

Council
2/27/94
3.1

RENA CUSMA, EXECUTIVE OFFICER
1994 COUNCIL BUDGET PRESENTATION
THURSDAY, FEBRUARY 24, 1994

PRESIDING OFFICER WYERS, MEMBERS OF THE COUNCIL:

TODAY I AM OFFICIALLY PRESENTING TO YOU THE 1994-95 PROPOSED BUDGET. COPIES WERE DISTRIBUTED TO YOU ALL THE END OF LAST WEEK SO MANY OF YOU MAY HAVE HAD A CHANCE TO BEGIN LOOKING AT IT.

IF YOU HAVE LOOKED AT IT, YOU HAVE SEEN THAT IT IS A BUDGET THAT PROVIDES FOR, EVEN DEMANDS, CHANGE. IT IS A BUDGET INTENDED TO LEAD US INTO OUR ADULTHOOD AS A REGIONAL GOVERNMENT. IT IS A BUDGET THAT I HOPE WE CAN ALL LOOK BACK ON AS OUR LEGACY TO THE ENTIRE REGION. THE CHANGES PROPOSED IN THIS BUDGET TAKE US OUT OF THIS ERA AND LEAD US INTO THE NEXT ERA OF METRO LEADERSHIP. THE RECOMMENDATIONS I AM PROPOSING ARE INTENDED TO READY METRO FOR THE FUTURE AND, IN FACT, ENABLE US TO BE THE LEADER WHICH OUR CHARTER CALLS FOR.

ENOUGH OF THIS RHETORIC. LET'S GET DOWN TO BUSINESS! YOU ALL KNOW THAT I ALWAYS SPEAK MY MIND. PERHAPS IT IS EVEN MORE IMPORTANT TODAY THAN EVER BEFORE TO BE CLEAR. THE PROPOSED BUDGET YOU HAVE BEFORE YOU IS AN AGENT OF CHANGE AND CHANGE IS OFTEN FRIGHTENING AND WORRISOME. THE CHANGE THIS BUDGET WILL BRING ABOUT, I BELIEVE WILL NOT BE FRIGHTENING, IT WILL NOT BE WORRISOME, BUT IT WILL BE EXCITING.

THE LAST EIGHT YEARS AT METRO HAVE ALREADY BEEN EXCITING TIMES.

WE CLOSED A CONTROVERSIAL, MAJOR LANDFILL AND ESTABLISHED A STATE OF THE ART SOLID WASTE DISPOSAL SYSTEM FOR THE REGION, STABILIZING RATES. AT THE SAME TIME METRO HAS BEEN A RECYCLING LEADER, WITH OUR REGION HAVING ATTAINED ONE OF THE HIGHEST RECYCLING RATES (MORE THAN 39%) IN THE COUNTRY.

WE BUILT AND OPERATE THE OREGON CONVENTION CENTER WHICH HAS PROVIDED A BOOST TO NOT ONLY THE ECONOMY OF THE REGION, BUT TO THE ENTIRE STATE AS WELL. IT IS SO SUCCESSFUL THAT WE ARE ALREADY LOOKING AT EXPANSION TO MEET FUTURE NEEDS AND OPPORTUNITIES.

WE'VE CONSOLIDATED SOME OF THE REGION'S EXPOSITION AND RECREATION FACILITIES, AND NOW OPERATE THE EXPO CENTER AT DELTA PARK.

WE MERGED THE MULTNOMAH COUNTY PARKS DEPARTMENT WITH OUR GREENSPACES PROGRAM TO GIVE US BOTH THE PLANNING AND OPERATING CAPABILITY NEEDED FOR A SUCCESSFUL PROGRAM. WE HAVE A GREENSPACES MASTER PLAN -- A BLUEPRINT WHICH INSURES THAT PEOPLE IN THE REGION HAVE OPEN SPACES ALONG WITH AFFORDABLE HOUSING AND GOOD TRANSPORTATION AND THE OTHER THINGS THAT MAKE OUR REGION A WONDERFUL PLACE TO LIVE, WORK AND RAISE OUR FAMILIES.

WE HAVE A REGIONAL GOVERNMENT CENTER THAT PROVIDES A WORK PLACE FOR METRO THAT IS ACCESSIBLE AND VISIBLE TO CITIZENS OF THE ENTIRE REGION AND WILL BE OWNED BY THE PUBLIC IN LESS THAN 30 YEARS. METRO REGIONAL CENTER IS STATE OF THE ART, WE PRACTICED WHAT WE PREACH ABOUT RECYCLING AND REUSE, AND IT IS A GOVERNMENT

CENTER WE CAN ALL BE PROUD OF.

AND WE HAVE A NEW CHARTER WHICH FOCUSES OUR DIRECTION AND ONCE AGAIN LEGITIMIZES REGIONAL GOVERNMENT WITH VOTER APPROVAL.

REFLECTING ON THESE ACCOMPLISHMENTS OF THE LAST SEVERAL YEARS, IT IS CLEAR WE ARE AN EXCITING, CUTTING EDGE GOVERNMENT. BUT WE ARE A GOVERNMENT WHICH HAS BEEN, AND CAN BE, NOT ONLY AN AGENT OF CHANGE BUT ALSO ONE WHICH IS ABLE TO TAKE ADVANTAGE OF CHANGES AROUND US. THIS BUDGET ALLOWS US TO BE BOTH AN AGENT AND A BENEFICIARY OF CHANGE.

THE BUDGET DOCUMENT THAT YOU HAVE RECEIVED INCLUDES A BASE BUDGET THAT ASSUMES A 6% EXCISE TAX RATE AND NO DUES FROM OUR GOVERNMENTAL PARTNERS. IT IS AS YOU ASKED FOR, BASED ON KNOWN AND EXISTING RESOURCES.

THE BUDGET I AM PROPOSING FOR 1994, HOWEVER, IS BASED ON A 7% EXCISE TAX RATE AND CONTINUES TO ASK FOR AND ANTICIPATE VOLUNTARY DUES CONTRIBUTIONS.

FOR THE LAST THREE MONTHS, REPRESENTATIVES OF THE COUNCIL AND STAFF HAVE BEEN MEETING WITH LOCAL GOVERNMENTS AND GROUPS, WHICH ARE INTERESTED IN THE WAY METRO CONDUCTS ITS BUSINESS AND TAKES CARE OF ITS PURSE. THESE MEETINGS HAVE FOCUSED ON DISCUSSION OF THIS NEXT YEAR'S FUNDING NEEDS AND POSSIBLE RESOURCES, PARTICULARLY POSSIBLE IMPOSITION OF NICHE TAXES. SOME LOCAL OFFICIALS HAVE EXPRESSED A WILLINGNESS TO ASK THEIR JURISDICTIONS TO CONTINUE PAYING LOCAL DUES. BUT THEY WANT, AND EXPECT, THAT IF WE DO GO BACK TO THEM FOR DUES THAT WE HAVE MADE EVERY EFFORT HERE AT METRO TO CUT COSTS. THIS BUDGET PROPOSAL ALLOWS US TO LOOK THEM STRAIGHT

IN THE EYE, AND SAY "YES WE HAVE. WE HAVE CUT OUR BUDGET. WE ARE BEING PRUDENT MANAGERS OF THE PUBLIC MONEY."

FIRST OFF, I AM PROPOSING DISSOLUTION OF THE DEPARTMENT OF PUBLIC AFFAIRS WITH TRANSFER OF ITS GRAPHICS FUNCTIONS TO A NEW DEPARTMENT OF GENERAL SERVICES. PUBLIC RELATIONS AND INFORMATION SERVICES, WITH A REDUCED STAFF, WILL BE MERGED WITH GOVERNMENT RELATIONS IN THE NEW OFFICE OF PUBLIC AND GOVERNMENT RELATIONS.

THIS PROPOSAL SAVES OUTRIGHT MORE THAN \$350,000 PER YEAR. IT CALLS FOR A REDUCTION OF FIVE (5) EMPLOYEES FROM PUBLIC AFFAIRS BUT DOES NOT MEAN WE ARE TURNING OUR BACKS ON THE PUBLIC. QUITE THE OPPOSITE. METRO IS MORE THAN 15 YEARS OLD AND THE PUBLIC, EVEN THOSE DIRECTLY IMPACTED BY WHAT WE DO, THIS WEEK STILL ASK "IS THAT THE BUS COMPANY?" WE HAVE SPENT HUNDREDS OF THOUSANDS OF DOLLARS REACHING OUT TO THE PUBLIC, INCLUDING AN ESTIMATED \$1.5 MILLION PER YEAR IN PUBLIC INVOLVEMENT AND THE PUBLIC DOESN'T KNOW, OR UNDERSTAND, WHO WE ARE OR WHAT WE DO. AND WE ARE PLAYING A KEY ROLE IN DETERMINING THEIR FUTURE. I BELIEVE WE HAVE A RESPONSIBILITY TO BE SURE THE PUBLIC UNDERSTANDS THE PERILS AND THE OPPORTUNITIES AHEAD AND UNDERSTANDS THEIR REGIONAL GOVERNMENT.

EVEN AS YOUNG AS WE ARE, HERE AT METRO WE HAVE INSTITUTIONALIZED AND TRADITIONAL PUBLIC INVOLVEMENT WHICH MAKE THE ASSUMPTION THAT CITIZEN REPRESENTATIVES SOMEHOW REPRESENT AND EDUCATE THE PUBLIC AT LARGE. IN FACT, THEY DO NOT -- AND UNFORTUNATELY TOO OFTEN REPLACE THE RELATIONSHIPS WHICH WE AS ELECTED OFFICIALS NEED TO DEVELOP WITH OUR CONSTITUENTS. IT IS OUR RESPONSIBILITY TO ELIMINATE THOSE BARRIERS AND ASSURE THAT

INFORMATION AND OPPORTUNITIES FOR INPUT ARE READILY AVAILABLE.

WE HAVE NEW TECHNOLOGIES AVAILABLE TO US, WHICH WE ARE IN A PERFECT POSITION TO TAKE ADVANTAGE OF AND WHICH WILL ALLOW US TO REACH OUT TO OUR CITIZENS AND REALLY EDUCATE AND INVOLVE THEM. WE DO NOT HAVE TOO MUCH INVESTED IN EQUIPMENT, WE ARE NOT SO SET IN OUR WAYS THAT WE CAN'T, AND WON'T, CHANGE. WE CAN REACH MORE PEOPLE THAN WE DO TODAY USING CABLE ACCESS AND BY ESTABLISHING AN ELECTRONIC BULLETIN BOARD FOR A FRACTION OF WHAT WE ARE SPENDING TODAY TO COMMUNICATE. WE STILL WILL HAVE TO USE OTHER MEANS TO REACH PEOPLE WHO DO NOT HAVE THE ACCESS, OR THE FINANCIAL MEANS, TO TAKE ADVANTAGE OF NEW TECHNOLOGY, AND THERE ARE MANY PROGRAMS AVAILABLE TO US NOW TO DO SO -- ED NET, FOR EXAMPLE, IS AVAILABLE IN THE SCHOOLS AND LIBRARIES AND THERE ARE OTHERS. THERE ARE CERTAIN PROGRAMS WHICH HAVE LEGAL PUBLIC INVOLVEMENT REQUIREMENTS WHICH WE WILL NEED TO CONTINUE. BUT THERE MAY BE BETTER WAYS TO REACH SOME PEOPLE, TO REACH MORE PEOPLE. IN THE NEW OFFICE OF PUBLIC AND GOVERNMENT RELATIONS, THE WORD "PUBLIC" COMES FIRST AND IN RECOMMENDING THAT OUR EFFORTS AND DIRECTION REFLECT THAT COMMITMENT.

TO DEVELOP A PROGRAM TO BETTER COMMUNICATE WITH ALL OUR CONSTITUENTS, I AM CONVENING A GROUP OF COMMUNICATIONS EXPERTS TO HELP US DETERMINE HOW TO DO A BETTER JOB OF REACHING PEOPLE THROUGHOUT THE REGION. I WILL HAVE A PROPOSAL TO YOU IN THE NEXT FEW MONTHS WHICH WILL REQUIRE FUNDING, BUT WHICH, I BELIEVE, YOU WILL ALL LOOK AT AS REASONABLE -- WELL THOUGHT OUT, IMPLEMENTABLE, AND COST EFFECTIVE. THERE WILL BE A PLAN, IT WILL BE DO-ABLE, THE

TAXPAYERS WILL GET THEIR MONEY'S WORTH, AND IF IMPLEMENTED, I BELIEVE THAT IN A VERY SHORT TIME YOU WILL NO LONGER HEAR THAT REGIONAL VOTERS DON'T KNOW WHO THEIR METRO COUNCILOR IS.

