel patterns - where people go, their mode of travel (their own car, carpool, bus), and the distance they will travel. These are the major findings of the study to date.

- Population and employment will grow substantially, much more than the entire Portland metropolitan region, bringing more people to both live and work within the study area.
  - ◆ study area population will grow by 60% (region by 35%).
  - ◆ study area employment will grow by 73% (region by 38%).
  
- Because of the increase in housing and employment, people will be able to both live and work in the study area and a larger proportion of trips will stay within the area, will be shorter, and will be non-work trips.

- ◆ the number of study area vehicle trips will increase 66% (region 36%).
- ◆ there will be over 1.1 million daily study area vehicle trips in 2010 (690,000 in 1988).
- ◆ close to 68% of the trips will be less than six miles in length (61% in 1988).

- Under the "No-Build" assumptions, people will still use automobiles as their main method of travel in 2010, and the percentage of commuters carpooling or using transit will remain low until time, cost savings, incentives or disincentives outweigh the advantages of driving one's own car.

- ◆ 95% of trips in the study area will be by automobile.
- ◆ small increases in transit use will occur with light rail, mostly for travel to and from Portland.
- ◆ the percentage of trips made by carpool will remain about the same (less than 3%).

- Geography and land use patterns (where and how the area has developed) are constraints to both transit and roadway service.

- ◆ steep slopes (e.g. Bull Mountain), irregular street patterns, single-family subdivisions, and low-density employment centers make regular bus service and continuous north-south through streets difficult to provide.

Those are the major findings relating to traffic in general - now and projected to the year 2010. But the focus of the Western Bypass Study is more specific to circumferential travel needs.

#### **NORTH-SOUTH/CIRCUMFERENTIAL TRAVEL**

As overall traffic within the study area will grow over the next 20 years, so will north-south and circumferential traffic. Key findings include:

- Highway 217 is the only major continuous route in the study area that connects Highway 26 in the north with Interstate 5 in the south.
- By 2010, circumferential traffic alone will grow to equal the capacity of one full lane of traffic on Highway 217 during the afternoon peak hour.

# STOP



## Sensible Transportation Options for People

### Transportation Needs in the Western Bypass Study Area

Prepared by Sensible Transportation Options for People, Inc.

#### SYNOPSIS

The proposed Western Bypass freeway has been promoted as a solution to transportation problems in Washington County. The Western Bypass Study's *Statement of Purpose and Need* shows that traffic in the bypass study area is mostly short local trips taken within the urbanized area. Only about 3% of trips beginning and ending within the study area are long distance trips between the southern and north-northwestern districts. Less than 5% of such trips might use a new rural bypass freeway. Traffic that might use a rural bypass is a small fraction of traffic on critically congested arterials. We conclude that constructing a bypass freeway would not relieve existing congestion. Given the projected funding shortfalls for highway and arterial construction in the Metropolitan region and the state, highway dollars would be better spent solving local congestion problems.

Sensible Transportation Options for People (STOP) is a nonprofit grassroots organization dedicated to promoting a wide range transportation options to meet the needs of Washington County and the Metropolitan region. Originally incorporated in response to the proposed Western Bypass freeway, STOP has grown to view transportation issues as inseparable from land use, growth management, urban form, and a host of related issues. STOP is a participant in the Oregon Department of Transportation (ODOT) Western Bypass Study ("Study").

This analysis examines two documents from the Study to determine the nature of traffic problems in the bypass Study area and the effect a new bypass freeway would have in solving those problems. The bypass Study area includes most of Washington County from Hillsboro eastward and contains most of the county's urbanized area and population. For trip analysis purposes the Study area is broken into eight districts: Tualatin/Wilsonville, Scholls, Tigard, Beaverton, North Sunset, Aloha, Hillsboro, and Helvetia .

The Study document *1988 Existing and 2010 No-Build Forecasting Analysis Results ("2010")* uses demographic projections and existing land use designations to forecast traffic conditions in the bypass Study area in the year 2010.

The Study document entitled *Statement of Purpose and Need ("SOPAN")* interprets the 2010 numbers to highlight demand for additional circumferential transportation capacity in the Study area. Circumferential travel is defined as "any person trip which is directed between or across radial routes, and is not limited by trip length or purpose" (*SOPAN*, p. 15). A trip from Wilsonville to Hillsboro, for example, would be circumferential. "Radial" is relative to the Portland CBD. A trip from Scholls to downtown Portland, for example, would be radial.

## WASHINGTON COUNTY TRAFFIC IN 2010

Data from the *SOPAN* show unequivocally that...

The county will remain extremely auto-dependent entering the 21st century. The greatest concern expressed at Study public workshops held in Washington County was reducing automobile dependency. Single-occupancy-vehicle (SOV) trips will comprise 96% of all person-trips in the Study area, exactly as in 1988 (fig. 1). The proportion of trips using transit will remain essentially unchanged at 1.3% (2010, Major Findings and Conclusions, p. 1).

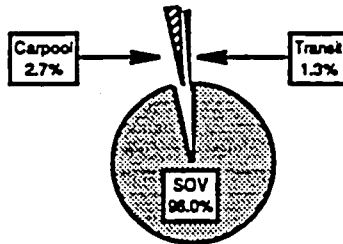


Figure 1  
Bypass Study Area Mode Split In 2010

Over two-thirds of all vehicle trips will be local trips less than 6 miles in length in 2010 (fig. 2). Other kinds of trips will be a smaller proportion of all trips in 2010 than they are today (2010, fig. 8).

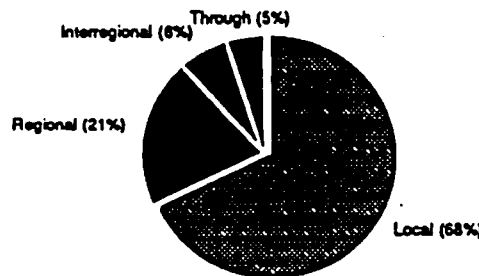


Figure 2  
2010 Trip Types

Most trips within the study area will be trips within urbanized areas. Trips within each of the six substantially urbanized districts (Hillsboro, Aloha, North Sunset, Beaverton, Tigard, and Tualatin-Wilsonville), e.g. a trip from Aloha to Aloha or from Beaverton to Beaverton, account for over half of all trips within the study area. Trips between geographically adjacent urbanized districts (e.g. Aloha to Beaverton or Beaverton to North Sunset) account for over a third of all trips within the study area. Together these shorter urban-to-urban trips comprise over 92% of all trips within the study area (fig. 3).

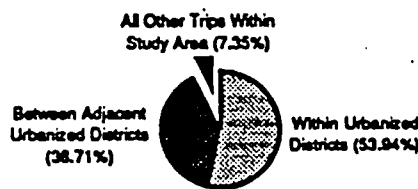


Figure 3  
Urban Trips Within the Study Area

Trips entering and/or leaving the Study area will increase only slightly from 1988 to 2010, in contrast to trips beginning and ending within the Study area, which increase greatly. Numbers from the SOPAN (fig. 4) demonstrate this disparity in relative increase.

	1988	2010
All vehicle trips (SOPAN Fig. 8)	834,800	1,382,600
Change 1988 to 2010		63.26%
Auto trips beginning and ending within the study area (SOPAN Table 4)	643,173	1,160,225
Change 1988 to 2010		80.39%
Auto trips not beginning and ending within the study area (difference)	191,427	202,375
Change 1988 to 2010		5.72%

Figure 4  
Relative Increase Of Trips

Demand for long distance "circumferential" travel is a small fraction of travel demand within the Study area. Data from the Study (SOPAN, Table 4) is analyzed in Table 1 (attached) to demonstrate this fact. Trips between the southern end of the Study area and the north-northwestern end comprise about 3.3% of trips beginning and ending within the Study area (fig 5).

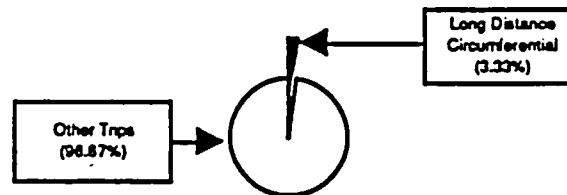


Figure 5  
Long Distance Circumferential Trips

**Conclusions:** Entering the 21st century Washington County will be extremely reliant on the single-occupant private automobile. Most trips will be short single-occupant automobile trips within the urbanized areas. Other kinds of trips will be relatively less important. Long distance "circumferential" trips (from the southern districts to the north-northwest districts) will be a small fraction of trips within the Study area.

## HOW MUCH TRAFFIC WOULD USE A RURAL BYPASS FACILITY?

No more than 4.9% of trips beginning and ending within the Study area might use a bypass freeway through the rural area south of Cooper Mountain, between US 99W and TV Highway (fig. 6). Table 2 (attached) uses data from the *SOPAN* to identify trips that would use a bypass, based on origin and destination. All long distance circumferential trips are assumed to use the bypass, as are shorter circumferential trips and local trips near the rural bypass segment. *This assignment of trips to the rural bypass is extremely generous.* Note that Aloha/Tigard and Tigard/North Sunset trips are assumed to use the rural bypass, though for most of these trips use of the bypass would require a great deal of out-of-direction travel. If these trips are not included in the bypass category the percentage of trips using the rural bypass drops to 2.44%.

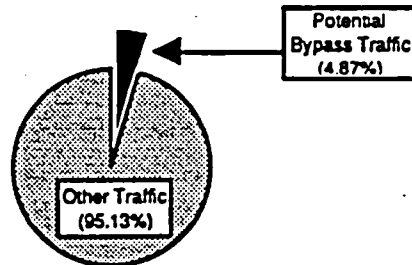


Figure 6  
Proportion of Potential Bypass Traffic  
Within the Study Area

Potential bypass traffic is not a rapidly growing component of traffic within the Study area. The proportion of person trips within the Study area that would use a rural bypass is approximately constant from 1988 to 2010 (Table 2). In absolute numbers, potential bypass trips will increase by about 25,000 while other trips will increase by about half a million - a twentyfold difference (Fig. 7).



Figure 7  
Absolute Growth of Person Trips Within the Study Area - 1988 to 2010

**Conclusions:** A small fraction of trips beginning and ending within the Study area would use a rural bypass freeway. In absolute terms potential bypass traffic will increase relatively little by 2010, while other traffic will increase dramatically.



## OBSERVED CONGESTION IS NOT DUE TO POTENTIAL BYPASS TRAFFIC

Congestion between I-5 and US 99W near Tualatin is not caused by potential bypass traffic. In 2010 during the PM peak hour less than 3% of trips on Tualatin and Tualatin-Sherwood Roads will be traveling to the northern part of the Study area along the Sunset Corridor, and less than three percent will be destined south of the I-5 corridor. Over 66% of such trips will be local traffic beginning or ending in Tigard, Scholls, Sherwood, King City, or Wilsonville (*SOPAN*, Appendix D).

Congestion on 99W near Tualatin Road is not caused by potential bypass traffic. In 1988 about 2 to 3 percent of trips there were generated along the Sunset Corridor. The biggest category of trips was those local to the southern end of the Study area. Local trips will be an even larger percentage of trips in 2010 (*SOPAN*, Appendix D).