THE OTHER CHANGE, WHICH IS PART AND PARCEL OF THIS PROPOSAL, IS THE ESTABLISHMENT OF A DEPARTMENT OF GENERAL SERVICES WHICH PULLS TOGETHER SEVERAL SUPPORT FUNCTIONS THAT ENABLE METRO TO DO IT'S JOB MORE EFFICIENTLY AND MORE COST EFFECTIVELY. I AM TALKING ABOUT FUNCTIONS SUCH AS PURCHASING, BUILDING AND SECURITY SERVICES, PRINTING AND GRAPHICS. MANY OF THESE SERVICES HAVE BEEN IN THE REGIONAL FACILITIES DEPARTMENT WHICH I AM DISBANDING. NOW, WITH OUR FOCUS ON MORE EFFICIENT AND INNOVATIVE WAYS OF DOING BUSINESS, AND ON MAINTENANCE OF FACILITIES RATHER THAN CONSTRUCTION, RESTRUCTURING SAVES THE AGENCY MONEY, PROVIDES BETTER "CUSTOMER SERVICE", AND MAKES SENSE. THE ESTABLISHMENT OF GENERAL SERVICES SAVES MORE THAN \$250,000 -- A 9.4% REDUCTION IN DOLLARS AND 16% IN PERSONNEL. IT IS BEING DEVELOPED WITH A STRONG EMPHASIS ON HELPING METRO BETTER ACHIEVE ITS MISSION.

THE CUTS IN GENERAL SERVICES DOLLARS AND STAFF, IN PUBLIC AFFAIRS STAFF AND DOLLARS SOUND DRASTIC, BUT YOU'VE HEARD ME SAY BEFORE WE HAVE TO STEP UP TO TOUGH DECISIONS, AND TOGETHER WE HAVE DONE THAT. THIS 1994 PROPOSAL IS NO DIFFERENT.

THE 1992 METRO HOME RULE CHARTER FOCUSES METRO ON PLANNING AND GROWTH MANAGEMENT. DESPITE SOME CUTS, WE CAN STILL DO WHAT IS REQUIRED ALTHOUGH IT MAY TAKE LONGER. AND WE MAY BE ABLE TO DO MORE THAN WHAT IS REQUIRED. THE PLANNING DEPARTMENT WILL EXPERIENCE REDUCTIONS IN PERSONNEL, BUT IT WILL RETAIN NEEDED

RESOURCES. EVEN AT THE BASE BUDGET LEVEL, TRANSPORTATION AND LAND USE PLANNING, AND GROWTH MANAGEMENT STAFF WILL TOTAL 55 FTE. WE WILL GET THE JOB DONE.

BUT TO MANY PEOPLE, INCLUDING MANY OF YOU, JUST GETTING THE JOB DONE, MAY NOT BE ACCEPTABLE. AND THIS IS WHERE THE ADD, OR "DECISION", PACKAGES COME IN.

ALONG WITH THE BASE (6%) AND PROPOSED (7%) BUDGETS, I AM PRESENTING YOU TODAY WITH SEVERAL ADDITIONAL REQUESTS FOR YOUR CONSIDERATION WHICH WILL ENABLE, EVEN ASSURE, THAT EFFORTS FUNDED BY A 6% OR 7% BUDGET WILL BE SUCCESSFUL. THE ADD PACKAGES FROM PLANNING, REGIONAL PARKS AND GREENSPACES, AND SUPPORT SERVICES WILL ENABLE US TO LEVERAGE ADDITIONAL RESOURCES TO ACCOMPLISH OUR MISSION. THE ADDITIONS WILL ALSO MAKE CERTAIN THAT WE MAINTAIN THE PROGRAMS AND FACILITIES WE HAVE -- WE WON'T BE PENNY WISE AND POUND FOOLISH. THEY WILL COST US A LITTLE MORE AND REQUIRE A 1.32% INCREASE IN THE EXCISE TAX RATE, OR REQUIRE THAT WE FIND OTHER FUNDING RESOURCES. BUT ON BALANCE, MONEY SPENT ON THESE ADDITIONS WILL BE A PRUDENT EXPENDITURE OF PUBLIC FUNDS.

I WANT TO LEAVE YOU WITH ONE LAST THOUGHT. METRO'S BUDGET SEASON IS TRADITIONALLY OUR "RAINY SEASON." THERE SEEMS TO BE A BLACK CLOUD HANGING OVER THE AGENCY WHILE WE ALL STRUGGLE WITH WAYS TO GET THE JOB DONE. THIS YEAR, WE HAVE ALREADY MADE GREAT STRIDES TO COME TO SOME BASIC AGREEMENTS GOING INTO THIS SEASON WHICH HOPEFULLY WILL RESULT IN A BUDGET THAT WE CAN NOT ONLY LIVE WITH, BUT MOVE INTO THE FUTURE WITH. BUT WE ARE NOT JUST CONCERNED WITH NUMBERS HERE. WE ARE ALSO CONCERNED WITH PEOPLE. I HAVE PROPOSED

DRASTIC CUTS IN DOLLARS AND PERSONNEL. BUT WHEREVER POSSIBLE, METRO WILL GIVE EMPLOYEES WHOSE POSITIONS ARE BEING ELIMINTATED THE FIRST OPPORTUNITY AT OTHER OPENINGS IN THE AGENCY. WE HAVE AN EXCELLENT RECORD AT PROVIDING IN-HOUSE OPPORTUNITIES.

CHANGE DOES NOT HAVE TO BE FRIGHTENING OR WORRISOME. IT CAN BE EXCITING. I LOOK FORWARD TO WORKING WITH EVERYONE OVER THE NEXT SEVERAL WEEKS TO TAKE STEPS FORWARD INTO METRO'S NEW ERA.

THANK YOU.

545 SW Maplecrest Ct.
Portland OR 97219
245-7580

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22 February 1994

Ms. Rena Cusma
Executive Director
METRO
600 NE Grand Ave.
Portland OR 97232-2736

Dear Ms. Cusma:

I was struck by the "cover story" on Metro in *The Sunday Oregonian* just past. Not so much for the basic article, which was largely unexceptional, but for a single sentence buried down near the end of the piece: "She wants to scrap her agency's public affairs office and try to reach citizens through computer networks [I'm assuming you have Santa Monica's PEN in mind] and cable access."

Yes!! An enlightened public official in my own hometown applying her enlightenment to communications and community relations -- I never thought I'd see the day. It was just such a mindset that I took at the outset of our response to the Region 2040 RFP (see enclosed), which was summarily dismissed.

But I'm not pitching a piece of business with this letter. It is written on plain letterhead for a purpose: I'm writing you as a private citizen -- one who is tremendously excited by the prospect of a responsive governmental agency that sees interactive communications as an integral component as well as an icon and cultural change agent for that responsiveness. I would like to be involved in this process in any way possible.

Please call on me if there is any way in which I can take part -- citizen advisory committees, project task forces, whatever. I wish you every success in the undertaking.

Best regards,



David Green

Minutes of the Metro Council
February 10, 1994
Metro Regional Center, Council Chamber

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Councilors Present: Judy Wyers, Presiding Officer; Ed Washington, Deputy Presiding Officer; Roger Buchanan; Richard Devlin; Sandi Hansen; Jon Kvistad; Ruth McFarland; Susan McLain; Rod Monroe; Terry Moore; George Van Bergen

Councilors Absent: Jim Gardner, Mike Gates

Also Present: Rena Cusma, Executive Officer

Presiding Officer Wyers called the regular meeting to order at 4:00 p.m.

1. INTRODUCTIONS

None.

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

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. CONSENT AGENDA

4.1 Minutes of January 20, 1994

Motion: Councilor Devlin moved, seconded by Councilor McLain to approve the consent agenda.

Vote: Councilors Buchanan, Devlin, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington, and Wyers aye. The vote was unanimous and the motion passed.

5. ORDINANCES, FIRST READINGS

5.1 Ordinance No. 94-534, Amending Ordinance No. 93-487A Revising the FY 1993-94 Budget and Appropriations Schedule For the Purpose of Funding Oregon Safety and Health Administration (OSHA) Required Safety Equipment

The Clerk read the ordinance for the first time by title only. Presiding Officer Wyers announced that Ordinance No. 94-534 had been referred to the Finance Committee.

5.2 Ordinance No. 94-522, An Ordinance Amending Ordinance No. 93-487A Revising the FY 1993-94 Budget and Appropriations Schedule For the Purpose of Funding Legislative Increases in Elected Officials Salaries; and Declaring an Emergency

The Clerk read the ordinance for the first time by title only. Presiding Officer Wyers announced that Ordinance No. 94-534 had been referred to the Finance Committee.

5.3 Ordinance No. 94-530, An Ordinance Amending Ordinance No. 93-487A Revising the FY 1993-94 Budget and Appropriations Schedule For the Purpose of Funding Outside Counsel Opinion on the Lease of Metro Center; and Declaring an Emergency

The Clerk read the ordinance for the first time by title only. Presiding Officer Wyers announced that Ordinance No. 94-534 had been referred to the Finance Committee.

6. ORDINANCES, SECOND READINGS

6.1 Ordinance No. 94-528, An Ordinance Amending Ordinance No. 93-487A Revising the FY 1993-94 Budget and Appropriations Schedule For the Purpose of Funding a Compost Bin Program and the Remainder of the Project to Replace the Roof and Ventilation System at Metro South Transfer Station; and Declaring an Emergency PUBLIC HEARING

The Clerk read the ordinance for the second time by title only. Presiding Officer Wyers announced the Ordinance was first read on January 13, 1994 and referred to the Solid Waste Committee and the Finance Committee for consideration. She said the Solid Waste Committee considered the ordinance on February 1, 1994 and the Finance Committee considered it on February 9, 1994 and recommended it to the full Council for adoption at this time.

Motion: Councilor Hansen moved, seconded by Councilor McLain to adopt Ordinance No. 94-528.

Councilor McLain presented the Solid Waste Committee report, a copy of which is included in the record of this meeting.

Councilor McFarland presented the discussion held at the Solid Waste Committee on February 1, 1994.

Presiding Officer Wyers opened the public hearing, no citizens appeared to testify and Presiding Officer closed the public hearing.

Councilor Monroe noted the emergency clause was appropriate due to anticipated increase in composting activity.

Vote: Councilors Buchanan, Devlin, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington, and Wyers aye. The vote was unanimous and the motion passed.

7. RESOLUTIONS

7.1 Resolution No. 94-1901A, For the Purpose of Approving the Year Five Annual Waste Reduction Program for Local Governments

Motion: Councilor Hansen moved, seconded by Councilor McFarland to adopt Resolution No. 94-1901A.

Councilor Hansen presented the Solid Waste Committee report, a copy of which is included in the record of this meeting.

Councilor Devlin clarified the intent of the resolution. Councilor McFarland noted the resolution would require grant applicants to provide additional information at the request of Metro.

Presiding Officer Wyers noted at a recent community meeting, a business owner asked why business recycling was not similar to residential. She stated she supported the resolution.

Vote: Councilors Buchanan, Devlin, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington, and Wyers aye. The vote was unanimous and the motion passed.

Presiding Officer Wyers recessed the Metro Council and convened the Contract Review Board to consider agenda item 7.2 and 7.3.

7.2 Resolution No. 94-1886. For the Purpose of Authorizing Execution of Change Order No. 19 and Ratification of Change Order Nos. 1-18 to the Hoffman Construction Co. Contract For the Construction of Metro Regional Center and Adjacent Parking Structure

Motion: Councilor McLain moved, seconded by Councilor Monroe to adopt Resolution No. 94-1886.

Councilor McLain presented the Finance Committee Report, a copy of which is included in the record of this meeting.

Councilor Monroe noted that under the advice of General Counsel the change orders were before the Contract Review Board.

Dan Cooper, General Counsel, noted the contract amount was within budget. He explained the funds were available and the amendments did not require separate competitive bids. At the request of Councilor Moore, Mr. Cooper explained the requirements of the Contract Review Board under provisions of the Code.

Vote: Councilors Hansen, McFarland, McLain, Monroe, Moore, Van Bergen, Washington, Buchanan, and Devlin voted aye. Councilor Kvistad voted nay. Councilors Gates and Gardner were absent. The vote was 10/1 and the motion passed.

7.3 Resolution No. 94-1898. For the Purpose of Extending the Personal Services Contract for Audit Services with KPMG Peat Marwick for One Year with an Additional One Year Option

Motion: Councilor Monroe moved, seconded by Councilor Washington to adopt Resolution No. 94-1898.

Councilor Monroe presented the Finance Committee report, a copy of which is included in the record of this meeting.

Vote: Councilors Buchanan, Devlin, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington, and Wyers aye. The vote was unanimous and the motion passed.

Presiding Officer Wyers adjourned the Contract Review Board and reconvened the Metro Council.

8. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS

Councilor Van Bergen noted regarding Ordinance No. 94-528 he thought perhaps only a portion of the item was eligible for the emergency clause.

Councilor Van Bergen stated meetings of the Council should be held if a majority of the Council can attend. He did not favor postponement if one individual could not attend. He stated his objections were not directed at any

individual Councilor. The Council discussed the issue and concluded that the February 26, 1994 Council Budget workshop should begin at 10:00 a.m. and that the Regional Rail Summit should have Councilors in attendance.

Councilor Monroe complimented Executive Officer Cusma, in her efforts to prepare the proposed 1994-95 Budget. He stated he had directed Executive Officer Cusma to prepare the budget at a level reduced from the 1993-94 Budget and decision package alternatives based on the level of excise tax levied.

Councilor McLain spoke to the Budget Committee schedule and process. She noted none of the Budget Committee meetings started after 4:00 p.m. She stated this was in opposition to the previously decided time of 4:00 p.m. She noted several days with no other Council meetings were available to hold Budget Committee meetings at 4:00 p.m. She emphasized the importance of public participation and perception during the budget deliberations.

Councilor Kvistad stated he favored a proposal discussed by Councilor Van Bergen of eliminating Phase One and holding an all day budget meeting to hear the presentations. Councilor Van Bergen asked for guidance for budget procedure from Councilor Monroe at the Council Budget Workshop.

Councilor Moore favored the 4:00 p.m. meeting time. She asked for a method to allow the MCCI members to participate in the process. Councilor Devlin stated the interest of the MCCI was evolving due to changes anticipated as a result of the election.

Don Carlson, Council Administrator, explained the budget process from a historical perspective. He explained the methodology used in developing the proposed process. Councilor Monroe explained his rationale for preparing the schedule as proposed.

Councilor Moore reiterated her concerns about disenfranchising Councilors interested in participating in the process.

Councilor Hansen discussed her position. She advocated consistency in the starting times. She favored a 3:00 p.m. or 4:00 p.m. start time. She stated her dismay about the discussion related to the Budget process. She noted the discussion occurred, but no changes resulted. Councilor Moore said her comments were ignored.

The Council discussed staff scheduling regarding the budget process. Councilor Kvistad noted staff received comp time. Councilor Monroe noted some staff received overtime and others received comp time. He expressed concerns over cost of staffing that would result if meetings were held later. Councilor Moore noted staff could work flexible schedules to achieve greater efficiency during peak times.

Presiding Officer Wyers asked Councilors Moore and Devlin to work together with the MCCI. She expressed concerns about the number of activities the MCCI considered.

Councilor McFarland noted preliminary discussions indicated no tipping fee increases were anticipated but that excise tax was figured at seven percent.

With no further business before the Council, Presiding Officer Wyers adjourned the regular meeting at 5:30 p.m.

Respectfully Submitted,

Susan Lee
Acting Clerk of the Council

MINUTES OF THE METRO COUNCIL

January 27, 1994

Council Chamber

Council
2/24/94
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Councilors Present: Presiding Officer Judy Wyers, Deputy Presiding Officer Ed Washington, Roger Buchanan, Richard Devlin, Jim Gardner, Sandi Hansen, Jon Kvistad, Ruth McFarland, Susan McLain, Rod Monroe, Terry Moore and George Van Bergen

Councilors Absent: Mike Gates

Also Present: Executive Officer Rena Cusma

Presiding Officer Wyers called the regular meeting to order at 4:04 p.m.

Presiding Officer Wyers noted Agenda Item No. 8.1 had been added to the agenda.

1. INTRODUCTIONS

None.

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

Mike Ragsdale, citizen, candidate for Metro Executive Officer, urged the Council to sponsor and endorse a Greenspaces ballot measure in May 1994. The Council and Mr. Ragsdale discussed the issues.

Councilor Hansen introduced Bob Acres who, she said, was very active in the 40 Mile Loop and the Springwater Corridor Project(s). Mr. Acres concurred with Mr. Ragsdale's testimony to encourage the Council to initiate another Greenspaces ballot measure. He discussed the projects he himself worked on and distributed the "40 Mile Loop Trail Map" (filed with the record of this meeting).

Zephyr Moore, Bugs, Bees & Birds, 2732 NE 15th, Portland, said there should be green spaces with indigenous vegetation within the region and also within the city. He said Metro Regional Center itself could be a showcase of micro habitats. He said the Metro building had English ivy which suffocated other, good vegetation. He said English ivy was on the prohibited plant list for the City of Portland, but said that nurseries continued to sell it. He discussed a Portland group, Urban Forestry, which worked to involve students in inner city landscaping and gardening projects and distributed a position paper from same (filed with the record of this meeting). The Council and Mr. Moore discussed the issues.

3. EXECUTIVE OFFICER COMMUNICATIONS

3.1 Appreciation Ceremony for Salmon Festival Sponsors and Salmon Festival Commemorative Blanket Designer

Executive Officer Cusma introduced Charlie Ciecko, Director of Regional Parks and Greenspaces; Multnomah County Commissioner Gary Hansen; and Bill Bakke, conservation director, Oregon Trout; and Richard Meyer, executive director, Portland Audubon Society.

Mr. Ciecko explained the purpose and function of the Salmon Festival which he said had just celebrated its tenth anniversary. He said to mark that event, Festival organizers wanted to recognize three sponsors and one individual for their support and commitment to the Festival.

Executive Officer Cusma presented commemorative blankets and certificates to: Cathy Ingram, creator of the Salmon Festival logo; Mike Krause, chief of biological resources, Oregon Bureau of Land Management; Joe Moreau, forest

fisheries biologist, Mt. Hood National Forest; and Wayne Lei, director of environmental services, Portland General Electric.

4. CONSENT AGENDA

4.1 Minutes of January 4 and 13, 1994

4.2 Resolution No. 94-1884, For the Purpose of Certifying that Tri-Met's Joint Complementary Paratransit Plan Update for 1994 Conforms to Metro's Regional Transportation Plan

Motion: Councilor Moore moved, seconded by Councilor Washington, for adoption of the Consent Agenda.

Vote: Councilors Buchanan, Devlin, Gardner, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington and Wyers voted aye. Councilor Gates was absent. The vote was 12/0 in favor and the Consent Agenda was adopted.

5. ORDINANCES, SECOND READINGS

5.1 Ordinance No. 94-514A, An Ordinance Amending Ordinance No. 93-487A Revising the FY 1993-94 Budget and Appropriations Schedule For the Purpose of Sharing Payment with the Zoo for the Metro Construction Project Manager; and Declaring an Emergency (Public Hearing)

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

Presiding Officer Wyers announced that Ordinance No. 93-514 was first read on October 28, 1993, and referred to the Regional Facilities and the Finance Committees for consideration. She said the Regional Facilities Committee considered the ordinance four times on November 3, 17, December 15, 1993, and on January 5, 1994. She said the Finance Committee considered the ordinance twice on December 22, 1993, and on January 12, 1994, and recommended Ordinance No. 94-514A to the full Council for consideration.

Motion: Councilor Devlin moved, seconded by Councilor McFarland, for adoption of Ordinance No. 94-514A.

Councilor Devlin gave the Finance Committee's report and recommendations and said the ordinance would change the budget allocation for Metro's construction manager. He said previously the allocation had been from the Zoo, but said the incumbent had actually been working on a variety of projects, most of which were not related to the Zoo. He said Ordinance No. 94-514A would allocate the costs of the position to the appropriate functions within the agency.

Councilor McFarland noted the Regional Facilities Committee amended the ordinance, per Zoo staff's recommendation, to amend the ordinance section dealing with the Zoo capital fund to give the Zoo greater flexibility to pay for services provided by the construction manager. She said the Committee amended the ordinance to move \$65,600 from Personal Services to Contingency.

Presiding Officer Wyers opened the public hearing. No persons present appeared to testify and the public hearing was closed.

There was no Councilor discussion or questions.

Vote: Councilors Buchanan, Devlin, Gardner, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington and Wyers voted aye. Councilor Gates was absent. The vote was 12/0 in favor and Ordinance No. 94-514A was adopted.

6. RESOLUTIONS

6.1 Resolution No. 94-1890A, For the Purpose of Recommending to the Oregon Transportation Commission a Package of Program Reductions and Additions for Incorporation in the 1995 through 1998 State Transportation Improvement Program

Motion: Councilor Monroe moved, seconded by Councilor Hansen, for adoption of Resolution No. 94-1890A.

Councilor Monroe gave the Planning Committee's report and recommendations (a copy of which is filed with the record of this meeting). He said the resolution represented compromise on the part of all interested parties and resulted from legislative cuts made by the last State Legislature. He said the Joint Policy Advisory Committee on Transportation (JPACT) supported the Water Avenue on-ramp, but not during the next four years.

The Council discussed the issues. Councilor Devlin asked Andy Cotugno, Director of Planning, if \$13.4 million was still included in the resolution for construction on the I-5/217 Kruse Way Interchange and if the Oregon Department of Transportation (ODOT) still proposed to contribute an additional \$5 million for right-of-way purposes. Mr. Cotugno said those figures were correct and that the Council should have received confirmation in writing. Councilor Devlin said the Council had and submitted the ODOT letter from Bruce A. Warner, Region Manager, dated January 24, 1994, for the record. Councilor Devlin discussed the two phases and their costs with Mr. Cotugno who said projected costs were dependent on analysis in the first phase. He said no construction funds had been allocated as yet for the second phase. Councilor Devlin and Mr. Cotugno discussed the DEIS process. Councilor Devlin asked if the new project would require a supplemental DEIS only which could result in a quicker process. Mr. Cotugno said procedurally the requirement was to do a supplemental DEIS process, so that work already done was amended and/or reconfigured.

Presiding Officer Wyers opened a public hearing.

Gary Coe, Central Eastside Industrial Council (CEIC), 120 SE Clay, Portland, said the City of Portland had promised to build the Water Avenue on-ramp since 1957 and said if built, it would reduce industrial truck traffic in the city core. He said amendments made to the resolution were commendable, but did not address freight transportation issues.

Larry Westerman, Sensible Transportation Options for People (STOP), 13665 SW Fern St., Tigard, said STOP strongly supported the LUTRAQ study and supported transit-oriented development in Washington County. He said they were pleased to see the Council favored alternative modes of transportation and urged them to keep that portion of the resolution intact.

Mayor Alice Schlenker, Lake Oswego, 380 "A" Avenue, Lake Oswego, distributed a memorandum to the Metro Council, "I-5 at Highway 217/Kruse Way Interchange," dated January 27, 1994, and read the same. She urged the Council to fund interchange improvements with \$25 million as originally recommended and not the \$13.4 million currently proposed per ODOT recommendations.

Mr. Cotugno noted there had been confusion over some numbers listed because the table attached to the resolution referred to construction cost numbers. He said all construction projects had their own budgets. He said the table given was based on cuts as recommended by ODOT and said the amount available for construction was approximately \$13.4 million with an additional \$5 million for a total of \$18.4 million. He said ODOT had various projects with varying tiers

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of importance. He said design and cost had yet to be determined. He said earthquake proofing costs and/or wider shoulders for ramps had not been included as yet and would be added later.

Councilor Monroe concurred with Mr. Cotugno and said ODOT and JPACT all unanimously supported the package before the Council at this time.

Councilor Devlin asked that the following be submitted and filed for the record: 1) His request that Mayor Schlenker's and oral comments made by other testifiers at this meeting be accurately transmitted back to ODOT, along with Mayor Schlenker's memorandum; and 2) The January 21, 1994, memorandum from ODOT to "Interested Parties." He asked Mayor Schlenker to describe intersection details further. She said the intersection was congested due to growth. She said traffic was constantly stopping and stacking and that improvements were needed as soon as possible.

Jack Burns, Burns Brothers, CEIC member, 516 SE Morrison Street, Suite 1200, Portland, distributed a report "The Central Eastside Industrial Sanctuary: Seven Year-23,000 New Jobs Mission Statement" and said up to 30,000 jobs with a payroll of \$250 million per year could be created if the industrial area received the on-ramp. He said the City of Portland had overstepped its authority by deciding against the ramp. He urged the Council to write a letter to ODOT urging them to do another study on the ramp. He discussed his business, how many employees it had on the payroll, their profiles, and said the central eastside area needed the support of the City to provide jobs in the City's core.

The Council and Mr. Burns discussed the issues further.

Peter Fry, CEIC member, 733 SW 2nd, #215, Portland, responded to City of Portland Mayor Vera Katz's memo (filed with the record of this meeting) sent to the Council the date of this meeting. He said because of lack of improvements, unnecessary accidents took place at intersections and noted the increase of traffic through the area in question due to OMSI's new location. He discussed heavy industrial traffic on bridges such as the Hawthorne Bridge. He said building the Water Avenue on-ramp would prevent and/or mitigate many problems. He said the CEIC needed the Council's assistance on these and other issues.