Congestion on US 26 near 185th is not caused by potential bypass traffic. In 2010 traffic on this highway will remain strongly oriented towards the northern portion of the Study area. Only 9.0 percent of the traffic in the PM peak hour will be destined for the southern portion of the Study area and Beaverton (*SOPAN*, Appendix D). The Beaverton portion of this 9% would not use a rural bypass.

Congestion on TV Highway is not caused by potential bypass traffic. In 1988 only 4% of PM peak hour trips on TV Highway between 219th Avenue and OR 217 was generated in the southern part of the Study area. Trips on this highway were primarily generated by or destined for districts in the northern portion of the Study area. This situation will remain unchanged in 2010 (*SOPAN*, Appendix D).

Congestion on Farmington Road is not caused by potential bypass traffic. In 1988 only 4% of PM peak hour trips on Farmington Road between 209th Avenue and OR 217 were generated in the southern part of the Study area. Trips on this highway were primarily generated by or destined for districts in the northern portion of the Study area, and will be so in 2010 (*SOPAN*, Appendix D).

Congestion on Oregon 217 is not caused by potential bypass traffic. Although data in the *SOPAN* show a significant fraction of PM peak hour traffic on Oregon 217 in 2010 will be "long distance circumferential trips", much of this traffic would not use a rural bypass. Detailed PM peak traffic data obtained at STOP's request (Table 3) show the *SOPAN* breakout of "long distance circumferential trips" and STOP's breakout of potential bypass trips using Oregon 217 in 2010. The *SOPAN* "long distance circumferential" grouping includes trips for which the rural bypass would be an extremely long out-of-direction detour (e.g. trips between Beaverton and I-5 South). STOP's generous estimate of bypass traffic on 217 at evening rush hour is about 15% of traffic volume, equivalent to much less than one lane of traffic, in contrast to the *SOPAN*'s two full lanes of long distance circumferential traffic.

PM peak hour congestion on 217 (*SOPAN*, fig. 11) is discontinuous and segmented, suggesting that much is due to local and radial traffic. The segment between 99W and Greenburg Road will be extremely congested in both directions in 2010, while the segment between Denny and Allen will be less congested southbound and uncongested northbound. STOP has requested a more detailed data set from ODOT.

**Conclusions:** The implied promise of relief from congestion when a rural bypass is constructed is an unfortunate misrepresentation. Chronic congestion on the Study area's arterials can not be attributed to traffic that would use a new rural bypass. Even on highway 217, which currently carries nearly all the long distance circumferential traffic, trips that could use a rural bypass are a small component of rush hour traffic. Shorter trips within the existing urbanized area are by far the greatest contributors to rush hour congestion.

## **SUMMARY**

- **Traffic in Washington County is dominated by short urban trips in single occupant automobiles**
- **Traffic that might use a rural bypass is a small fraction of all Washington Country traffic**
- **A rural bypass would have little effect on existing congestion problems**

Long Distance Circumferential Trips				
TRIP ENDPOINTS	1988 TRIPS	2010 TRIPS	PERCENT CHANGE	PERCENT OF ALL TRIPS IN 2010
Aloha / Tigard	11,986	22,478	87.54%	1.94%
Tigard / North Sunset	4,590	5,640	22.88%	0.49%
Aloha / Tualatin	2,008	5,624	180.08%	0.48%
Hillsboro / Tigard	1,616	2,198	36.01%	0.19%
Tualatin / North Sunset	856	1,468	71.50%	0.13%
Hillsboro / Tualatin	500	1,006	101.20%	0.09%
Tigard / Helvetia	90	122	35.56%	0.01%
Tualatin / Helvetia	22	44	100.00%	0.00%
Subtotals ->	21,668	38,580	78.05%	3.33%
Percent of All Trips->	3.37%	3.33%		
Other Trips				
Aloha / Aloha	64,040	175,647	174.28%	15.14%
Beaverton / Beaverton	118,338	138,221	16.80%	11.91%
Hillsboro / Hillsboro	57,062	122,506	114.69%	10.56%
Beaverton / Aloha	76,718	118,816	54.87%	10.24%
Tualatin / Tualatin	30,106	79,530	164.17%	6.85%
Aloha / North Sunset	28,048	77,880	177.67%	6.71%
Aloha / Hillsboro	30,294	72,000	137.67%	6.21%
Beaverton / Tigard	55,202	70,432	27.59%	6.07%
Tigard / Tigard	45,830	66,897	45.97%	5.77%
Beaverton / North Sunset	36,520	47,248	29.38%	4.07%
North Sunset / North Sunset	19,517	43,048	120.57%	3.71%
Tualatin / Tigard	16,882	40,298	138.70%	3.47%
Hillsboro / North Sunset	9,538	20,020	109.90%	1.73%
Beaverton / Tualatin	7,548	12,406	64.36%	1.07%
Beaverton / Hillsboro	9,978	11,764	17.90%	1.01%
Tualatin / Scholls	1,922	4,394	128.62%	0.38%
Aloha / Helvetia	1,536	3,360	118.75%	0.29%
Aloha / Scholls	1,472	3,242	120.24%	0.28%
Hillsboro / Helvetia	2,030	2,742	35.07%	0.24%
North Sunset / Helvetia	2,034	2,450	20.45%	0.21%
Hillsboro / Scholls	828	2,244	171.01%	0.19%
Tigard / Scholls	1,700	2,036	19.76%	0.18%
Scholls / Scholls	1,544	1,586	2.72%	0.14%
Beaverton / Scholls	1,574	1,546	-1.78%	0.13%
Beaverton / Helvetia	612	730	19.28%	0.06%
North Sunset / Scholls	244	300	22.95%	0.03%
Helvetia / Helvetia	372	283	-23.92%	0.02%
Scholls / Helvetia	14	20	42.86%	0.00%
Subtotals ->	621,503	1,121,646	80.47%	96.67%
Percent of All Trips->	96.63%	96.67%		
ALL TRIPS ->	643,171	1,160,226	80.39%	100%

Table 1  
Long Distance Circumferential Trips Within The Study Area

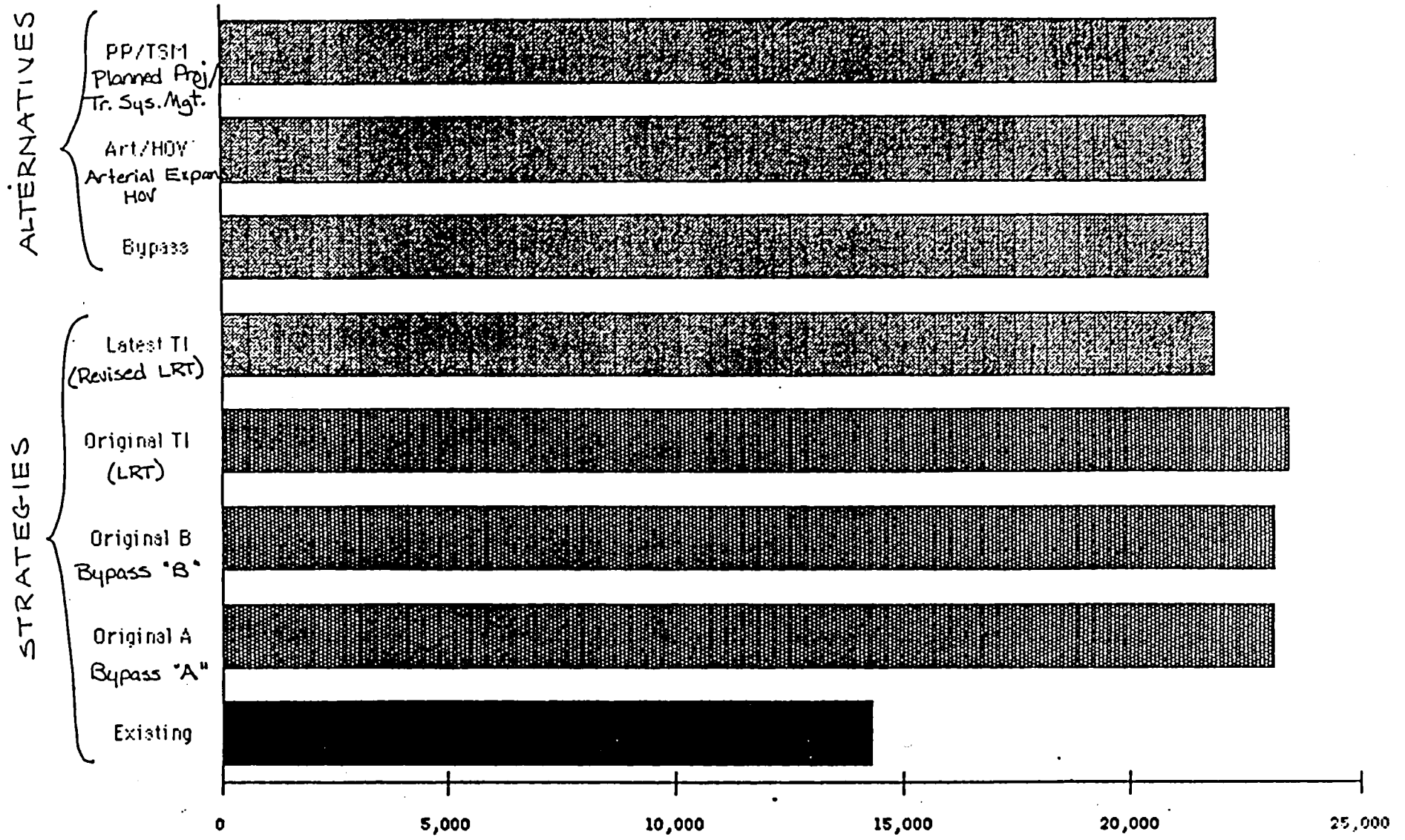
Rural Bypass Trips				
TRIP ENDPOINTS	1988 TRIPS	2010 TRIPS	PERCENT CHANGE	PERCENT OF ALL TRIPS IN 2010
Aloha / Tigard	11,986	22,478	87.54%	1.94%
Tigard / North Sunset	4,590	5,640	22.88%	0.49%
Aloha / Tualatin	2,008	5,624	180.08%	0.48%
Tualatin / Scholls	1,922	4,394	128.62%	0.38%
Aloha / Helvetia	1,536	3,360	118.75%	0.29%
Aloha / Scholls	1,472	3,242	120.24%	0.28%
Hillsboro / Helvetia	2,030	2,742	35.07%	0.24%
Hillsboro / Scholls	828	2,244	171.01%	0.19%
Hillsboro / Tigard	1,616	2,198	36.01%	0.19%
Scholls / Scholls	1,544	1,586	2.72%	0.14%
Tualatin / North Sunset	856	1,468	71.50%	0.13%
Hillsboro / Tualatin	500	1,006	101.20%	0.09%
North Sunset / Scholls	244	300	22.95%	0.03%
Tigard / Helvetia	90	122	35.56%	0.01%
Tualatin / Helvetia	22	44	100.00%	0.00%
Scholls / Helvetia	14	20	42.86%	0.00%
Subtotals ->	31,258	56,468	80.65%	4.87%
Percent of All Trips->	4.86%	4.87%		
Other Trips				
Aloha / Aloha	64,040	175,647	174.28%	15.14%
Beaverton / Beaverton	118,338	138,221	16.80%	11.91%
Hillsboro / Hillsboro	57,062	122,506	114.69%	10.56%
Beaverton / Aloha	76,718	118,816	54.87%	10.24%
Tualatin / Tualatin	30,106	79,530	164.17%	6.85%
Aloha / North Sunset	28,048	77,880	177.67%	6.71%
Aloha / Hillsboro	30,294	72,000	137.67%	6.21%
Beaverton / Tigard	55,202	70,432	27.59%	6.07%
Tigard / Tigard	45,830	66,897	45.97%	5.77%
Beaverton / North Sunset	36,520	47,248	29.38%	4.07%
North Sunset / North Sunset	19,517	43,048	120.57%	3.71%
Tualatin / Tigard	16,882	40,298	138.70%	3.47%
Hillsboro / North Sunset	9,538	20,020	109.90%	1.73%
Beaverton / Tualatin	7,548	12,406	64.36%	1.07%
Beaverton / Hillsboro	9,978	11,764	17.90%	1.01%
North Sunset / Helvetia	2,034	2,450	20.45%	0.21%
Tigard / Scholls	1,700	2,036	19.76%	0.18%
Beaverton / Scholls	1,574	1,546	-1.78%	0.13%
Beaverton / Helvetia	112	730	19.28%	0.06%
Helvetia / Helvetia	372	283	-23.92%	0.02%
Subtotals ->	611,913	1,103,758	80.38%	95.13%
Percent of All Trips->	95.14%	95.13%		
ALL TRIPS ->	643,171	1,160,226	80.39%	100%