Anne O'Ryan, public affairs manager, AAA Oregon, 600 SW Market St., Portland, urged the Metro Council not to make the additional \$36 million in road growth cuts because of anticipated growth in the metro area. She said expansion was needed to maintain the status quo for existing traffic and discussed those issues further. She said reprogramming highway funds would defy legislative intent and violated the trust of the voters.

The Council and Ms. O'Ryan discussed the issues further. Councilor Devlin said Oregon constitutional provisions did not impact federal funds received by the state and said the federal government made it clear they wanted to see such funds used for more than just highway modes. Ms. O'Ryan discussed AAA's efforts to get the State Legislature to authorize an additional tax to fund alternative modes of transportation. Ms. O'Ryan reiterated that state gas taxes should be used for road improvements.

Jim Howell, Citizens for Better Transit (CBT), 3325 NE 45th Avenue, Portland, said CBT had consistently opposed the on-ramp, but said their opinion had not been solicited by the City Council and/or Metro. He said Metro should have all the facts in place before it sent the City a letter supporting construction of the Water Avenue project. He said CBT anticipated the project would have many problems. He said those problems included public safety and transportation issues. He disagreed with the assumption that the on-ramp would discourage urban sprawl. He said CBT agreed with CEIC that the industrial area needed more access from the east side, but said it should not be achieved via a bad project. He said there were other, less expensive options that could be explored such as the Flanders Street on-ramp which CBT had long proposed.

The Council and Mr. Howell discussed the issues.

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Moshe Lensky, citizen, 4314 SE Crystal Springs Blvd., Portland, said interested parties had tied the on-ramp to increased jobs, but said he did not believe there was any evidence or connection between the two. He said the evidence actually pointed to the opposite conclusion and asked if a southbound access could be created for trucks. The Council and Mr. Lensky discussed the issues further.

Presiding Officer Wyers asked if there were any other persons who wished to testify on Resolution No. 94-1890A. No other persons appeared to testify and the public hearing was closed.

The Council discussed the resolution. Councilor Moore concurred with Councilor Monroe's assessment that the resolution represented compromise for all parties involved. She noted the chart distributed by staff at a December 17 and said it listed construction funds only. She said alternative mode projects were not "slush funds" as had been stated at one Planning Committee meeting. She discussed funds spent to-date on alternative projects. She expressed concern about the Sylvan Interchange and entered a letter for the record from Bruce Warner, ODOT, to show that part of the \$50 million allocated for the Sylvan westbound lane would be used for preservation. She expressed concern about the Westside Corridor Project and said part of the project had been erroneously deferred. She said the deferred portion included sound wall mitigation on the south side of Sunset Highway and a bicycle lane meant as part of the corridor project to connect neighborhoods.

Councilor Devlin entered previously referred to and additional documents for the record: 1) Memo from Lake Oswego Mayor Alice Schlenker with the ODOT attachment to interested parties which stated that ODOT identified the total need for the I-5/Highway 217/Kruse Way Interchange project at \$25 million; and 2) Letter from the City of Tigard faxed the date of this meeting with copies of previous letters which also identified the I-5/Kruse Way Interchange project and reiterated another request not under consideration at this time related to 99 Hall Boulevard intersection improvements included in a previous development section of the Transportation Improvement Project (TIP). He said ODOT had stated that project was still under study, but that it should not be considered a new project. Councilor Devlin said as a result of that ambivalent status, the latter project was "stuck."

Councilor Devlin said he clarified during Planning Committee discussion on issues related to the I-5/217/Kruse Way Interchange that a clear understanding of the issues on the project's future should be developed between Metro and ODOT. He submitted a letter for the record from Bruce Warner, ODOT, dated January 24, 1994, to himself which stated the total anticipated amount for phase one was \$18.4 million and which indicated the projects had additional needs, and affirmed ODOT's commitment to working with all affected entities on the project. He said JPACT had identified similar issues in its report attached to the Planning Committee's report. He said there should be no throwaway elements in the project; that the project necessary to address the problems would be built; that the initial phase was backed by additional phases identified in the development sections of the proposal; and that the final stages would likely impact the Western Bypass Study which would in turn impact what the interchange would ultimately look like. He noted also that Exhibit 1, in addition to the \$13.4 million listed, clearly identified Projects 2 and 15 under the development section which carried additional funding that would be allocated in future to the project.

Councilor Devlin discussed the history of the project for the record. He discussed the last State Legislature's work on the federal transportation package submitted. He said shortfalls in revenue and too-high estimates of state revenue and gas tax receipts created the need, during the summer of 1994, to cut the TIP. He said those cuts were identified and allocated throughout the region. He said Metro had held discussions, that a process was developed and there was agreement on that process. He said at the time, all of the projects were on almost equal footing. He said the Water Avenue on-ramp had been reduced in status since then as had the I-5/217 Interchange. He said after years of work and millions of dollars spent, it was determined that the latter project would not work without further expansion. He said it was considered unrealistic to expand the project because it had already grown so much. He said a substitute improvement was suggested and said that substitute meant a cost reduction which everyone else in the region eagerly supported to get more money for their own projects. He stated for the record that, in October 1994, he checked with

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officials in Lake Oswego and Tigard who assured him they had good communication with Metro staff on this process. He said they had expressed dismay over the lack of communication from ODOT staff. He said the most recent letter from Mr. Warner stated that communications from ODOT staff would improve.

Councilor Devlin also stated for the record that ODOT appeared committed to complete the revised project within a time frame close to what the original project's time frame had been. He noted the project was originally ranked No. 2 in the region for specific funding and that it represented extreme safety problems.

Councilor Devlin also stated for the record it was important that Metro make the attempt to dedicate the \$29 million available for alternative modes of transportation within the region. He said it was important to achieve some balance in transportation modes and discussed the issues further.

Councilor Gardner said the decision on how to fund this program was significant. He said original goals had been to avoid road congestion, but said that auto-dependent growth/development had been encouraged, and that had created conflict. He said state and local governments had made steps to improve the situation and said this resolution represented the beginning of a shift from just having roads to also having alternative modes.

Councilor Van Bergen noted he testified before the City Council in October or November, 1993, on the Water Avenue on-ramp issue and was allowed only three minutes for testimony. He said he appeared in his capacity as chair of JFACT, representing multiple jurisdictions, and said he could not believe he was only allowed three minutes to testify. He said the only way to deal with the City was via a letter as proposed. He said the Water Ramp issue represented a debacle of 37 years standing. He said Portland had lost jobs because the issue had not been resolved. He did not like the resolution as presented.

Councilor McLain thanked Metro staff for the work they had performed on the project and discussed the issues further. She said Metro had done its job properly on this project.

Councilor Kvistad thanked Metro staff also as well as Councilors Buchanan, Devlin and McLain.

Councilor Monroe summarized again what the resolution would do. He said the projects appeared to involve a great deal of money, but noted Westside Light Rail would cost approximately \$1 billion and \$2 billion would be spent on the South/North Light Rail project.

Vote: Councilors Buchanan, Devlin, Gardner, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington and Wyers voted aye. Councilor Gates was absent. The vote was 12/0 and Resolution No. 94-1890A was adopted.

8. OTHER BUSINESS

8.1 Consideration of a Letter to City to Portland Mayor Vera Katz Related to Water Avenue Ramps

Main Motion: Councilor Monroe moved, seconded by Councilor Kvistad, for approval of the letter to Mayor Vera Katz as provided by Mr. Cotugno printed under Agenda Item No. 8.1.

Presiding Officer Wyers opened a public hearing.

James Beard, Oregon Environmental Council (OEC), 027 SW Arthur Street, stated for the record that the OEC, during the Eastbank Freeway Options Review, supported construction of the Water Avenue on-ramp with some caveats and gave the reasons for same. He said the caveats were made because, if the ramp was built, it should be reserved for

METRO COUNCIL

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freight use only and discussed methods to ensure that exclusive use. He said building a road to lighten congestion did not work. He said as soon as there was increased capacity that capacity was fully utilized. He said the Eastbank Freeway Options Review recommended exploring southbound access also.

Mr. Beard discussed the draft letter before the Council and recommended the version drafted by Councilor Gardner be used instead because it asked for more study and analysis of southbound options.

Mr. Fry testified again and discussed the letter before the Council. He discussed the CEIC's position on alternative modes. He said the letter should be sent to make Metro's position clear and make the City realize the issues were regional in scope. He said the Council might wish to add, "and the rest of the region" after "The Metro Council urges..." in the second sentence on page 2 of the letter.

The Council discussed testimony given and language as suggested.

Motion to Substitute: Councilor Kvistad moved, seconded by Councilor Gardner, to substitute the Councilor Gardner/Kvistad draft letter for Mr. Cotugno's letter, as amended with language as recommended by Mr. Fry; to delete language at the end of the last sentence on page 2, "be resolved" and to replace it with "to add some urgency to the decision."

The Council briefly discussed the motion to substitute. Councilor Gardner said he preferred Metro did not send a letter at all. He said Metro intent was clear via JPACT action and in resolution language.

The Council as a whole discussed the letter further.

Vote on Motion to Substitute: Councilors Buchanan, Devlin, Gardner, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington and Wyers voted aye. Councilor Gates was absent. The vote was 12/0 and the motion passed.

Vote on Main Motion as Amended: Councilors Buchanan, Devlin, Gardner, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen and Washington voted aye. Councilor Gates was absent. The vote was 12/0 and the main motion as amended passed unanimously.

Presiding Officer Wyers called a recess at 7:42 p.m. The Council reconvened at 7:55 p.m.

6.2 Resolution No. 94-1889, For the Purpose of Stabilizing and Expanding Markets for Yard Debris Compost by Designating Product Standards

Motion: Councilor McFarland moved, seconded by Councilor Hansen, for adoption of Resolution No 94-1889.

Councilor McFarland gave the Solid Waste Committee's report and recommendations.

The Council discussed Resolution No. 94-1889.

Vote: Councilors Devlin, Gardner, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington and Wyers voted aye. Councilors Buchanan and Gates were absent. The vote was 11/0 and Resolution No. 94-1889 was adopted.

6.3 Resolution No. 94-1887, For the Purpose of Authorizing the Issuance of a Request for Proposals, and Authorizing the Executive Officer to Enter Into a Contract for Services to Create a Booklet "What's a Household Hazardous Waste Facility?"

Motion: Councilor Hansen moved, seconded by Councilor Devlin, for adoption of Resolution No. 94-1887.

Councilor Hansen gave the Solid Waste Committee's report and recommendations.

The Council discussed Resolution No. 94-1887.

Vote: Councilors Devlin, Gardner, Hansen, Kvistad, McFarland, McLain, Monroe, Moore, Van Bergen, Washington and Wyers voted aye. Councilors Buchanan and Gates were absent. The vote was 11/0 and Resolution No. 94-1887 was adopted.

7. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS

Councilor Devlin said he would not be able to attend the February 10 Council meeting because he had to be in Eugene to attend another meeting.

Councilor McLain invited Councilors to attend the Student Congress being held at Glencoe High School January 29, 1994.

Councilor Van Bergen said the Council had improved as a whole, but said the Council's rules were still being violated by the making of philosophical statements, and/or asking questions stretched out to include philosophies and/or to make statements. Presiding Officer Wyers said the issue should be discussed in further detail in the future, but noted the method of commenting on issues while asking questions was standard procedure for many governmental bodies.

Presiding Officer Wyers noted Council Department staff were receiving increasing requests for information on Councilors. She reminded the Council that members of the public and the press could ask for, and receive, information on Councilors. She said staff would inform her as Presiding Officer of specific information requests and she would then inform the pertinent Councilor. She asked the Council to talk to her if they had any concerns about the issue.

All business having been attended to, Presiding Officer Wyers adjourned the regular meeting at 8:09 p.m.

Respectfully submitted,

Paulette Allen
Clerk of the Council
MCMIN94.027

STANDARD INSURANCE COMPANY



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(503) 248-2700

S.1
Council
2/24/94

February 23, 1994

Ms. Rena Cusma
Executive Officer
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Rena:

We greatly appreciate the opportunity you provided for members of the Metro Tax Study Committee to review your FY 1994-95 proposed budget while it was in the development stage. This letter reports our observations and contains our recommendations to the Metro Council.

You made excellent progress in your proposed budget in reducing the costs of overhead activities and placing a priority on Planning as required by the Charter. In particular, we note that your reorganization of Support Services functions reduced costs to Metro by approximately \$350,000 and eliminated 7 positions. It is always difficult to change the way you are doing things, but this reorganization does that and saves money. You are to be congratulated.

We also reviewed the proposed budget for the Planning and the Regional Parks and Greenspaces Departments. We recommend a different approach than that contained in the proposed budget. We feel that the FY 1994-95 budget for Planning should be based on a 6% excise tax, plus \$600,000 in local government dues and reallocation of \$300,000 of the \$422,000 currently proposed for Greenspaces in the base budget to Planning. We recognize that this will not bring Planning to the level of the proposed budget, but it will fund most activities within current resources. It will obviously require a reduction in the Greenspaces program, but this reduction will be in accordance with the priorities mandated by Charter. We feel that this action will also strengthen Metro's case with local governments in asking for a continuation of the dues. By showing its willingness to cut deeply into a popular but non-mandated program, Metro will emphasize the need for local governments to once again pay their dues to avoid further cuts in Planning.