Table 2  
Rural Bypass Trips Within The Study Area

ENDPOINT <--> ENDPOINT	SOPAN "Long Distance Circumferential"	POTENTIAL BYPASS TRIPS
West Linn (4) Beaverton (6)	534	
Tigard (7) North Sunset (13)	450	
Aloha (11) I-5 South (32)	436	436
West Linn (4) Aloha (11)	373	
Beaverton (6) Tual/Wils (8)	369	
Beaverton (6) I-5 South (32)	262	
Tual/Wils (8) Aloha (11)	206	206
West Linn (4) North Sunset (13)	184	
Tual/Wils (8) North Sunset (13)	142	142
North Sunset (13) I-5 South (32)	127	127
Tigard (7) Hillsboro (12)	101	101
West Linn (4) Hillsboro (12)	82	
Hillsboro (12) I-5 South (32)	74	74
North Sunset (13) 99W South (31)	43	43
Aloha (11) 99E South (33)	32	32
Tual/Wils (8) Hillsboro (12)	29	29
Beaverton (6) 99E South (33)	24	
Tigard (7) W Wash Co. (19)	24	24
Tigard (7) US 26 West (26)	20	
Aloha (11) Oregon 211 (34)	16	16
Aloha (11) Oregon 213 (35)	14	14
Beaverton (6) Oregon 211 (34)	12	
Tigard (7) Helvetia (14)	11	
Stafford (5) Beaverton (6)	10	
Beaverton (6) Oregon 213 (35)	10	
Tual/Wils (8) W Wash Co. (19)	10	10
North Sunset (13) 99E South (33)	9	9
Beaverton (6) Helvetia (14)	8	
Tigard (7) Wilson River (27)	8	8
West Linn (4) Helvetia (14)	7	
Helvetia (14) I-5 South (32)	7	7
Stafford (5) Aloha (11)	6	6
Tual/Wils (8) US 26 West (26)	6	6
Tigard (7) I-5 North (24)	5	
Stafford (5) North Sunset (13)	4	4
Tigard (7) US 30 North (25)	4	
Tual/Wils (8) Helvetia (14)	4	4
Scholls (9) North Sunset (13)	4	4
Hillsboro (12) 99E South (33)	4	4
North Sunset (13) Oregon 211 (34)	4	4
North Sunset (13) Oregon 213 (35)	4	4
Tual/Wils (8) Wilson River (27)	3	3
Hillsboro (12) Oregon 211 (34)	2	2
Hillsboro (12) Oregon 213 (35)	2	2
North Sunset (13) Oregon 219 South (30)	2	2
Stafford (5) Hillsboro (12)	1	1
<b>TOTAL TRIP COUNT ON 217 = 8666</b>		
COLUMN TOTALS -->	3689	1324
PERCENT OF TOTAL TRIP COUNT -->	42.57%	15.28%

Table 3  
Traffic Breakout for Oregon 217  
At PM Peak Hour

### Vehicle Hours of Travel (PM Peak)



# The Oregonian

Founded Dec. 4, 1850. Established as a daily Feb. 4, 1861. The Sunday Oregonian established Dec. 4, 1881. Published daily and Sunday by the Oregonian Publishing Co., 1320 S.W. Broadway, Portland, Oregon 97201

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PATRICK L. MARLTON, Circulation Director

SATURDAY, APRIL 4, 1992

## Keep light-rail study

*Proposal would stack the deck against light rail as an alternative to a westside-bypass highway*

**T**he solution to Washington County's congested roads may be to build a westside-bypass highway. Or it may be to improve existing roads. Or it may be to develop enhanced transit, including light rail.

All of those options deserve careful consideration. That is why the recent proposal by a state transportation consultant to drop study of building light rail along Oregon 217 is so distressing. The proposal stacks the deck against light rail.

The justifications given for dropping that light rail line from the Western Bypass Study are as snarled as Beaverton traffic.

Here's the argument: Building light rail in the Oregon 217 corridor is so far down on the list of regional light-rail priorities that it is unlikely it would be built in the 20-year period encompassed by the study. In addition, the westside-bypass study being conducted by 1,000 Friends of Oregon will look at light rail along Oregon 217 and will provide a better picture of its merits because the 1,000 Friends' study will factor in land-use changes.

What a perverse piece of circular reasoning!

Regional light-rail priorities are not set in stone. If light rail emerged as a better solution than building a

bypass highway, then in all likelihood that project would move higher on the regional agenda. Besides, there is no way to predict how many light-rail projects might be possible in the next 20 years because the new federal transportation act for the first time makes fully 50 percent of highway funds available for mass transit.

The argument that the state should turn over all study of a major bypass option to an independent group also strains credulity. The failure of state staff to study the light-rail option would make it virtually certain that light rail wouldn't be chosen. Besides, if 1,000 Friends' approach to the study is so much better than the state's, then why doesn't the state adopt the approach being used by 1,000 Friends?

The metropolitan area is under orders by the state to reduce the number of vehicle miles traveled in the region. At the same time the region must figure out how to accommodate 500,000 more people without damaging an already fragile airshed. Transit likely will play a vital role in reaching those two goals.

The bypass study's steering committee will make an important choice next week. It should turn down this proposal and ensure that light rail gets the consideration it deserves in the bypass study.



Engineers  
Planners  
Economists  
Scientists

Portland Office

June 29, 1992

PDX32425.A0

Steve Clark, Chairman  
99W Task Force  
City of Tigard  
13125 S.W. Hall Boulevard  
Tigard, Oregon 97223

Subject: Dartmouth Extension/Highway 217 Improvements

Dear Mr. Clark:

The task force has been reviewing and discussing ways of improving traffic circulation in and through the Tigard area. One of the plans submitted to you was prepared by Kittelson & Associates. This plan presents an alternative way of handling traffic through Tigard, and in particular it improves the capacity of Highway 99W by providing a parallel route.

The Kittelson plan proposes to construct an overcrossing, over Highway 217 midway between the 72nd Avenue interchange and the 99W interchange, by extending Dartmouth. The Dartmouth extension would then continue south and tie into Hall Boulevard. The Kittelson plan also proposes construction of an interface with Highway 217 via a collector/distributor (C/D) and interchange ramps at the new Dartmouth overcrossing. This does not connect directly to Highway 217 but rather to the C/D system.

On behalf of our client, we request that this alternative be given serious consideration, and that accommodations be made in the Oregon Department of Transportation (ODOT) design for the Phase I I-5/Highway 217 improvements, to allow its construction in the future. If accommodations are not made, the option of developing the C/D system later may be lost or become quite expensive.

We have prepared a preliminary cost comparison between the ODOT proposed improvements for 99W and Highway 217 and the alternative improvements presented in the Kittelson plan. The costs presented here are the relative costs of constructing the alternatives at a conceptual level (the actual costs of construction will vary).

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503.235.8000  
503.752.4271

503.235.2445 FAX  
503.752.0276 FAX



Steve Clark, Chairman

Page 2

June 29, 1992

PDX32425.A0

The costs prepared for this comparison include three major areas requiring improvements: (1) Highway 99W corridor from I-5 south to Commercial Street, (2) Highway 217 from the 72nd Avenue overcrossing north to the Greenburg interchange, and (3) the Dartmouth extension from I-5 south to Hall Boulevard.

### **Highway 99W Improvements**

Improvements proposed by ODOT include the Pfaffel Street to Commercial Street project (construction estimated by ODOT to be in the range of \$4.53 million). To handle the traffic projected for 99W, the section of 99W from I-5 to Pfaffel Street should also be improved. This would provide the missing link between the Pfaffel and I-5 improvements. We did not prepare a preliminary construction cost estimate for this section of the highway, but the cost will probably be in the same category as the Pfaffel to Commercial section. For comparison purposes, the cost of this section of the highway is assumed to be approximately \$4 million.

### **Highway 217 Improvements**

#### ***ODOT Plan***

ODOT is anticipating that Highway 217 will eventually be widened to six lanes, three in each direction. Auxiliary lanes will also be required between the on and off ramps, so there will be four lanes in each direction for certain portions of the highway. For estimation purposes, we assumed auxiliary lanes between:

- 72nd northbound on ramp and 99W off ramp
- 99W northbound on ramp and Greenburg Road off ramp
- Greenburg Road southbound on ramp and 99W off ramp
- 99W southbound on ramp and 72nd Avenue off ramp

We estimated that the cost to widen Highway 217 from 72nd Avenue north to Greenburg Road to a six-lane facility with auxiliary lanes would be in the range of \$7.6 million. This estimate included the assumption that the ramps and the 99W and Hall Boulevard overcrossings would be improved.

### *Hunziker St. Overcrossing*

One of the improvements proposed for the Kruse Way interchange included an overcrossing of Highway 217 for Hunziker Street. We estimate the cost to construct this overcrossing to be in the range of \$4.6 million. The Kittelson plan eliminated this connection because of impacts on the school and the proximity of the intersections along 72nd Avenue.

### *Kittelson Plan*

The Kittelson plan proposes construction of a C/D system rather than widening of the existing two-lane facility.

We estimated the cost to add a C/D system to Highway 217 from 72nd Avenue north to Greenburg Road to be in the range of \$10 million; we assumed that the 99W interchange ramps would be reconstructed as shown in the alternative presented in the Kittelson plan and that accommodations would be made for the I-5/Kruse Way improvements at 72nd Avenue. This cost does not include the interface ramps from Dartmouth to the C/D. This cost is included in the Dartmouth section.