Finally, we wish to emphasize that this budget (either as proposed by you, or as modified by our recommendations in this letter) does not in any way eliminate the need for Metro to address its long-term funding needs. Our November report

DEDICATED TO EXCELLENCE

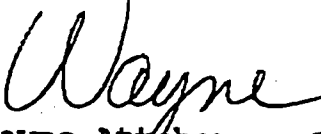
Ms. Rena Cusma
February 23, 1994

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included a recommendation that Metro seek and implement a permanent funding source for Planning, preferably from a broad-based source. Our interim recommendations for a construction excise tax and a real estate transfer tax are still valid, and will still be necessary to bridge the period from now until a broad-based source can be implemented. Metro can cover its FY 1994-95 Planning needs from current resources, but only by reducing planning efforts and other valuable programs. In the long run, this will prove to be unacceptable. Metro needs to face this issue head on.

Thank you for the opportunity to review your proposed budget and to offer these further recommendations to you. We wish you the best as you proceed through the FY 1994-95 budget deliberations.

Yours truly,



Wayne Atteberry, Chair
Metro Tax Study Committee

cc: Judy Wyers, Presiding Officer
Metro Council

WA: cd

Council
2/24/94
7.1

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 94-1905, AMENDING THE FY 1994 METRO TIP TO ALLOCATE FUNDS TO SUPPORT THE OREGON TRANSPORTATION FINANCE COMMITTEE PUBLIC OUTREACH PROGRAM

Date: February 22, 1994

Presented By: Councilor Monroe

Committee Recommendation: At the February 17 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 94-1905. Voting in favor: Councilors Kvistad, Gardner, Gates, Monroe, and Moore. Absent: Councilors Devlin McLain and Washington.

Committee Issues/Discussion: Andy Cotugno presented the staff report. This resolution allocates \$8,700 of regional STP funds to assist the lobbying effort of the next multi-modal transportation funding package before the 1995 Legislature. This action follows suit with two past state-wide efforts to develop road funding proposals. The amount is relatively small because there isn't a lot of new technical work to be done as has been in the past. Previously money from STP funds has been devoted to similar purposes.

Other participants contributing in this effort are counties and cities elsewhere in the state, port districts and transit districts.

Council
2/24/94
7.2

PLANNING COMMITTEE REPORT

**CONSIDERATION OF RESOLUTION NO. 94-1900 ENDORSING THE NW
112TH LINEAR PARK FOR FUNDING AS PART OF ODOT REGION 1
PRIORITIES FOR TRANSPORTATION ENHANCEMENT FUNDING IN THE
1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM**

Date: February 22, 1994

Presented By: Councilor McLain

Committee Recommendation: At the February 17 meeting, the Planning Committee voted 4-2 to recommend Council adoption of Resolution No. 94-1900. Voting in favor: Councilors Kvistad Gates, McLain, and Monroe. Voting no: Councilors Gardner and Moore. Absent: Councilors Devlin and Washington.

Committee Issues/Discussion: The committee reviewed this issue twice since the 112th Linear Park project was remanded to JPACT. On February 3 the committee was briefed by Council staff on procedural concerns and TPAC discussion. On February Mr. Cotugno and Mr. Hoglund presented the final staff report and Larry Shaw, Senior Assistant Counsel, summarized actions before the Land Use Board of Appeals related to this resolution.

Council staff concerns related to insufficient communication between the Council and JPACT and inappropriate procedures at JPACT and TPAC. Specific concerns related to the promise of a public hearing at JPACT that did not occur and comments at TPAC that without the hearing this decision looks like a "back room deal". These concerns are outlined in a memorandum to the Planning Committee dated February 3, 1994.

In explaining the LUBA decision, Mr Shaw said there was no appeal of the 112th Street functional classification and no change in classification from the previously adopted and acknowledged plan. Also, a claimed violation of the Bike Bill was not upheld by LUBA but the decision did seem to require a 14 foot outside lane or shoulder area for bikes if an exception of the Bike Bill is not properly invoked. In response to a question from Councilor Moore, Mr. Shaw agreed that bikeways in rural and urban areas did differ but that the issue was not raised at LUBA.

Mr. Cotugno clarified that the linear park project must be included in or consistent with comprehensive plans prior to constructions. He stated this action would hold funds available for construction for the park only if the project was proven to be included in or consistent with the comprehensive plan. Councilor Moore noted that Washington

County staff contended the project was consistent with the comprehensive plan and the ordinance to include the project was in appeal. Mr. Shaw stated his understanding was that Washington County considers any alignment within the identified corridor in compliance with requirements for citing the project. LUBA will address the issue.

Mike Hoglund, Transportation Planning Manager, explained that State requirements do not require the project to be in a comprehensive plan to request funding but that additional planning would need to be approved prior to the allocation of funds.

Public Hearing: Charlotte Corkran, a Portland resident expressed concern that the ranking of the project was high based solely on information provided by Washington County. She stated the proposal by Washington County contained incorrect information that prejudiced the ranking, would be difficult for people using the park trails to connect to nearby roads, and is not a scenic area, but rather continuous backyards.

Patricia Miller, a Portland resident, discussed the history of the area and public involvement process. She expressed concerns about the elevations in the park, stated no North/South connection was established in the plan for connection to the Westside LRT, and related concerns for the proposed project.

Irma Trommlitz, a Portland resident, stated none of the projects submitted by Washington County had public involvement. She is in favor of the park, but does not necessarily agree with the road construction. The road will be a busy road in a residential area and the linear park would provide the only method to make the area pedestrian friendly. She advocated examining the cost of the project but stated the park would provide the only way to cross between Miller-Barnes and Saltzman Roads. She reiterated there was support for the project in the affected area and expressed concern about the number of hearings held on this issue.

Mike Borresen, Washington County Department of Land Use and Transportation, explained the existing plan would eliminate 28 homes and that the proposed park could exist regardless of the location of the road. The Northwest Subarea Study included the 112th component to reduce traffic on Cornell Road and the park ties into the Metro Greenspaces Master plan on a portion of the Peterkort Property. He stated that Washington County assures that there will be pedestrian access to the Sunset light rail station.

Councilor Moore expressed concerns over the distances for an intermodal connection. She asked him to clarify Washington County position regarding their commitment to

build the pedestrian and bike connection. Mr. Borresen reiterated the county's commitment to constructing a sidewalk connection to the Sunset Light Rail Station. The facility would be a minimum of five feet.

Councilor Gardner questioned the bicycle connections in the project. Mr. Borresen clarified the locations of each connection relative to the elevations of land. Councilor Gardner stated he saw no need for the pedestrian overpass and foresaw the project being used more for recreation than transportation. His preference is for bike paths adjacent to the road, rather than separated as in this project. Mr. Borresen agreed that most bicyclists would use the road, while pedestrians would use the park paths. He stated bike lanes would exist on both sides of 113th and the park paths were not intended to replace those lanes.

Councilor Moore expressed concerns that the interchange would be zoned for no pedestrian crossing. Mr. Borresen stated the intent at this time was to allow pedestrian crossing at all four crossings but that this could change in the future.

Councilor Discussion: Councilor Monroe explained the amendment he sponsored at JPACT would ensure a pedestrian bike path but did not approve road construction. This project is tied to construction of the road but Metro does not approve the road by approving this resolution. He stated Metro needed to trust the efforts of Washington County, that to deny funding would be a jeopardize our regional partnership.

Councilor Moore suggested an amendment restating in writing the commitment of Washington County commits to construct the connection of the sidewalk to the Sunset Light Rail Station. This commitment was again confirmed by the Washington County representative. She withdrew her motion with the caveat that the record clearly indicate the commitment. She stated, however that she would not support the resolution because the additional technical review she had requested and her concerns to that effect had not been addressed by JPACT or the department.

Councilor Gardner expressed concerns about the inability to separate the issue between approving the funding of the project and approving the road construction. He stated the park was a "carrot" for the residents in the affected area and stated the road should have a lane for bicycle transportation. The path through the park was more recreation than transportation oriented and he would not support the project.

Councilor McLain stated she would support the resolution as amended by JPACT. She understood the project met the standards established by Metro and that the project received review. The review process needs improvement and plans for improving that

review are underway. The contingency list also needs improvement and standards for citizen involvement should be developed for partnership projects.

Councilor Gates spoke in favor of pathways away from roadways for bicycles. He stated the paths provided for enjoyment for bicyclists and a break for motorists in dealing with bicyclists being next to the road. He favored mixed use development such as this project.




METRO

Council
2/24/94
3.145.1

February 24, 1994

TO: Metro Council

FROM: Rena Cusma, Executive Officer 

SUBJECT: FY 1994-95 Decision (Add) Packages

In building my FY 1994-95 Proposed Budget, I had to make some tough decisions about programs to include and programs which would not be included. My goal was to present to you a proposed budget which required no higher Excise Tax rate than currently exists. Accordingly, my proposed budget relies upon a 7% Excise Tax and continuation of local dues. This meant that some worthwhile programs could not be included.

Enclosed with this memo are several Decision (Add) Packages which you may want to consider for inclusion in the budget. Each package will help Metro to maintain current services, will implement needed improvements, or will help Metro to handle long-term financial issues. I have packaged each of these programs into discrete units, and I have identified the amount of Excise Tax and other resources that would be necessary to support these programs. I should emphasize that I do not feel these packages can be substituted for programs in my Proposed Budget; I have submitted a budget that I feel is necessary to accomplish Metro's assigned mission. These Add Packages are presented for your consideration should you feel it appropriate or necessary to improve Metro's ability to handle these issues. Staff of each of the appropriate departments will be available to discuss these packages with you during your scheduled budget meetings.

cc: Department Directors

Total Decision Packages -- Add

	TOTAL ADD PACKAGES	Planning Fund	Reg. Parks Fund	Support Serv. Fund
Resources				
Discretionary (Excise Tax)	\$879,980	\$340,000	\$161,320	\$378,660
Grants	0	0	0	0
Contracts	0	0	0	0
Transfers from Solid Waste	15,000	0	0	15,000
Transfers from Smith-BybeeLake Fund	7,834	0	7,834	0
Contribution from Multnomah County	5,000	0	5,000	0
Contribution from Oregon Historical Society	15,000	0	15,000	0
Other	0	0	0	0
TOTAL RESOURCES	\$922,814	\$340,000	\$189,154	\$393,660
Requirements				
Personal Services	\$270,168	\$238,834	\$31,334	\$0
Materials & Services	149,350	0	49,350	100,000
Capital Outlay	108,470	0	108,470	0
Transfers	85,619	85,619	0	0
Contingency	15,547	15,547	0	0
Reserve Balance	293,660	0	0	293,660
TOTAL REQUIREMENTS	\$922,814	\$340,000	\$189,154	\$393,660
FTE	6.00	5.00	1.00	0.00
Excise Tax Rate Needed to Fund Package	1.32%	0.49%	0.28%	0.55%

Planning Fund - Decision Packages -- Add

	TOTAL ADD PACKAGES	Data Resource Center RLIS Maintenance	Data Resource Center Data Serv & Maint.	Travel Forecasting Survey & Res.	Growth Mgt. Charter Impl.
	PRIORITY	1	2	3	4
Resources					
Discretionary (Excise Tax)	\$340,000	\$120,000	\$85,000	\$70,000	\$65,000
Grants	0	0	0	0	0
Contracts	0	0	0	0	0
Other Transfers	0	0	0	0	0
Other	0	0	0	0	0
TOTAL RESOURCES	\$340,000	\$120,000	\$85,000	\$70,000	\$65,000
Requirements					
Personal Services	\$238,834	\$86,634	\$58,545	\$48,337	\$45,318
Materials & Services	0	0	0	0	0
Capital Outlay	0	0	0	0	0
Transfers	85,619	31,188	21,076	17,761	15,594
Contingency	15,547	2,178	5,379	3,902	4,088
TOTAL REQUIREMENTS	\$340,000	\$120,000	\$85,000	\$70,000	\$65,000
FTE	5.00	2.00	1.00	1.00	1.00
Excise Tax Rate Needed to Fund Package	0.49%	0.17%	0.12%	0.10%	0.09%

**DECISION PACKAGE
ADD
PLANNING DEPARTMENT**

Amount Requested: \$120,000

Priority No: 1

Purpose of Request: Data Resource Center - RLIS Maintenance

Date: February 22, 1994

Background and Justification

This request restores 2.0 FTE to RLIS maintenance for a total allocation of 2.8 FTE to this task. The proposed budget leaves 0.8 FTE to maintain the RLIS database, a job currently involving 4.0 FTE. Fortunately, it is now possible to reduce staff by 1.0 FTE and keep RLIS current with the region's rapid rate of development. This is because Washington County has assumed responsibility for maintaining its portion of RLIS and the City of Portland staff is updating several of their RLIS items. Transferring maintenance tasks to local governments is an effort that will continue to pay off as more jurisdictions come on line, allowing further reductions in Metro FTE. However, it is premature to cut below 3.0 FTE at this time, if RLIS is to be useful to users at Metro, in local government and the business community.