### **Dartmouth Improvements**

#### *Dartmouth Extension*

A local improvement district (LID) is currently being prepared to widen Dartmouth to three lanes. The cost presented here does not include the LID project, but money has been included to widen Dartmouth to five lanes. The Dartmouth cost also includes the structure over Highway 217 and the extension south to Hall Boulevard. We estimated the cost to construct the Dartmouth extension to be in the range of \$8.4 million.

#### *Dartmouth Interface Ramps*

These improvements include the on and off ramps from Dartmouth to the C/D system being proposed in the Kittelson plan for Highway 217. The estimated cost to construct these ramps is in the range of \$2.5 million.

The costs presented herein do not include such items as right-of-way acquisition or wetland mitigation. These costs will affect the overall cost of the projects and should be included

before funding strategies are developed. However, because current information to estimate these costs is insufficient, the comparison will focus on the construction cost only.

Costs for ODOT's proposed improvements:

99W - Pfaffel to Commercial	\$4,530,000
99W - I-5 to Pfaffel	4,000,000
Highway 217	7,600,000
Hunziker	<u>4,600,000</u>
Total	\$20,730,000

Costs for Kittelson's proposed plan:

Highway 217	\$10,000,000
Dartmouth extension	8,400,000
Dartmouth interchange	<u>2,600,000</u>
Total	\$21,000,000

This comparison shows that construction of the Dartmouth extension and the Highway 217 interface is in the same cost range as construction of the improvements proposed by ODOT.

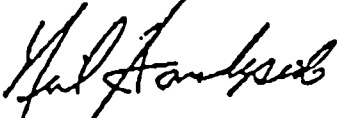
One factor not shown is a comparison of the impacts on businesses and traffic during and after construction. ODOT's proposed improvements along the 99W corridor will have a significant impact on the businesses and the traffic. With the Kittelson plan there will be little disruption of the existing traffic, and the impacts on businesses will be reduced. Eliminating the overcrossing from Hunziker to 72nd Avenue can reduce the impacts on the school adjacent to Highway 217.

Steve Clark, Chairman  
Page 5  
June 29, 1992  
PDX32425.A0

This information is presented to assist you when reviewing alternatives and deciding on the best transportation system for the Tigard area. If you have any questions or concerns, please call me at 235-5000.

Sincerely,

CH2M HILL



Neil Handyside  
Project Manager

July 8, 1992

DEPARTMENT OF  
TRANSPORTATION

HIGHWAY DIVISION

Region 1

FILE CODE:

**Meeky Blizzard**  
Executive Coordinator  
STOP  
15405 S.W. 116th Avenue #202B  
Tigard, Oregon 97224-2600

Please refer to your letter of June 19, 1992, regarding the STOP modeling request presented at the May Western Bypass Study Advisory Committee meetings.

You asked for a response to several statements that may have been taken out of context. I also hope I can clear up the confusion you expressed with the study process.

First, you stated that I feel STOP's request at the committee meetings was "irrelevant" and "impossible to honor". I felt I responded in a very positive manner and, in fact, agreed to evaluate STOP's request and present it to the project committees for discussion. The study team met to review ways to respond to the request shortly after the May meeting and requested data from Metro on June 5, 1992. As I stated at the May CAC meeting, this data and analysis will be presented at the August committee meetings.

I understand that STOP has been working with a private individual to acquire additional information from Metro. If your request was that data be provided for STOP's use and analysis and not for purposes of the study, you can make this request directly to Metro as has occurred. If your request was to develop data that will be analyzed and used in the ODOT study, that information will be provided at the August meeting.

In response to my request to discuss STOP's proposals with ODOT staff prior to presenting them at the committee meetings, you indicate that this was done. In fact, Dave Stewart called Bill Ciz on May 18 to request that additional modeling be done and presented at the June open houses. Bill pointed out the similarity to the arterial expansion



9002 SE McLoughlin  
Milwaukie, OR 97222  
(503) 653-3090  
FAX (503) 653-3267

alternative and suggested that Dave present the request at the CAC meeting for discussion by the committee May 20, 1992. The correct procedure would be for STOP's CAC member to present the request and the committee to discuss and make a recommendation. This did, in fact, happen at the CAC meeting and the CAC members expanded STOP's request to address other concerns as well. Although we try to be as responsive as possible to requests from the public, two day's notice is not sufficient to respond, especially considering the heavy work load of my staff in preparing for committee meetings and the open houses.

Your "eye-opening" discussion with Bill on June 17 related to the fact that there may need to be some highway improvements, such as curve reduction, shoulder widening and minor realignments, added in the rural area in the Arterial Expansion and TSM alternatives to handle the increased use of these roadways. This was raised by Mary Tobias at the CAC meeting and is something the study team has not looked at but will, based on the discussions of the TAC and CAC.

Lastly, you express confusion on how STOP can effectively be involved in the study. STOP has a representative on the Citizens Advisory Committee specifically to bring STOP's ideas and concerns formally into the study. We have tried to rely on STOP's representative Dave Stewart, to present ideas and requests from you and other STOP members to the CAC and the study team for discussions and action. We have also offered to meet with you at any time if you have questions or suggestions that you do not feel can be adequately addressed through Dave's involvement.

I hope this letter addresses your concerns. If you have any additional questions, please call me or Bill Ciz.



Michal Wert  
Project Development Manager

MW:BC:po

**cc: Western Bypass Study Committee Members  
Don Forbes, Director, ODOT  
Michael Hollem, Chair, Oregon Transportation Commission  
Steve Korson, Governor's Office  
Metro Council  
TPAC Members  
JPACT Members  
Washington County Board of Commissioners  
CPO Chairs, Washington County  
Senator Bob Shoemaker  
Senator Dick Springer  
STOP Board Members**

**mbmw0624.e**

JUL 23 1992

July 14, 1992

Metropolitan Service District  
Transportation Policy Alternatives Committee  
2000 S W First Av, Portland, Oregon 97201

Attention Andy Cotugno, Chairperson

This statement pertains to your committee's July 13 session which rubber stamped recommendation to drop two alternatives for meeting circumferential transport needs in S E Washington County, and ostensibly, for curtailing dependence on single-occupant automobiles. More specifically, it concerns the only alternative contemplating use of railway technology.

If Ted Spence recommended that TPAC ought instead to ponder *more* alternatives, as I understood him to say, he's to be commended. He did mention the until-now-ignored proposal of which the Oregon Association of Railway Passengers submitted copies many months ago.

Auditing sessions of your committee and of other public bodies, and reading their handouts create a strong impression. Impression is that administrators of agencies involved set up an expendable road-only plan, so that when they/you discard the only plan using railway technology, as ordained from the outset, you can profess impartiality by pointing to the shelved road plan.

The woman from OrDOT argued that retained alternatives provide for transit by citing busses. That is a sophistry: Busses are commercial vehicles on roads, just as trucks are. To my knowledge, no one ever has excluded commercial vehicles from Oregon highways. The alternatives you retain will do nothing to curtail excessive dependence on private automobiles. When road agencies propose high-occupancy vehicle lanes, they're always additional pavement--which they *can*, and sooner or later likely *will* devote to unrestricted roadway purposes.

Purported "study" of the viability of railway passenger service parallelling highway 217 loaded it down with cost by predicating an entirely new electric railway. As you ought to know, electrification alone costs about as much as the earthwork, tracklaying, and other costs of building a non-electrified railway.


Not even that lesser cost need be encountered to link Hillsboro, Beaverton, Tigard, Tualatin, and Sherwood with railway passenger service. As also you must know from information made thoroughly available to you, track useful for the purpose already exists, and can be acquired for far less than the cost to replicate it. On that track, with little modification, cars with self-contained propulsion can satisfactorily handle traffic.



Implication that in the future ODOT might favor a railway along highway 217 is a mockery. As long as ODOT remains an agency to promote roads (and the sale and use of automotive vehicles) and other traditional proteges of public works programs, it will remain antagonistic to railway construction and to railway use.

By using busses instead of cars, a passenger transport entity *almost* entirely avoids paying for the infrastructure it requires. Public agencies such as Tri-Met *completely* avoid payment. Willingness of your Tri-Met participant to drop the rail alternative is for that reason understandable. That vote should be discounted.

We would welcome a good-faith study.

  
Kenneth McFarling  
7417 S E 20th Av, 97202-6213

Meeting Date: September 10, 1992  
Agenda Item No. 7.3

RESOLUTION NO. 92-1665A



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503.221-1646

# Memorandum

**DATE:** September 4, 1992

**TO:** Metro Council  
Executive Officer  
Interested Persons

**FROM:** Paulette Allen, Clerk of the Council

**RE:** AGENDA ITEM NO. 7.3; RESOLUTION NO. 92-1665A

The Finance Committee report on Resolution No. 92-1665A will be distributed in advance to Councilors and available at the Council meeting September 10, 1992.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF EXPRESSING	)	RESOLUTION NO. 92-1665A
METROPOLITAN SERVICE DISTRICT'S	)	
INTENTION TO REIMBURSE CERTAIN	)	Introduced by Rena Cusma,
EXPENSES RELATED TO THE GREENSPACES	)	Executive Officer
PROGRAM FROM THE SALE OF GENERAL	)	
OBLIGATION BONDS	)	

WHEREAS, The Metropolitan Service District ("Metro") is currently in the processing of seeking voter approval to issue \$200,000,000 in aggregate principal amount of general obligation bonds (the "Bond") to finance the acquisition of land and interests in land to be incorporated into a regional parks, open space and recreational facilities system (the "Greenspaces Program"); and

WHEREAS, The total land acquisition costs of the Greenspaces Program is currently estimated to be in excess of \$200,000,000; and

WHEREAS, Metro has already incurred preliminary expenditures relating to design, planning and feasibility of the Greenspaces Program, all within the mean of Treasury Regulations §1.103-18(i)(2), and will continue to incur from time to time additional costs of the Greenspaces Program (such preliminary expenditures together with such other costs of the Greenspaces Program incurred and paid prior to the issuance of the Bonds being herein collectively called the "Pre-Issuance Expenditures"); and

WHEREAS, In accordance with the Greenspaces Program planned budget and Metro's operating budget to the fullest extent practicable, the Pre-Issuance Expenditures will ultimately be financed out of the proceeds of the Bonds as and when such Bonds are issued; and

WHEREAS, Pending the issuance of, and the availability of the proceeds derived from sale of, the Bonds, the Pre-Issuance Expenditures have been and will be paid on an

interim basis out of moneys which, in accordance with Metro's budget and budgetary practices, are not and will not be available on a long-term basis to pay such costs (the "Advances"), with the expectation and intent that, to the fullest extent practicable, Metro will be reimbursed for all such Advances out of the proceeds of the Bonds as and when the same are issued; now therefore,

BE IT RESOLVED,

1. The Council hereby declares its intent to finance all Pre-issuance Costs out of the proceeds of the Bonds as and when the same are issued, and to reimburse itself out of the proceeds of the Bonds for all Advances made for the purpose of paying on an interim basis all Pre-issuance Costs, except for those budgeted Advances for Planning Department staff and staff support costs paid by Metro excise tax or federal grants. The Metro Council acknowledges that such reimbursement from Bond proceeds may be made only to the extent that all other applicable requirements of Treasury Regulation §1.103-18 are met with respect to the Bonds, the Pre-issuance Costs, the sources of fund used to make the Advances and such reimbursement from Bond proceeds, but intends, and, with the exception of the Planning Department staff and staff support costs specifically mentioned above, hereby directs all Metro officials and personnel, to take such lawful actions as may be necessary or appropriate in order to ensure that the Advances may be reimbursed from Bond proceeds to the fullest extent permitted by law.

2. This resolution is intended to constitute an official declaration on the part of Metro to reimburse itself out of the proceeds of the Bonds for all Advances made to pay Pre-issuance Costs, all within the meaning of and pursuant to Treasury Regulation §1.103-18.

3. Within 30 days after the date of adoption of this resolution, the Clerk of the Council shall make a certified copy hereof available for public inspection at the office of the Clerk of the Metro Council at 2000 S.W. First, Portland, Oregon 97201, and shall keep a such certified copy available for public inspection at said office until all Bonds have been issued.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_  
day of \_\_, 1992.

\_\_\_\_\_  
Jim Gardner, Presiding Officer

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF EXPRESSING	)	RESOLUTION NO. 92-1665
METROPOLITAN SERVICE DISTRICT'S	)	
INTENTION TO REIMBURSE CERTAIN	)	Introduced by Rena Cusma,
EXPENSES RELATED TO THE GREENSPACES	)	Executive Officer
PROGRAM FROM THE SALE OF GENERAL	)	
OBLIGATION BONDS	)	

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WHEREAS, In accordance with the Greenspaces Program planned budget and Metro's operating budget to the fullest extent practicable, the Pre-Issuance Expenditures will ultimately be financed out of the proceeds of the Bonds as and when such Bonds are issued; and

WHEREAS, Pending the issuance of, and the availability of the proceeds derived from sale of, the Bonds, the Pre-Issuance Expenditures have been and will be paid on an interim basis out of moneys which, in accordance with Metro's budget and budgetary practices, are not and will not be available on a long-term basis to pay such costs (the "Advances"), with the expectation and intent that, to the fullest extent practicable, Metro will be reimbursed for all such Advances out of the proceeds of the Bonds as and when the same are issued; now therefore,

BE IT RESOLVED,

1. The Council hereby declares its intent to finance all Pre-issuance Costs out of the proceeds of the Bonds as and when the same are issued, and to reimburse itself out of the proceeds of the Bonds for all Advances made for the purpose of paying on an interim basis all Pre-issuance Costs. The Metro Council acknowledges that such reimbursement from Bond proceeds may be made only to the extent that all other applicable requirements of Treasury Regulation §1.103-18 are met with respect to the Bonds, the Pre-issuance Costs, the sources of fund used to make the Advances and such reimbursement from Bond proceeds, but intends, and hereby directs all Metro officials and personnel, to take such lawful actions as may be necessary or appropriate in order to ensure that the Advances may be reimbursed from Bond proceeds to the fullest extent permitted by law.

2. This resolution is intended to constitute an official declaration on the part of Metro to reimburse itself out of the



proceeds of the Bonds for all Advances made to pay Pre-issuance Costs, all within the meaning of and pursuant to Treasury Regulation §1.103-18.

3. Within 30 days after the date of adoption of this resolution, the Clerk of the Council shall make a certified copy hereof available for public inspection at the office of the Clerk of the Metro Council at 2000 S.W. First, Portland, Oregon 97201, and shall keep a such certified copy available for public inspection at said office until all Bonds have been issued.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

---

Jim Gardner, Presiding Officer

**STAFF REPORT**

**CONSIDERATION OF RESOLUTION NO. 92-1665 FOR THE PURPOSE OF EXPRESSING METROPOLITAN SERVICE DISTRICT'S INTENTION TO REIMBURSE CERTAIN EXPENSES RELATED TO THE GREENSPACES PROGRAM FROM THE SALE OF GENERAL OBLIGATION BONDS**

---

Date: August 10, 1992

Presented by: Jennifer Sims

Metro has passed Resolution No. 92-1639 which allows Metro to submit to the qualified voters of the District questions of contracting a general obligation bond indebtedness in the amount of \$200 million and authorization to proceed with the financing, acquisition, development, operation and maintenance of a regional system of greenspaces.

It is likely that Metro will incur certain costs related to the potential financing that would appropriately be reimbursed by bond proceeds. To ensure the eligibility of these costs for reimbursement under federal regulations, it is necessary for Metro to formally declare its intention to reimburse these expenses from the proceeds of the borrowing.

These expenditures are not expected to have any budgetary impact because they are associated with the issuance of bonds and would be incurred in the same year as the bonds are issued. Under Oregon budget law such expenditures are exempt from treatment under the budget.

Resolution No. 92-1665 accomplishes this formal declaration.

**EXECUTIVE OFFICER'S RECOMMENDATION**

The Executive Officer recommends adoption of Resolution No. 92-1665.

STOEL RIVES BOLEY  
JONES & GREY

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Writer's Direct Dial Number

RECEIVED

AUG 25 1992

Metro Risk  
Management Div.

(503) 294-9838

Tuesday, August 25, 1992

Jennifer Sims, Director of Finance and Administration  
Chris Sherer, Financial Planning Manager  
Metropolitan Service District  
2000 SW First  
Portland, Oregon 97201

Re: Reimbursement Resolution for Green Spaces Bond Issue

Gentlepersons:

I am writing for the purpose of responding to certain questions that have been raised in connection with the so-called "reimbursement resolution" (the "Resolution") that has been forwarded to you for Council action in connection with the proposed general obligation bond financing (the "Bonds") for Metro's Green Spaces Program (the "Program").

The need for the Resolution arises under IRS Regulations which impose a number of requirements and conditions that must be met in order for Metro be able to reimburse itself out of Bond proceeds for most types of Program expenditures paid prior to the date of issuance of the Bonds. One of the most important requirements is that Metro have formally declared its intent to reimburse such pre-issuance expenditures *prior* to the time such expenditures are made. The Resolution is drafted to meet the requirements of the Regulations with respect to this formal declaration of intent to reimburse. With only limited exceptions, Program expenditures paid prior to adoption of the Resolution may not be reimbursed out of Bond proceeds.

The only exception to this requirement that is likely to be applicable in the present case is that which allows for reimbursement out of Bond proceeds for "preliminary expenditures" such as architectural, engineering, surveying, soil testing and Bond issuance costs that are properly charged and accounted for as part of the Program's capital costs. This is a somewhat limited category of expenditures that does not include items such as costs for land acquisition, site preparation or other costs incident to the construction of improvements.

It may be tempting for Metro to defer adopting the Resolution at this point in time on grounds that the only Program expenditures currently being made are those which qualify as "preliminary expenditures". However, experience has shown that the line between those

expenditures which qualify as "preliminary expenditures" and those which do not is often crossed before anyone cognizant of the issue under the Regulations becomes aware that the expenditure has been made. The result is to preclude reimbursement for significant items which would otherwise qualify had an appropriate resolution been adopted. It is with this in mind that I renew my previous recommendation that Council undertake to adopt the Resolution at the earliest possible time.

It should be noted that adoption of the Resolution does not commit Metro to reimburse any pre-issuance expenditures if the voters approve the Bonds, but merely permits it to do so *if otherwise permissible under applicable law*. I stress the latter phrase in order to draw attention the fact that there are a number of other legal requirements that must be met in order for Bond proceeds to be used to reimburse Metro for pre-issuance expenditures. For example:

(1) Under the Regulations, the expenditures must constitute "capital expenditures" under federal tax accounting principles.

(2) Ballot Measure 5 limits the use of general obligation bond proceeds to "capital construction or improvements". Thus, Bond proceeds could not be used for non-capital expenditures even if the Regulations were silent on this point.

(3) Under State law, the particular expenditure must be of the type contemplated by the Ballot Measure to be financed out of the Bonds. For example, the Ballot Measure expressly states that Bond proceeds will not be used to "pay for operation and maintenance", and hence pre-issuance expenditures for such purposes could not be reimbursed in any event.

In general, these other legal requirements are designed to ensure that the Bond proceeds are used for legitimate Program purposes contemplated by the voters in authorizing the issuance of the Bonds. In no event could reimbursement be used as a device to divert Bond proceeds for use for operating purposes, as a supplement to Metro's General Fund revenues or other purposes not legitimately related to the capital costs of the Program.

I hope the forgoing adequately responds to the questions that have been raised concerning the need for Council to adopt the Resolution and the legal consequences of its adoption. If I can be of any further assistance in this matter, please call.

*Sincerely,*

Stoel Rives Boley Jones & Grey,

By:   
Edw. D. Einowski

cc: Dan Cooper  
Barbara Novak



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

**DATE:** August 27, 1992

**TO:** Council Finance Committee

**FROM:** Jennifer Sims, <sup>JS</sup> Director of Finance and Management Information

**RE:** Reimbursement Resolution for Greenspaces Bond Issue

The requested letter from Metro's Bond Counsel, Ed Einowski, is attached. The Committee made two inquiries of Mr. Einowski. First, in regard to the time frame for adoption of the reimbursement resolution, he continues to urge adoption at the earliest possible time. The second matter concerned the eligibility of planning expenses for reimbursement and the allowed uses of reimbursed funds. The second page of the letter provides clarification on these points. Mr. Einowski's most salient point is, "In no event could reimbursement be used as a device to divert bond proceeds for use for operating purposes..."

I understand the resolution will be rescheduled for reconsideration at the Committee's September 3, meeting. I will be available then for further discussion, or you may call sooner if you have additional questions.

JS:kc  
Attachment

c:\wp51\karen\js-memos\council.js

cc: Rena Cusma, Executive Officer  
Don Carlson, Council Administrator  
Dan Cooper, General Counsel

Council  
9/10/92  
7.1 & 7.2

# WESTERN BYPASS STUDY

Oregon Department of Transportation

## STRATEGIES

## ALTERNATIVES



### No-Build

- ◆ Building Westside Light Rail (to 185th Avenue).
- ◆ Expanding "feeder" bus service to support light rail.
- ◆ A variety of roadway improvements (see map).

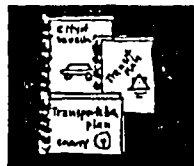


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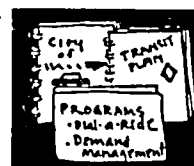
## Build Strategies

## Build Alternatives



### Common Improvements

This "incremental approach" includes roadway and transit improvements that are not yet funded, but likely to be built by 2010. Included in every strategy except the No-Build.



### Transportation System Mgmt.(TSM)/Planned Projects

- ◆ Extending Westside Light Rail from 185th Avenue to Hillsboro.
- ◆ Expanding Hwy. 217 to three lanes in each direction.
- ◆ Expanding Beef Bend Road to Elsner Road.
- ◆ Expanding Murray Blvd. to Hwy. 99W (one lane in each direction, plus a center left-turn lane).
- ◆ Improving various intersections.