Following are the RLIS maintenance tasks and FTE requirements:

Parcel Base Map & Assessor Data	1.50 FTE
TIGER Street Address Map	.36 FTE
Undeveloped Land Layer	.30 FTE
Building Permit Geo-coding (used to update vacant land)	.13 FTE
Zone/Comp. Plan Layer	.13 FTE
City & Other Boundaries	.05 FTE
Environmental Layers	.18 FTE
Map Counter Backup & Plotter Maint.	<u>.35 FTE</u>
TOTAL	3.00 FTE

When RLIS was conceived in 1988, it was decided that no funds would be spent on developing databases that would not be maintained. This budget ends that commitment and will result in RLIS becoming useful as a historical data base only, having little relevance to current development activities. This will particularly impact Metro's growth management role which depends upon current and accurate land supply data and trends.

EXPENDITURE ALLOCATION

Personal Services	\$86,634
Transfers	31,188
Contingency	2,178
TOTAL	\$120,000
FTE	2.00

RESOURCE ALLOCATION

Transfer from General Fund (Excise Tax)	\$120,000
TOTAL	\$120,000

**DECISION PACKAGE
ADD
PLANNING DEPARTMENT**

Amount Requested: \$85,000

Priority No: 2

Purpose of Request: DRC - Data Services and Maintenance

Date: February 22, 1994

Background and Justification

This package restores an Associate Regional Planner position at 1.00 FTE to provide research services (0.70) for planning and transportation programs and for socio-economic database maintenance (0.30).

Services: The restored services will go to Region 2040 and initiation of the Regional Framework Plan (0.20), Greenspaces (0.30) and Travel Forecasting (0.20). Reducing the DRC's level of service transfers costs to projects both in monetary and duration terms. These services spare project staff from the time consuming task of learning where and how to obtain necessary data and tailoring it to the needs of their project. For example, nearly every project requires a data series to be constructed to its specific needs for geography, time period and data type. It is most efficient for DRC staff to do this, being familiar with the data and able to maintain quality control, reducing the risk of data errors and omissions.

Data Base Maintenance: Restoring 0.30 FTE will enable continued updating of the detailed demographic factors required by the transportation and solid waste models (e.g., age and income by household). Without such support, these models will rely on historical information or use general assumptions to "trend" demographic changes.

EXPENDITURE ALLOCATION

RESOURCE ALLOCATION

Personal Services	\$58,545
Transfers	21,076
Contingency	5,379
TOTAL	\$85,000
FTE	1.0

Transfer from General Fund (Excise Tax)	\$85,000
TOTAL	\$85,000

**DECISION PACKAGE
ADD**

PLANNING DEPARTMENT

Amount Requested: \$70,000

Priority No: 3

Purpose of Request: Travel Forecasting - Survey & Research

Date: February 22, 1994

Background and Justification

Household activity data will be collected in a revealed preference survey and several stated preference surveys during the spring of 1994. The information will be used to improve the travel demand model sensitivity to such issues as the: 1) land use impacts of transportation investments; 2) behavioral response to increases in pricing measures; and 3) changing lifestyle and life-cycle characteristics. It is critical that these and other issues be addressed due to the mandates from the Intermodal Surface Transportation Efficiency Act (ISTEA), Clean Air Act Amendments (CAAA) and Oregon Transportation Planning Rule (TPR). With each passing year, the credibility of the model as a tool to predict travel flows and to evaluate transportation investments is reduced.

The proposed budget assigns approximately 3.5 FTE to the Survey and Research Work Program. Given this staffing level, full implementation of the improvements detailed in the proposed budget would require at least two and one-half to four years. The addition of an Associate Regional Planner position would ensure a completion date within two years.

Other work elements have been identified which merit special attention. However, due to staffing levels, they cannot begin until the household survey work tasks are completed. These elements are itemized in the proposed budget. One task of paramount importance identified in that list is the development of a commodity flow model. The information derived from such a model would help the region in its analysis of current and future truck movements. This is especially important in terms of the requirements necessary: 1) for the development of an Intermodal Management Plan (ISTEA requirement); and 2) to reliably estimate the air quality impacts from truck movements.

Using approximately one-third of the FTE identified above, the starting date for developing the commodity flow model could occur in FY 1994-95. This is at least two years earlier than possible under the proposed budget. Given that the development of the commodity model is a two- to three-year effort, it is essential that work begin as soon as possible.

A vacant position currently exists in the Travel Forecasting Section. The proposed budget eliminates the position. This proposal would restore the position.

EXPENDITURE ALLOCATION

RESOURCE ALLOCATION

Personal Services	\$48,337
Transfers	17,761
Contingency	3,902

Transfer from General Fund (Excise Tax) \$70,000

TOTAL	\$70,000
FTE	1.00

TOTAL	\$70,000
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**DECISION PACKAGE
ADD
PLANNING DEPARTMENT**

Amount Requested: \$65,000

Priority No: 4

Purpose of Request: Growth Management - Charter Implementation

Date: February 24, 1994

Background and Justification

The addition of an Assistant Regional Planner to the Emergency Management Program in the Growth Management Section would facilitate the collection of data for lifeline systems and critical facilities, the modeling of damage and loss of buildings, the analysis of life line and critical databases, development of emergency information systems and the promotion of emergency programs and public information materials.

The addition of this position will release the Assistant Region Planner currently assigned to Emergency Management tasks for work on Charter Implementation assignments related to Regional Framework Plan development, especially Urban Reserves, Housing Density and Future Vision. This would allow the completion of these elements in a more timely manner.

The new position is subject to the receipt of federal grant funds. If these funds are not received the position will be filled on a part-time or temporary basis.

EXPENDITURE ALLOCATION

Personal Services	\$45,318
Transfers	15,594
Contingency	4,088
TOTAL	\$65,000
FTE	1.00

RESOURCE ALLOCATION

Transfer from General Fund (Excise Tax)	\$65,000
TOTAL	\$65,000

Regional Parks and Expo Fund - Decision Packages -- Add

	TOTAL ADD PACKAGES	Howell Territorial Park Master Plan	Planning Tech/ GIS Position	Grantsmanship Assistance	Park Maint. & Enhancement	Acquisition Fund
	PRIORITY	1	2	3	4	5
Resources						
Discretionary (Excise Tax)	\$161,320	\$10,000	\$24,250	\$5,000	\$22,070	\$100,000
Contribution from Multnomah County	5,000	5,000	0	0	0	0
Contribution from Oregon Historical Society	15,000	15,000	0	0	0	0
Transfer from Smith & Bybee Lake Fund	7,834	0	7,834	0	0	0
Other	0	0	0	0	0	0
TOTAL RESOURCES	\$189,154	\$30,000	\$32,084	\$5,000	\$22,070	\$100,000
Requirements						
Personal Services	\$31,334	\$0	\$31,334	\$0	\$0	\$0
Materials & Services	49,350	30,000	750	5,000	13,600	0
Capital Outlay	108,470	0	0	0	8,470	100,000
Transfers	0	0	0	0	0	0
Contingency	0	0	0	0	0	0
TOTAL REQUIREMENTS	\$189,154	\$30,000	\$32,084	\$5,000	\$22,070	\$100,000
FTE	1.00	0.00	1.00	0.00	0.00	0.00
Excise Tax Rate Needed to Fund Package	0.28%	0.04%	0.05%	0.01%	0.03%	0.15%

DECISION PACKAGE
ADD

Regional Parks and Greenspaces Department

Amount Requested: \$10,000 Priority No. 1

Purpose of Request: Howell Territorial Park Master Plan Date: 2/4/94

Background and Rationale

Seventy-three acre Howell Territorial Park is located on Sauvie Island and consists of the historic Bybee House, agricultural museum, century orchard and wetland/upland open space.

Currently, the park is cooperatively managed with Oregon Historical Society. Under contract with Metro, OHS, has furnished the Bybee house and museum, provides cultural interpretive services and hosts special events such as the annual "Wintering-In Celebration."

The house and museum are only opened on weekends during the summer and it is generally agreed that the park and its facilities are under-utilized.

Both RPAG and Oregon Historical Society staff believe that completion of a "master plan" is the critical first step in moving Howell Territorial Park towards achieving its full potential and a basic requirement for virtually all private and public grant programs which could be tapped for development funds.

Staff estimates the cost of a master planning process to be \$30,000. Oregon Historical Society has suggested that plan development be a cooperative effort. Towards that end, OHS will attempt to raise \$15,000 for planning purposes. An additional \$5,000 is requested from the Multnomah County Natural Areas Acquisition and Protection Fund. This request is for the balance (\$10,000) needed for the planning budget.

Howell Territorial Park is an identified "regionally significant greenspace" and has been included on the National Register of Historic Places. As such and due to the proposed partnership approach to this project, general funds are requested.



Oregon Historical SOCIETY

1200 S.W. PARK AVENUE, PORTLAND, OREGON 97205-2483

503/222-1741 TELEPHONE

FACSIMILE 503/221-2035

January 14, 1994

Mr. Charles Ciecko
Director
Parks Services Division
Department of Environmental Services
1620 S.E. 190th Avenue
Portland, Oregon 97233

Dear Charlie:

The Oregon Historical Society very much appreciates your interest in and strong support of our proposal to expand the programs at Howell-Territorial Park. As we have discussed, the Oregon Historical Society envisions this park as a regional interpretive center for Lewis and Clark and to interpret the pre-history, natural history, and history of Sauvie Island.

Because the island is a place inhabited by Native Americans for many thousands of years, was visited by Lewis and Clark, was the site of dairy farms for the fur trading part of Fort Vancouver, and also home to many families who took the Oregon Trail and farmed the land, Howell Territorial Park is an ideal setting for educational programs about the pre-history and history of the metro region. Because of its superb natural setting and abundant wildlife, the park is also well suited to natural history education.

The Oregon Historical Society would gladly participate as a partner in a planning project for Howell-Territorial Park, and will commit \$10,000 - \$15,000 toward such a planning process.

Please let me know how I might assist you in making the case for this proposed project and for further strengthening the already strong partnership between Metro and the Oregon Historical Society.

With best regards,


Chet Orloff
Executive Director

CO:ch

cc: Ms. Barbara Abrams
Mr. Dale Archibald
Ms. Hilary Gripekoven
Oregon Historical Society
Portland, Oregon

DECISION PACKAGE
ADD

Regional Parks and Greenspaces Department

Amount Requested: \$32,084 Priority No. 2

Purpose of Request: Planning/Technician/GIS Position Date: 2/4/94

Background and Rationale

The Regional Parks and Greenspaces Department requires a high level of Geographic Information System (GIS) support. Metro's RLIS is relied on in all program areas and is particularly critical to the Acquisition, Management Planning, Trails and Greenways, Restoration, Outreach and Education, and Government Coordination/Land Use Programs. The Department currently receives minimal support from the Data Resource Center due to the plethora of competing demands for GIS Services DRC expenses. This is resulting in chronic delays in completion of Parks and Greenspaces planning and analysis projects, and on the production of GIS products important to our outreach and education activities.

Attached is a copy of a new position request providing further verification for the Planning Technician position.

ADDPACK.BUD

Personnel Request

Fiscal Year 1994-95

ACTION REQUESTED:

Establish a Geographical Information System (GIS) Planning Technician (1.0 FTE) position in the Planning and Capital Development Division. The incumbent will assist in research, statistical analysis, organization and presentation of graphic and narrative data for inclusion in planning documents. The incumbent is expected to extensively utilize the Regional Land Information System and will be the department's in-house GIS expert.

INCUMBENT:

Not applicable, new position.

DUTIES AND RESPONSIBILITIES:

The position will provide GIS expertise for the Regional Parks and Greenspaces Department. 25% of the position would be spent on Smith and Bybee program. The remaining 75% of the position would be spent on Planning and Capital Development program. Duties include acquiring and maintaining data for coverages, generating plot design, and development of maps using multiple coverages. The position should be familiar with the UNIX environment, ARC-INFO, and AML commands and understand land-use and tax information data system applications. Non-GIS support to lead planners on the acquisition, management planning, trails, restoration and Smith & Bybee Lakes program areas is expected, thus, the person should have a background in natural resource planning and management in addition to GIS capabilities.