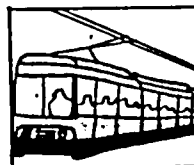
### Arterial Expansion

- ◆ Hwy. 217 to eight general purpose lanes
- ◆ Murray Blvd. to six lanes (Hwy. 26 to Old Scholls Ferry Rd.)
- ◆ Murray Blvd. (four lanes) extended to Hwy. 99W near McDonald St.
- ◆ Durham and Tualatin Rds. to four lanes
- ◆ Hwy. 99W to six lanes (Tualatin Rd. to Commercial St.)
- ◆ TV Hwy. to six lanes (Hillsboro to Murray Blvd.)
- ◆ Farmington Rd. to six lanes (Hwy. 217 to Murray Blvd.)
- ◆ Baseline & Jenkins Rds. to four lanes (Hillsboro to Murray)
- ◆ Walker Rd. to four lanes (Cornell Rd. to 158th)



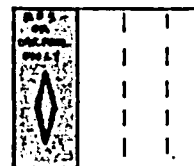
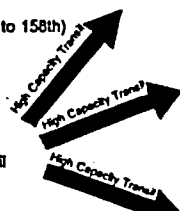
### Arterial Expansion/HOV Express

- The *arterial expansion* elements:
- ◆ Expanding Hwy. 217 to four lanes in each direction.
  - ◆ Extending Murray Blvd. beyond Old Scholls Ferry Rd. to I-5 at a location between Bonita Rd. and Carman Dr.
  - ◆ Building a new expressway from I-5 to Hwy. 99W in the Tualatin-Sherwood area.
  - ◆ Expanding Hwy. 99W to six lanes from Bull Mtn. Rd. to I-5.
- The *express* elements:
- ◆ Making one of Hwy. 217's four lanes an "express" lane.



### Transit Intensive (Light Rail)

- ◆ Light rail along Hwy. 217 corridor
- ◆ Light rail along Barbur Blvd. corridor
- ◆ Expanded bus service to feed light rail



### Transit (HOV)/Arterial Expansion

- ◆ Widening Hwy. 217 to six general purpose lanes
- ◆ Additional carpool/express bus lane (HOV lane)
- ◆ Durham and Tualatin Rds. to four lanes
- ◆ Hwy. 99W and Farmington Rd. to six lanes
- ◆ Murray Blvd. to six lanes (Hwy. 26 to Old Scholls Ferry Rd.)
- ◆ Murray Blvd. (four lanes) extended to Hwy. 99W near McDonald St.
- ◆ Expanded bus service



### Bypass

- ◆ Building new four-lane, limited access highway from I-5 to Hwy. 26.
- ◆ Adding express bus service on Hwy. 217.
- ◆ Expanding supporting "feeder" bus service.
- ◆ Giving transit & HOV's preferred access on Hwy. 217 ramps.



### Bypass

- Four-lane, limited access highway in one of two broad corridor options. Both options include:
- ◆ A common southern connection with I-5 (between I-205 and Wilsonville) and corridor to Hwy. 99W
  - ◆ Hwy. 217 to six general purpose lanes

The options differ as follows:

- ◆ Option A connects with Hwy. 26 east of Hillsboro at the Cornelius Pass or 185th interchange
- ◆ Option B connects with Hwy. 26 west of Hillsboro at North Plains

CAR - RT SORT  
Postal Customer

# WESTERN BYPASS STUDY

Oregon Department of Transportation

June 1992

By the year 2010, Highway 217 will be badly congested. So will most of the other main roads that we use for travelling north or south in Washington County or "circumferentially" (such as travelling from Tualatin to Hillsboro).

The Western Bypass Study is looking at how we as a community want to solve those problems — and how the solutions may then affect our community.

## Open Houses To Present Four Alternatives

The Western Bypass Study has now identified a set of alternatives that could help improve north-south travel within the study area (see maps inside). Each alternative includes a combination of roadway and transit improvements, along with programs that would reduce the automobile demand on our transportation systems. The alternatives were developed to meet the combination of major travel needs we see today and expect in the future — transit, private automobile, commercial and other.

The Alternatives are:

- No-Build
- Transportation System Management (TSM)/Planned Projects
- Arterial Expansion/High-Occupancy Vehicle (HOV) Express
- Bypass

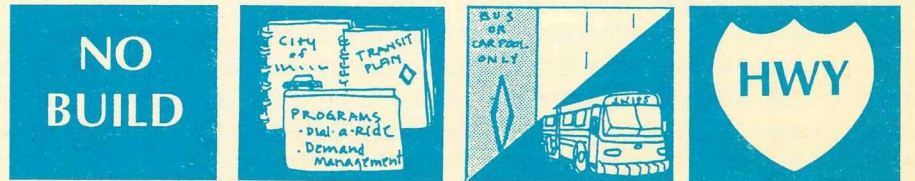
## How Will Each Alternative Affect Travel?

The current phase of the Western Bypass Study is focusing on that question. To do that, we are looking at traffic congestion, diversion of traffic to smaller streets, accessibility, safety, flexibility and reliance on the single-occupancy vehicle (one person per car). This newsletter briefly discusses how each alternative affects traffic.

## What About Environmental, Neighborhood and Economic Impacts?

Good question! Even the best solution for traffic problems may not be acceptable because of its impacts on people or the environment. That's why the next step will be to prepare a draft environmental impact statement (DEIS) on all of the alternatives. That process should begin this Fall, after we are through analyzing the traffic impacts.

**Before we move on to the environmental impact statement process, we want your opinion.**



## What is the Western Bypass Study?

In early 1990, the Western Bypass Study began to investigate how a "bypass" (new highway from I-5 to Hwy. 26) or alternatives to a bypass would help solve one of the congestion problems in SW Washington County — north-south and circumferential travel.

Over the past two years, the Study has:

- Worked to better define the north-south transportation problems
- Established goals and objectives, and evaluation criteria that echo community concerns
- Sorted through a wide range of potential transportation strategies

Through this effort, the study has identified four potential solutions — or "alternatives." This newsletter describes those alternatives and briefly discusses how each would affect travel. The next major step will be to study how each alternative would affect the environment, the community, and our pocketbooks.

The Oregon Department of Transportation (ODOT) is leading the study in cooperation with Washington County, eight cities, and Metro. For each major decision along the way, ODOT has worked with advisory committees that include a range of citizen interests and key agencies (see back page).

ODOT has also held six open houses and public workshops, issued six newsletters, used news releases and advertising to inform the public through the news media, and met with numerous neighborhood associations and other groups.

## OPEN HOUSES

Come to an open house! Learn more about the alternatives and how they will affect travel by the year 2010. ODOT and their consulting team will be on hand to explain the alternatives in more detail and answer your questions. **And we want your opinions before we begin the next step — the environmental impact study.**

### June 9, 1992

4 - 8 pm  
Beaverton City Hall  
Council Chambers  
4755 SW Griffith Dr.

(Across Beaverton-Hillsdale Hwy. from Fred Meyer, use main entrance)

### June 16, 1992

5 - 9 pm  
Five Oaks School  
Library  
1600 NW 173rd Ave.

(From Hwy. 26, 173rd is between the Cornell & 185th Ave. exits, on Cornell Rd., entrance is on south side of school)

### June 18, 1992

5 - 9 pm  
Tualatin Presbyterian Church  
Sanctuary  
9230 SW Siletz Dr.

(South of Tualatin, just off of Boones Ferry Rd.)

# What Are The Alternatives?

The Western Bypass Study has been working for two years to identify potential solutions to the area's north-south travel problems. We're still over a year away from selecting one preferred alternative (see the schedule on back).

Right now we're evaluating a set of four alternatives. Those alternatives are described below.

Currently, the study is evaluating how the alternatives would affect travel by the year 2010, according to the following travel related objectives.

**Reduce Congestion:** Measured by a combination of how long vehicles spend on congested roads and how many hours (cumulatively) it takes vehicles to travel during the afternoon peak traffic hour.

**Reduce "Through-Traffic" Diversion to Rural and Residential Streets:** Measured by how an alternative diverts traffic from smaller roads to freeways and principal arterials.

**Improve Access To, From and Within Study Area:** Defined by the percent of study area within a reasonable travel time to employment, employees and customers, and shopping.

## NO BUILD

### No-Build Alternative

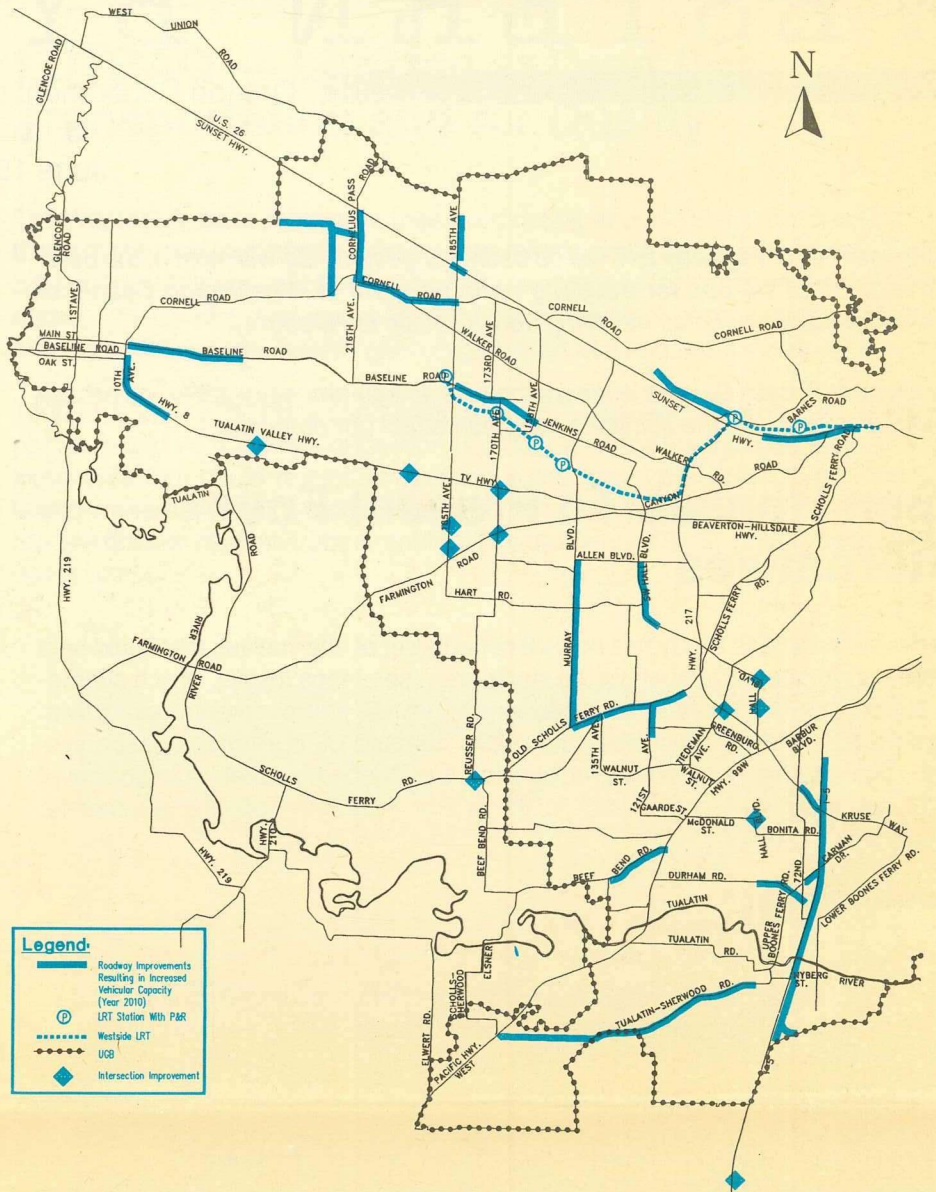
Most studies have a "no action" alternative. In fact, at times, it may be the best alternative. But the no-action alternative serves a useful function even if it is not chosen. It outlines what will happen if an "action" alternative is *not* chosen. So, from that starting point, we have something with which to compare the results of the other alternatives. In the Western Bypass Study, the no-action alternative is called the "No-Build" Alternative.

This alternative was defined early in the study process and includes the roadway and transit systems that are in place now, plus the planned improvements that already *have committed funding*:

- Building Westside Light Rail to 185th Avenue.
- Expanding "feeder" bus service to support light rail.
- A variety of roadway improvements (see map).

#### How Will This Alternative Affect Travel?

By the year 2010, population in the study area will increase by 60% (about 148,000 more people) and employment by 73%. Accordingly, there will be a 66% increase in the number of vehicle trips (to a total of 1.1 million per day) and serious congestion in and between the northeast and southeast portions of the study area. Traffic on residential and rural roads will increase, as will the potential for accidents. This alternative will not reduce reliance on the SOV (single-occupancy vehicle — a car with only one person).



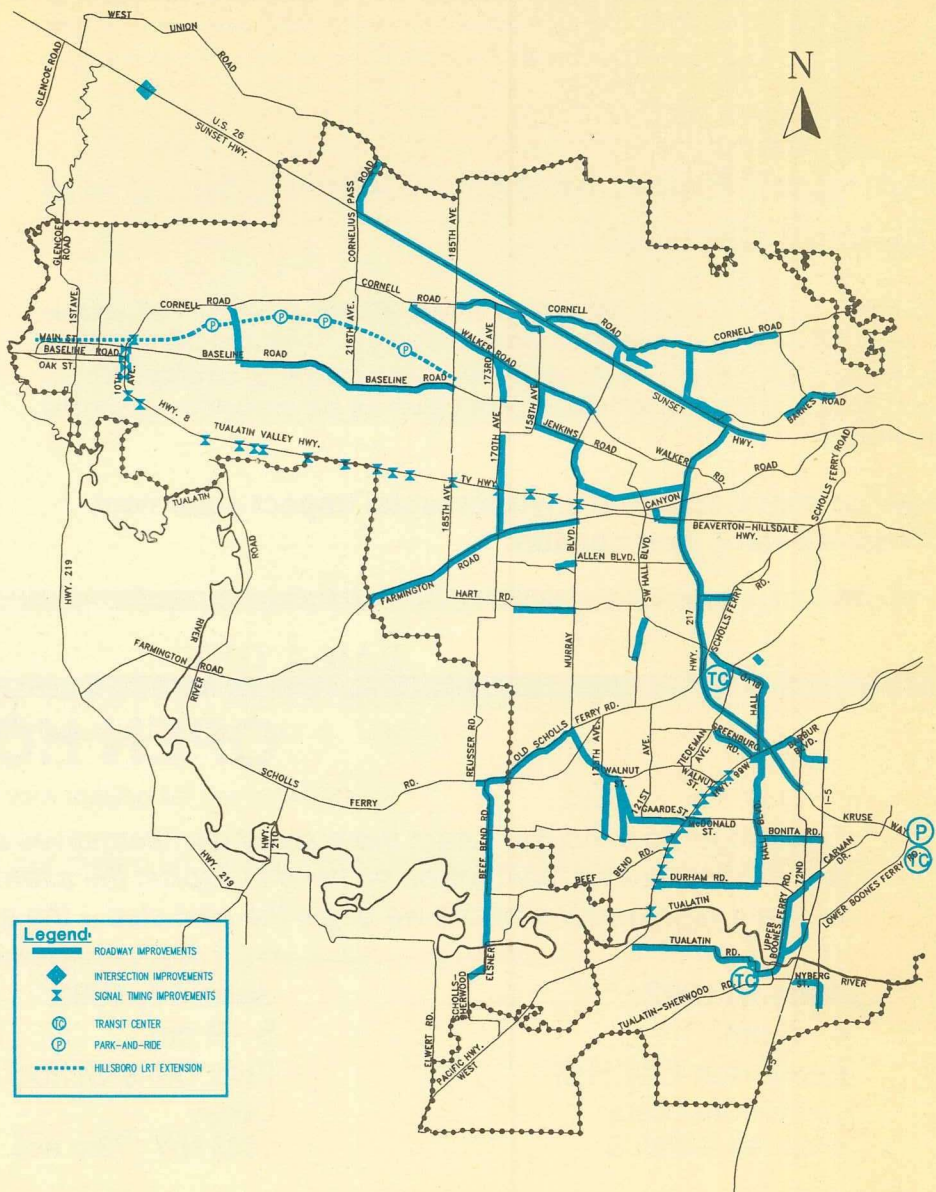
### Transportation System Management (TSM)/Planned Projects Alternative

This alternative tries to make the best use of existing roadways and transit services, and whatever *planned improvements* are being actively pursued by local, state and regional agencies. This may sound similar to the No-Build Alternative, but the difference is that these planned projects do not yet have approved funding. It's likely they'll be in place by 2010, but not absolutely guaranteed. This alternative includes:

- Extending Westside Light Rail from 185th Avenue to Hillsboro.
- Expanding Hwy. 217 to three lanes in each direction.
- Extending Beef Bend Road to Elsner Road.
- Extending Murray Blvd. to Hwy. 99W (one lane in each direction, plus a center left-turn lane).
- Improving various intersections.
- **Transportation Demand Management (TDM)** — programs and methods to reduce automobile travel.
- **Demand Responsive Transit (DRT)** — a kind of "dial a ride" service where riders can call Tri-Met to have a vehicle pick them up and deliver them to a bus line or their destination.
- And includes all projects in the No-Build Alternative.

#### How Will This Alternative Affect Travel?

This alternative is more effective than the No-Build in reducing congestion and diverting traffic from rural and residential streets. It provides some congestion relief, especially on Hwy. 217. It also has the highest rate of projected transit use, primarily because of a "demand responsive transitive" (DRT) program that serves the study area's suburban-to-suburban trip patterns. North-south roadway capacity would be increased by 30%.





**Improve Safety:** Measured by a combination of congestion, overall miles travelled, and through-traffic diversion factors.

**Improve Flexibility to Meet Future Needs:** Defined as the ability to expand to meet future needs, but also the ability to adapt to changing conditions and mode (car, bus, etc.) choices.

**Reduce Reliance on Single-Occupancy Vehicle (SOV):** Measured by the effect that transit service, and other components of the alternatives have on shifting the mode of travel from "one-person-per-car" to carpooling or transit use.

As mentioned on the front page, **the environmental review of the alternatives comes next.** Before we

begin this effort, we need to "freeze" the definition of the alternatives. That's why we're asking for **your input now** (at the June Open Houses). The study advisory committees will meet in July to give their input. Then we move on to that next step — the draft environmental impact statement.



## Arterial Expansion/ High-Occupancy Vehicle (HOV) Express Alternative

Quite a mouthful! And, as the name may indicate, this alternative is more complicated to explain. The concept is fairly simple — expand existing roads and add a transit service that can move large numbers of people at a relatively high speed. But this overall concept has quite a few specific components. To make it a little easier to understand, we've described the alternative in three categories:

**The arterial expansion elements** of the alternative would expand or connect some of the existing unconnected north-south, circumferential roadways and transit systems in Washington County. These elements include:

- Expanding Hwy. 217 to four lanes in each direction.
- Extending Murray Blvd. beyond Old Scholls Ferry Rd. to I-5 at a location between Bonita Rd. and Carman Dr.
- Building a new expressway from I-5 to Hwy. 99W in the Tualatin-Sherwood area.
- Expanding Hwy. 99W to six lanes from Bull Mtn. Rd. to I-5.

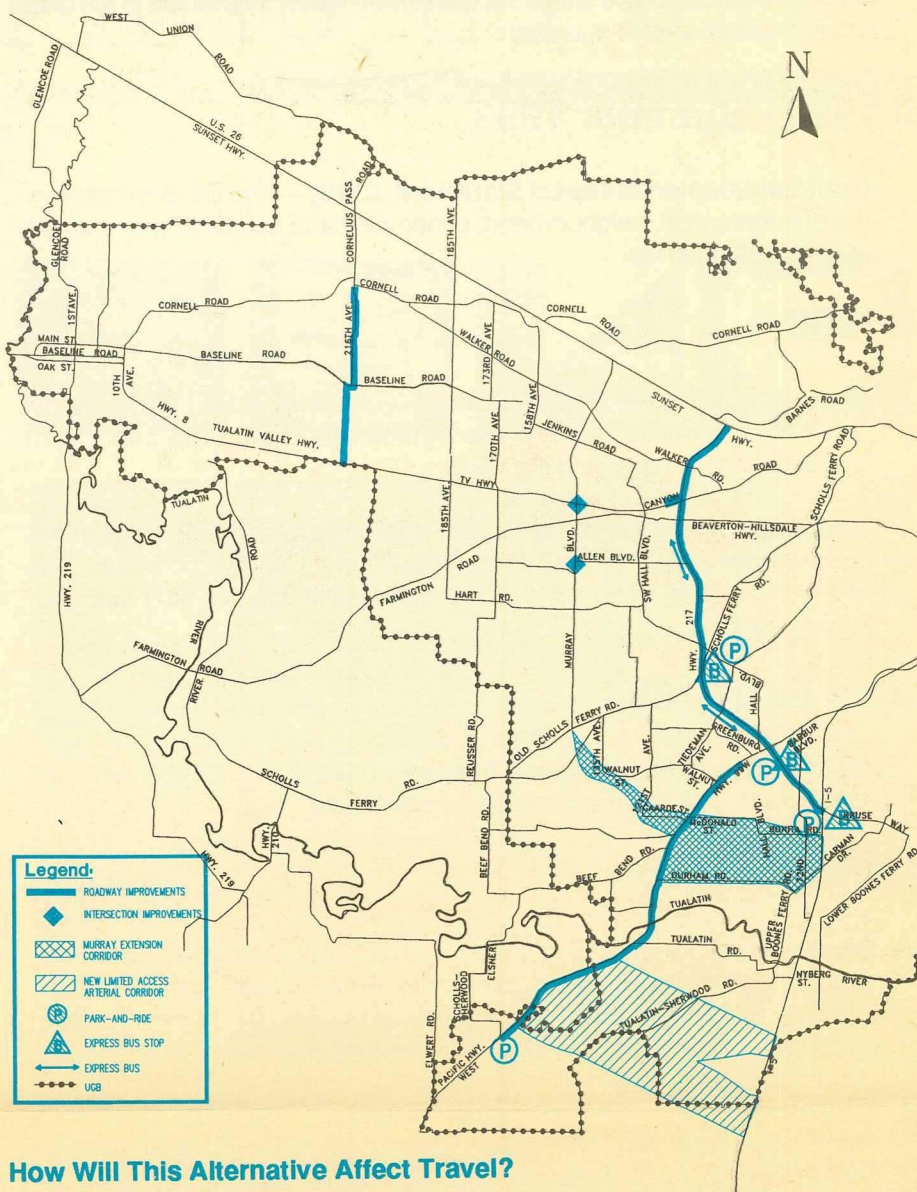
**The express elements** address longer distance travel on Hwy. 217 by:

- Making one of the four lanes in each direction on Hwy. 217 an "express" lane.
- Limiting entrances and exits to this lane to: 1) I-5 and Hwy. 99W for northbound traffic, and 2) Hwy. 26 and Canyon Rd. for southbound traffic.