JUSTIFICATION:

The Regional Parks and Greenspaces department requires a high level of GIS support for implementation of the Metropolitan Greenspaces Master Plan. The Data Resource Center is overtaxed with demand from several departments and programs throughout the agency, and particularly within the Planning Department. Although allocated 1/2 FTE for Environmental Planning Division projects during FY 1993-94, most of which would have been earmarked for the Greenspaces Program, a significantly less amount of time has been allocated by DRC due to competing demands from the Growth Management and Transportation Planning Divisions. Completion of major GIS analysis projects as well as day-to-day production of exhibits previously set up on the RLIS system have been delayed for considerable lengths of time. In the most dramatic instance a major mailing to Greenspaces cooperators has been delayed for over nine months due to continual "bumping" by higher priority projects.

This is not a reflection on DRC staff. They are yanked in many different directions simultaneously and provide outstanding support when time allows. However, the lack of timely responses to work requests due to competing demands is paralyzing the progress of the Greenspaces Program, particularly in the day-to-day, seemingly lower profile requests for display maps and simple analysis requests. Further, DRC has

consciously positioned itself to maintain and update the various RLIS map layers and attribute files already entered in the system, a yeoman effort in itself. It wishes to serve as a "GIS Consultant" to other divisions and departments for the most complex analysis requests, and expects line divisions and other departments to independently handle uncomplicated analysis requests and simple production of maps and other GIS exhibits already programmed for production on the system. No such capabilities are currently available with the Regional Parks and Greenspaces Department.

In addition, lead planning staff need additional non-GIS support than currently available due to the growing scope and complexity of the program. In the Smith and Bybee Lakes program, for example, support for the senior planner is needed in "pulling" permits for capital projects, supporting the management and technical committees, following up on the appraisal title searches and other activities related to land acquisitions, and interacting with the North Portland community in implementing the recreational facilities Master Plan. In other program areas, trails planning activity has gained considerable momentum in FY 93-94 and the merger with Multnomah County will trigger major management planning activities for various landholdings.

BUDGET IMPACT:

	<u>Rate</u>	<u># of hours worked</u>	<u>Amount</u>	<u>Total</u>
Salary	<u>\$10.26</u>	<u>2088</u>	<u>\$22,066</u>	
Fringe	<u>42 %</u>		<u>\$9,268</u>	
Additional Costs:				
Computer Supplies			<u>\$500</u>	
Office			<u>\$ 0</u>	
Other (Travel/Training/General Supplies)			<u>\$250</u>	
TOTAL NEW COSTS				<u>\$32,084</u>

Anticipated Starting Date of Position: July 1, 1994

Include monetary amounts for salary, fringe, and ancillary costs associated with a new employee. For reclasses and FTE increases, indicate the total "new" cost.

DECISION PACKAGE

ADD

Regional Parks & Greenspaces Department

Amount Requested: \$5,000 Priority No.: 3

Purpose of Request: Grantsmanship Assistance Date: 1/19/94

Background/Rationale

Five Thousand (5,000) is requested to retain the services of a professional grant writer to accomplish the following:

- a) Review Greenspaces Master Plan and determine which elements would be appropriate for application to private foundations and state or federal dollars grant program.
- b) Conduct research to determine which private foundations would have an interest in specific greenspaces elements.
- c) Provide assistance in the preparation and presentation of grant requests.

Successful competition for private foundation funds and state or federal grants would allow additional greenspace related activities without a corresponding increase in reliance on general funds.

ADDPKG.BUD

**DECISION PACKAGE
ADD**

REGIONAL PARKS & GREENSPACES DEPARTMENT

Amount Requested: \$22,070 Priority No.: 4
Purpose of Request: Park Maintenance and Enhancement Date: 2/24/94
(Blue Lake and Oxbow)

Background/Rationale

This request will fund improvements at Blue Lake Park and Oxbow Park which will improve services and revenue generation (Blue Lake) and reduce future maintenance costs (Oxbow).

Blue Lake Park is a 183-acre park located in East Multnomah County. Presently, the park has 35 reservable picnic areas for groups and/or organizations to rent. The park also offers unreserved areas to the public on a first-come first-serve basis. About a third of the reserved areas are covered either by a shelter or a tent canopy. These sites are rented at a higher rate and usually are the first areas to be reserved.

All reserved areas are normally rented on the weekends from the first part of July to the end of September. Because of the popularity of the park's reservation system, two new reservable areas were created in 1993.

The purpose of this add package is to seek funding in the amount of \$8,470 to purchase two tent canopies for the above new reserved picnic areas. Canopies would allow these reserved areas to be rented at the higher rate bringing in an additional \$2,240 of revenue per year. Funds for canopies would have to be allocated from the Excise Tax. Life span of canopies is ten years.

Oxbow Park's 1,000 acres are located on the Sandy River. One of the numerous outdoor activities the park offers is camping. Forty-five family campsites are available the year-round. A daily fee, separate from the park entry fee, is charged for the use of these sites.

The road loop around campground "A" is over 20 years old and has deteriorated to a point that additional "band-aid" maintenance (i.e., filling potholes) is no longer cost effective or structurally feasible. A two-inch asphalt lift is needed to correct the problem. Estimated cost to repair the road is \$13,600 (15,600 sq. ft. x .90/sq. ft.). The funds for repair would come from the Excise Tax, if appropriated.

DECISION PACKAGE

ADD

Regional Parks & Greenspaces Department

Amount Requested: \$100,000 Priority No.: 5

Purpose of Request: Acquisition Funds Date: 1/19/94

Background/Rationale

In fall of 1993, the Metro Council approved an appropriation of funds for the acquisition of options on regionally significant greenspaces.

It is anticipated that these options will be acquired prior to the end of FY 93-94.

At this time, it has not been decided whether a greenspaces bond measure will be referred to voters in FY 94-95. The purpose of this request is to provide "seed" money in the event a bond measure is not referred or a measure is referred and defeated.

If approved, these funds would be utilized to acquire sites where options have been acquired. Grant applications would be submitted to state and federal agencies as well as appropriate private non-profit organizations and foundations requesting financial assistance to exercise options. Funds associated with this request would only be utilized for "matching" purposes.

For example, State Parks administers the Land and Water Conservation Fund (LWCF). Acquisitions are allowable projects, however, a match of 25% - 50% is required.

The State Marine Board administers a Facility Grant Program. Land acquisition is an allowable project when the land will be utilized for boater access purposes. A similar program is administered by the Oregon Department of Fish and Wildlife.

In the event that a bond measure is referred and passed by the voters, these funds will not be expended. Additionally, these funds will not be expended unless leveraging opportunities are secured. Any expenditure for acquisition would be subject to Council approval.

ADDPKG.BUD

Support Services Fund - Decision Packages -- Add

	TOTAL ADD PACKAGES	Direct Billing System	Prudent Management Reserve	Federal Lobbyist
	PRIORITY	1		2
Resources				
Discretionary (Excise Tax)	\$378,660	\$50,000	\$293,660	\$35,000
Grants	0	0	0	0
Contracts	0	0	0	0
Transfers from Solid Waste	15,000	0	0	15,000
Other	0	0	0	0
TOTAL RESOURCES	\$393,660	\$50,000	\$293,660	\$50,000
Requirements				
Personal Services	\$0	\$0	\$0	\$0
Materials & Services	100,000	50,000	0	50,000
Capital Outlay	0	0	0	0
Transfers	0	0	0	0
Contingency	0	0	0	0
Reserve Balance	293,660	0	293,660	0
TOTAL REQUIREMENTS	\$393,660	\$50,000	\$293,660	\$50,000
FTE	0.00	0.00	0.00	0.00
Excise Tax Rate Needed to Fund Package	0.55%	0.07%	0.43%	0.05%

**DECISION PACKAGE
ADD**

SUPPORT SERVICES FUND

Amount Requested: \$293,660

Priority No.: 1

Purpose of Request: Prudent Management Reserve

Date: February 17, 1994

Background and Justification

Support Services costs are allocated to operating departments through Metro's Cost Allocation Plan. The Cost Allocation Plan allows the recovery of fixed costs for providing these services as well as marginal costs. Cost Allocation charges to any one department result from that department's level of usage in the previous calendar year, but are also affected by other departments' level of usage. If department A's level of usage drops dramatically in any one year, its share of the fixed system costs drops. The remaining fixed costs must be spread to other departments, so their charge may increase even though their level of usage has not changed. This shift of costs from one department to another sometimes creates hardship for the department that has to pay more and creates the impression that Support Service costs are beyond their control.

The Prudent Management Reserve will hold a pool of money that will be used to even out these shifts in Support Service fixed costs over time to prevent any one department from experiencing a major increase in Support Service costs due to the reduction in usage by another department. This Reserve will not provide a long term subsidy of those costs, but will be used to minimize negative impacts in any one year and to allow time for operating departments to absorb these shifts in their operations over time.

A .5% increase in the Excise Tax will be used to fund this reserve and to initiate a study of a direct billing system so that charges which can be tracked and paid for directly by operating departments can be removed from the cost allocation process. A direct billing system will further minimize unanticipated shifts in Support Services costs between departments. A .5% increase in the Excise Tax will generate \$343,660.

**DECISION PACKAGE
ADD**

OFFICE OF PUBLIC AND GOVERNMENT RELATIONS

Amount Requested: \$50,000

Priority No: 2

Purpose of Request: Federal Lobbyist

Date: February 22, 1994

Background and Justification

With increased competition for federal funds and continuing Congressional consideration of issues which impact Metro, there is need for Metro to contract with a Washington DC lobbyist who can assist the agency in the day-to-day tracking of legislation and advise us regarding strategy and timing of contacts directed to specific legislative activity or to the pursuit of additional federal funding for Metro activities. This contract would be for Metro's non-transportation issues.

The Office of Public and Governmental Relations would manage the contract which would be funded through the Planning and Solid Waste Department budgets.

EXPENDITURE ALLOCATION

Materials & Services	\$50,000
TOTAL	\$50,000
FTE	0

RESOURCE ALLOCATION

Transfer from General Fund (Excise Tax)	\$35,000
Transfer from Solid Waste	<u>15,000</u>
TOTAL	\$50,000

b:\95add-f1



METRO

Council
2/24/94
6.196.2

DATE: February 24, 1994
TO: Councilor George Van Bergen
FROM: Casey Short *CS*
RE: Non-Referred Resolutions

You have agreed to present two resolutions at Council tonight, which you and Councilor Wyers discussed briefly at Tuesday's Governmental Affairs meeting. You asked for a short summary of those resolutions, so you'd know what to say in presenting them.

1. Resolution 94-1899 - Metro CCI Members

This fills three vacancies on the CCI (regular member and alternate from District 5, and alternate from District 10).

Judy Shioishi will be available to answer any questions.

2. Resolution 94-1907 - Metro Regional Hazard Mitigation Awards Program.

I understand Gerry Uba discussed this one with you. This would simply establish an awards program under Metro's auspices, to recognize those who have done good work to reduce potential damage in an emergency. It appears to be geared primarily toward earthquake preparedness.

First round of these awards is to be presented at an Emergency Preparedness Conference in June; a committee will forward nominations to Governmental Affairs, and Gov'tal Affairs will select the recipients.

Either Andy Cotugno or Gerry Uba will be available to answer questions.

Council
1/27/94
7.2

TO: METRO PLANNING COMMITTEE

FROM: PATRICIA MILLER

RE: RESOLUTION 94-1900 LINEAR PARK

DATE: 2/17/94

I. Purpose: to aid in an educated decision.

II. Citizen Process Reviewed

A. 112th St. Alignment Citizen Process

1. Kathy Christy was right when she mentioned that the 112th project has been discussed with the public over the last 30yrs.

2. What needs to be clarified is the nature of the discussion.

3. The last CAC formed on the project "forwarded" an alignment option to the County Commissioners. Due to the narrow scope of their charge, they did not want to choose an alignment. Their choice was considered to be the least offensive.

a. They were not given a NO BUILD option.

b. "However, recognizing the widespread opposition to an extension, the advisory committee only "forwarded" the plan..." "The panel (CAC) didn't recommend it..." (Oregonian, Nov. 19, '91)

c. The CAC scope was narrow.

"Neighbors' complaints about the proposed alignments, Johnson said, are not falling on deaf ears. They're falling outside the spectrum of what we can decide as a CAC..." (J. Johnson was the Chair of the Committee) (Oregonian, Oct. 28, '91)

Regardless of your opinion on the 112th project, the linear park may offer an opportunity for an intermodal pathway along this same road.

B. Linear Park Citizen Process

1. Washington County

a. Held one open house presenting the same map displayed in Metro's Staff report.

b. Initial feelings:

1. The park is a carrot in front of the horse. the county is sugar coating the road.

2. Will it really stay a park?

3. No other forums have been held.

- 2. Metro
 - a. Followed its Decision-Making Process
 - b. Invited interested parties
 - c. As of this presentation, does not have a working working definition of Citizen Participation.
 - d. Did not include, in-part or total, verbal testimony presented to the Metro Council October 1993 in the staff report.