**The high-occupancy vehicle (HOV) element** focuses on increasing opportunities for people to carpool or ride buses (both are HOV's) by:

- Adding express bus service on Hwy. 217.
- Expanding the supporting "feeder bus" service.
- Giving buses, carpools and other HOV's "preferred access" at Hwy. 217 on-ramps.

Also includes all projects and programs in the No-Build and TSM Alternatives, except Demand Responsive Transit.



**How Will This Alternative Affect Travel?**

This alternative performs better than the TSM Alternative and is roughly equal to the Bypass Alternative in most categories. It provides significant congestion relief on most major arterials and works better than the TSM at drawing traffic from rural and residential streets. It is less flexible than the TSM and Bypass Alternatives for future expansion of the facilities (it uses up existing rights-of-ways) and does not measure up to the TSM Alternative in increasing transit ridership, since it does not include demand responsive transit. This alternative improves accessibility, and increases north-south roadway capacity by 56%.



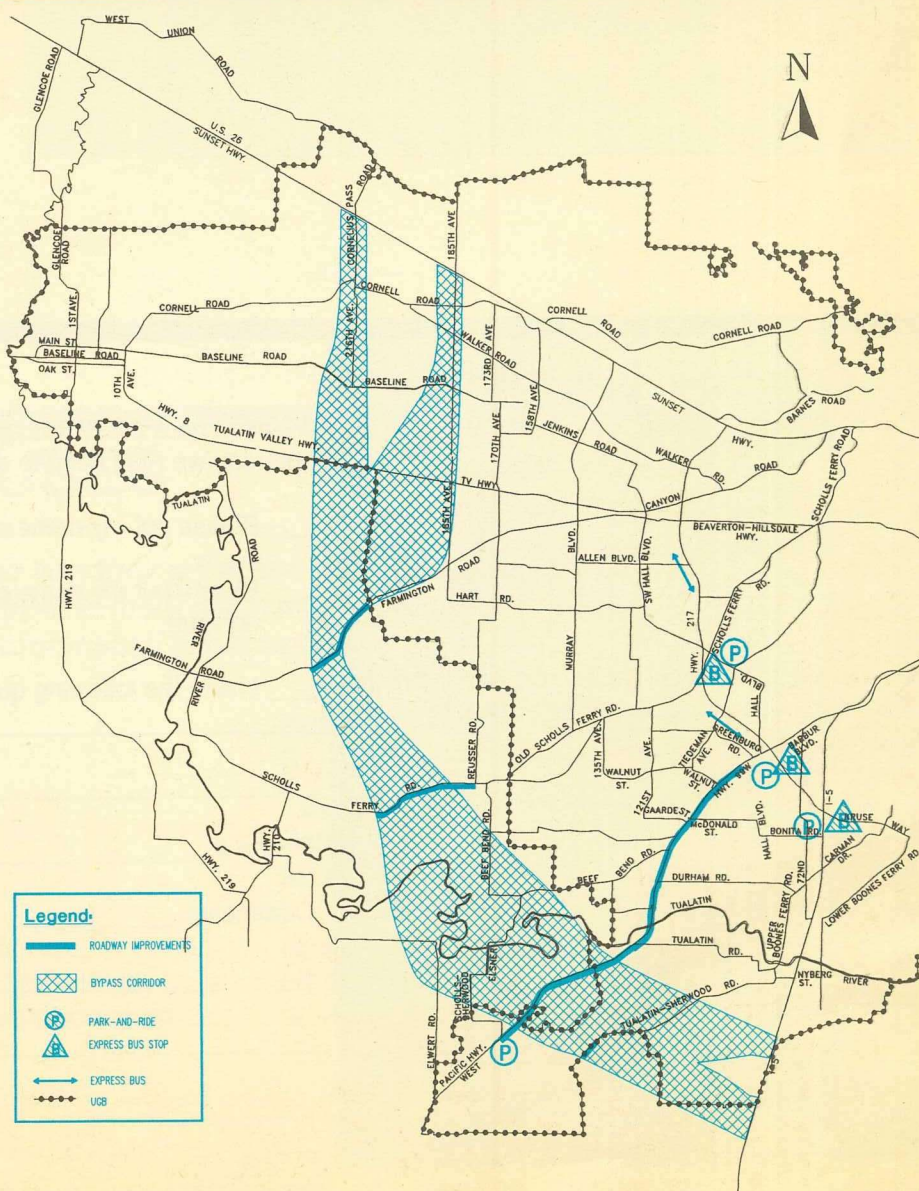
## The Bypass Alternative

The Bypass Alternative focuses primarily on building a new highway between I-5 and Hwy. 26, beginning near Tualatin and ending at the Cornelius Pass or 185th Avenue interchanges with Hwy. 26. The alternative also includes several transit service improvements. Specific elements of this alternative include:

- Building a new four-lane, limited access highway from I-5 to Hwy. 26.
- Adding express bus service on Hwy. 217.
- Expanding supporting "feeder" bus service.
- Giving transit and HOV's preferred access on Hwy. 217 ramps.
- Expanding Hwy. 99W to six lanes from Bull Mtn. Rd. to I-5.
- And includes all projects and programs in the No-Build and TSM Alternatives, except Demand Responsive Transit.

**How Will This Alternative Affect Travel?**

This alternative performs better than the TSM Alternative and is roughly equal to the Arterial Expansion/HOV Express Alternative in most categories. It provides significant congestion relief on most major arterials and works better than the TSM at drawing traffic from rural and residential streets. The Bypass Alternative provides for flexibility to expand in the future if rights-of-ways are secured for future options. It does not increase transit ridership as much as the TSM since it does not include demand responsive transit. The Bypass Alternative improves accessibility more than the other alternatives, and increases north-south roadway capacity by 67%.



## Study Process and Target Schedule

### Summer 1992

**Open Houses** — The June Open Houses are opportunities for the public to see and comment on the different alternatives. Input from this open house will help further refine and finalize the alternatives.

**Finalize Alternatives** — After receiving feedback from the public and advisory committees, we will ask the advisory committees and local jurisdictions to approve a final set of alternatives for evaluation in the draft environmental impact statement.

### Fall 1992 - Summer 1993

**Draft Environmental Impact Statement (DEIS)** — The DEIS will analyze the environmental, neighborhood, economic, land use and other impacts of all the alternatives.

### Fall 1993

**Open House/Formal Public Hearing** — An open house and a formal public hearing will be held to present the results of the DEIS and record formal testimony regarding the DEIS.

**Select Preferred Alternative** — The DEIS and a hearing study report will be forwarded to the involved cities, Washington County and Metro. The cities, county and Metro will select a preferred alternative after their own public hearings.

### Begins Early 1994

**Final Environmental Impact Statement (FEIS)** — ODOT will then complete a Final EIS on the selected alternative.

### In 1994

**Project Level (Alignment) Planning** — If a "build" alternative is selected, a more detailed analysis must be completed that identifies exact locations and begins the design process for construction. Depending on the type of preferred alternative, ODOT, Tri-Met, Washington County, one of the involved cities, or a combination of these organizations may do the project level planning. For example, Tri-Met would be responsible for transit-related elements and Washington County for elements that involved County roads.

## What About a Transit Intensive (Light Rail) Option?

The Western Bypass Study looked at a "transit-only" option in an earlier phase of the study. In this Transit Intensive Strategy, light rail was chosen to represent *high capacity transit* (the term applied to express bus, light rail or other transit systems that carry large numbers of people at relatively high speeds). After evaluating all the strategies, it became apparent that this "transit-only" option did not solve the problems or meet the study objectives as well as alternatives that had a **combination** of transit and roadway improvements. Even after taking a second look at a revised transit-only strategy, the study advisory committee recommended dropping the Transit Intensive (Light Rail) Strategy from the study.

## LUTRAQ — Looking at Land Use, Transportation and Air Quality

The Western Bypass Study assumes that existing land use plans are "given" and these plans tend to continue existing patterns of growth and development. This type of development, relies primarily on the automobile for transportation. Alternative, "mixed-use" land use patterns tend to "cluster" jobs, residences and shopping near transit lines to encourage transit use and reduce congestion.

1000 Friends of Oregon is conducting a study — Making the Land Use, Transportation and Air Quality Connection (LUTRAQ) — that is trying to identify an alternative that could reduce congestion in this way. If LUTRAQ identifies a feasible alternative for the study area in time to fold it into the Western Bypass Study's draft or final environmental impact statements, ODOT has committed to doing so.

### Advisory Committees

ODOT has been working closely with three advisory committees to develop alternatives, and build consensus on the alternative that is most viable and best meets the public's needs.

The **Citizens Advisory Committee** — with representatives from neighborhood, business, environmental, land use, development, agricultural, and tourism interests. The purpose of this committee is to ensure that public values are incorporated in the process and advise the study team on acceptability of the alternatives.

The **Technical Advisory Committee** — with technical staff from the involved cities (Beaverton, Durham, Hillsboro, King City, Sherwood, Tigard, Tualatin and Wilsonville), Washington County, Metro, Tri-Met, Department of Environmental Quality, Department of Land Use, Conservation and Development, Federal Highway Administration, and Oregon Department of Transportation (ODOT). The purpose of this committee is to advise the study team on the technical feasibility of the alternatives and provide coordination with local, state and federal plans and guidelines.

The **Steering Committee** — with elected or high level appointed officials from the cities, county and agencies listed above. The purpose of the Steering Committee is to provide overall direction and ensure that the study is compatible with agency policies and plans.

## How Can You Stay Informed and Involved?

There are a number of ways — open houses/public meetings, public hearings, newsletters, Citizens Advisory Committee meetings. You are also welcome to send written comments to ODOT.

If you would like to be on our mailing list, or need more information, please *fill out and mail the form (on the right)* to:

Bill Ciz  
Western Bypass Study  
9002 SE McLoughlin Blvd.  
Portland OR 97222

or call:

Debie Garner (235-5881) or  
Bill Ciz (653-3240)

### CUT & MAIL

Please check those that apply. Please PRINT your address and phone number if you have a question or request (we may need to clarify what you are asking for). Thanks!

Please put my name on your mailing list (for newsletters).

Please put my name on your mailing list (for newsletters and Citizen Advisory Committee meeting notices).

I have the following question/please send me the following information:

\_\_\_\_\_

Phone #: \_\_\_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_

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