III. The Linear Park Project Defined

- A. Staff Report - Map *Jan. 19, 1994*
 - 1. "Project meet federal guidelines by having a relationship to intermodal transportation system through
 - * function
 - * proximity
 - * impact
 - 2. "...Project will provide a quality bicycle & pedestrian connection from area neighborhoods through Peterkort to the Sunset Transit Center."
 - 3. "... Washington County public process resulted in project support by residents in the 112th area..." (*FROM STAFF REPORT*)

B. ISTEA Funding

- 1. Intermodal Surface Transportation Efficiency Act of 1991 states that it is in the national interest to encourage transportation alternatives.
- 2. Does the Linear Park provide intermodal transportation that is is SAFE for walking and Biking?

IV. The Larger Perspective on "The Park"

- A. Terrain is Steep... about a 25% grade. Washington County provided a map 8/20/93 demonstrating the grade. The map indicates a 90ft. increase in height over a estimated 300ft long distance *on the steepest portion of the road.*
- B. E. Wash. Co. Functional Classification System Map - a view of the parks relation to Light Rail.
- C. The North and South access to the park is unclear. (Randy Lapo Feb. 16, 1994)
- D. South access to Light Rail on Barnes Rd. / Who will build the sidewalks and when? (Ralph Drewfs Nov. 5, 1993)
- E. Intersection of 112th and Cornell seems unfriendly to Pedestrians and Bike Riders. (W&H Pacific Map 10/4/93)

V. Unresolved Issues

A. Washington Co. 's newly formed Capitol Projects Committee will be defining and establishing criteria for County and Federally funded projects.

- 1. I was told by County Council that the 112th alignment project would not be considered by the committee.
- 2. Will the Federally funded Linear Park also not be reviewed by this committee?

B. How will walkers and bikers get to light rail ? Will it be safe?

C. Washington Co. response to Metro Council October 28, 1993 states, "Turning the open space and pathways over to the Park District will also help preserve them from future development."

- 1. Does this mean that Tualatin Parks and Recreation owns the park? ...
- 2. ...or do they simply maintain it... *for Washington County?*
- 3. Some fear that the park *might* be displaced by a widening of the road *by Washington Co.*

D. COMP PLAN Complications / ORD. 420 Litigation

VI. Conclusion

A. Everyone, generally, likes a park.

B. If we're going to claim the park is a link to alternative modes of transportation, let's attempt to strengthen the weak links in the pursuit of public safety.

C. All government systems need to review their public process and generate new forums that offer creative and open discussions on Land Use issues.

TO: METRO COMMITTEE FOR CITIZEN INVOLVEMENT

SUBJECT: JOINT POLICY COMMITTEE ON TRANSPORTATION
MEETING JANUARY 10, 1994

DATE: February 10, 1994

1. Unanimously approved a Resolution endorsing the NW 112th Linear Park for Transportation Enhancement funding. This is second time the project was considered being returned to JPACT by the Metro Planning committee. County Commissioner Cristy was the only person to comment. She favored the project and spoke of the extensive citizen involvement on the project over 30 years. An amendment restricts the funding to the linear park. Considerable discussion followed concerning the "glitch in the process" with the citizen involvement on this project leading to a discussion of the current TPAC/MCCI effort.

2. Unanimously approved a Resolution approving allocation of Metro Transportation Improvement Program funds to support the Oregon Transportation Finance Committee public outreach program.

3. Unanimously approved a recommendation to send a letter to Metro jurisdictions recommending they include a voluntary payment to fund Metro planning in FY95.

4. Unanimously approved a recommendation to send a letter to ODOT listing priorities for addition Federal transportation funding including in priority: (1) The westside LRT to Hillsboro, (2) The north south LRT, (3) High Speed Rail between Seattle and Eugene, and (4) Rail access to Rivergate.

5. Heard a complete presentation of the air quality planning in the Portland Region. Significant plans are required in 1994, 1995 and 1996. Strategies to be considered include reducing vehicle miles traveled, higher downtown Portland densities, city wide parking lid strategies, and oxy-fuel.

Robert N. Bothman

RNB 2-10-94



METROWEST

COMMUNITY NEWS AND FEATURES

Committee forwards 112th Avenue recommendation

The plan to redesign the street moves ahead despite widespread community opposition

By JANET GOETZE
of The Oregonian staff

set Highway and Barnes Road. The advisory committee wasn't given a "no build" option for a study that began earlier this week. Instead, the members were

at 6:30 p.m. Monday in the Cedar Mill Community Library, 12505 N.W. Cornell Road. Spokesman Ric Ball said the group is seeking donations to hire legal and planning professionals for potential appeals of the road issue. The Washington County Board of Commissioners will receive the advisory committee's report in a meeting scheduled for 6:30

ment. Friends of Cedar Mill has charged that the road proposal violates the county's land-use plan, Metropolitan Service District ordinances and the state's new mandate to reduce total vehicle miles traveled in the metropolitan area by 3000. Neighbors' complaints about the proposed alignment, Johnson said, "are not falling on

group studied five other plans that would have taken out 12 to 26 houses and affected between 2 and 2.2 acres of habitat. The county designated an expanded avenue in 1965. In recent years, transportation planners have seen it as a necessary north-south link for a network of improvements in a burgeoning part of the county. In a carefully worded letter, Tri-Met man-



METROWEST

COMMUNITY NEWS AND FEATURES

Final wording of 112th Avenue alignment gets attention

Proposal for a north-south commuter route stirs considerable opposition in Cedar Mill

By JANET GOETZE
of The Oregonian staff

CEDAR MILL — A citizens advisory committee labored over final wording of a Northwest 112th Avenue alignment Monday while about 30 community residents studied maps in the cafeteria of Cedar Mill School on Northwest Cornell Road.

dents to influence the advisory committee's report to the Washington County Board of Commissioners. Most are opposed to expanding the narrow, dead-end road into a three-lane street. The board will take up the controversial plan for a new north-south street between Barnes Road and the Sunset Highway at 4:30 p.m. Nov. 29 in the Public Service Building

The advisory committee has studied several possible alignments since February, but it wasn't given a "no build" option. Last month, the members settled on a plan to build three lanes along the back lot lines between 112th and 114th avenues south of Cornell Road. That proposal will take out fewer houses than the county's original plan for five lanes on the center line of 112th. However, recognizing the widespread opposition to an extension, the advisory committee only "forwarded" the plan to the Board of Commissioners. The panel didn't

lose the community's natural areas. They point to a pond at the foot of 112th Avenue, tall cedars and other trees that form habitat for wildlife, including pileated woodpeckers and red-legged frogs. Both are on the state's list of sensitive species. However, county planners say the expanded road has been on the books for a quarter century and the growing northeast corner of the county needs another north-south street. Tri-Met's plan for a park-and-ride station near the Sunset Highway needs a new 112th Avenue as a link, according to

set Highway and Cedar Hills Boulevard, where 112th Avenue is expected to extend. "It's for commuter traffic," Jane Ferguson said of the expanded road. Like many of her neighbors, Ferguson has joined Friends of Cedar Mill, a group fighting the road plan. "The answer is mass transit," said Karen Trummer as she studied maps in the school cafeteria. "They're just making another road to go onto the Sunset, which is already crowded." In addition to a new alignment, the adv-



METROWEST

COMMUNITY NEWS AND FEATURES

County board to mull proposed 112th Avenue alignment

Several project opponents express concerns about the environmental protection of wetlands

By JANET GOETZE
of The Oregonian staff

in the Public Services Building, 150 N. First Ave., Hillsboro.

on 112th Avenue's center line might not be the best design. The county formed a citizens advisory committee to study several proposals. The advisory panel settled on a three-lane design centered on the back-yard property lines of houses facing 112th and 114th avenues. Northwest 112th Avenue doesn't

south of Stark Street, will follow procedures for building the second segment of 112th Avenue and turning it over to the county. That practice is common for areas in which a developer could benefit from new or improved streets in Washington County. Friends of Cedar Mill, a citizens group opposed in the road extension questions a

Stark to Barnes Road segment, through the Peterkorts property, is another. Transportation planner Rick Ratz said the county would apply for a fill permit when its 112th Avenue alignment is decided. The corps will determine what kind of permit the county needs, he said. Grillo talked with corps officials in



METROWEST

Community news and features

Rally to protest planned extension of N.W. 112th Ave.

Friends of Cedar Springs hope to preserve a 150-acre nature park with a pond supporting 125 species of wildlife

By JANET GOETZE
of The Oregonian staff

CEDAR MILL — Citing a new analysis of traffic numbers, Cedar Mill residents will hold an Earth Day rally Thursday to protest Washington County's plans to extend Northwest 112th Avenue. The rally will begin at 5 p.m. at Northwest 112th Avenue, south of Cornell Road. Troy Horton, a rally coordinator, said participants would walk through the area proposed for the road between Cornell and Cedar Hills Boulevard to point out the natural area that local residents want to preserve.

"It may be muddy," he said, advising anyone who wants to join the walk to wear boots. Friends of Cedar Springs hope to preserve a 150-acre nature park around the area where Washington County plans to build a north-south street. Much of the county is developed with east-west streets following old farm-to-market roads. If the county follows its plan, the metropolitan area will lose one of its largest stands of Western red cedar and a pond supporting 125 species of wildlife, according to Friends of Cedar Springs. The Friends of Cedar Springs and the Friends of Cedar Mill helped pay for a traffic analysis that indicates 112th Avenue may be unnecessary through the area. Horton said,

For the past two years, the Friends' organizations and area residents have protested proposals to extend the road. The extension has been in county road plans for about two decades. Walt Peck, a spokesman for the county's Department of Land Use and Transportation, said the Oregon Department of Transportation, Tri-Met and Metro were among the agencies supporting the road extension. The extension is needed in part, he said, to help commuters reach Tri-Met's light-rail station planned near the Sunset Highway and Oregon 217. The north-south street also will make sense in light of other road work planned in the area. Peck added, including Sunset Highway improvements. Peck wouldn't comment on the traffic

However, he said that any street-building in the area must be done carefully because of natural features valued by local residents. "That's why this project continues to need rigorous analysis," he added. The county doesn't have a time line or money to complete the road extension, Peck said. This year the county plans to build 112th Avenue's current dead-end, a few blocks south of Cornell, to property owned by the Peterkorts family north of the Sunset Highway. The Peterkorts family is paying for a section of road extending north from Cedar Hills Boulevard across its land north of the Sunset Highway. That section of road

Horton charged that the county's major reason for extending 112th Avenue is to help the Peterkorts develop the land they once farmed. Transportation engineer Tom R. Lancaster, in an analysis for the Friends' organization, said the existing street system appeared adequate for traffic expected through the year 2010 under certain conditions. Those conditions include developing 119th Avenue to four travel lanes with a center turn lane and widening Barnes Road to four lanes between 112th and 119th avenues. Lancaster also said that if 112th wasn't extended, other routes could accommodate traffic between Cedar Mill and Portland. The engineer said he used Metro's computerized information for transportation planning to make his analysis.



METROWEST

COMMUNITY
NEWS AND
FEATURES

Committee forwards 112th Avenue recommendation

The plan to redesign the street moves ahead despite widespread community opposition

By JANET GOETZE
of The Oregonian staff

CEDAR MILL — An advisory committee studying a new Northwest 112th Avenue alignment will continue discussing design refinements at 7 p.m. Nov. 4 in Cedar Mill School, 10265 N.W. Cornell Road.

The 10-member advisory group voted 8-1 last Thursday to forward an alignment proposal to the Washington County Board of Commissioners, but the motion purposely omitted the word "recommend."

The group, with one member absent, worded the motion to acknowledge overwhelming community opposition to any expansion of 112th Avenue between the Sun-

set Highway and Barnes Road.

The advisory committee wasn't given a "no build" option for a study that began earlier this year. Instead, the members were charged with improving on a plan to build three to five traffic lanes over front yards and some houses on 112th Avenue.

Despite the committee's inability to discard all expansion plans, said chairman Johnnie Johnson, community residents can tell public officials why they think 112th should remain a short, narrow lane that ends in wetlands beneath tall trees.

The Friends of Cedar Mill intends to do that.

The community group, which has opposed any road expansion plan, will meet

at 6:30 p.m. Monday in the Cedar Mill Community Library, 12506 N.W. Cornell Road.

Spokesman Ric Ball said the group is seeking donations to hire legal and planning professionals for potential appeals of the road issue.

The Washington County Board of Commissioners will receive the advisory committee's report in a meeting scheduled for 6:30 p.m. Nov. 26. By then, the advisory committee will add its design requests for bike paths, cul de sac arrangements and other details.

If the board goes ahead with a road plan, Ball said, Friends of Cedar Mill may appeal the decision to land-use or other state courts.

Johnson noted that the county must continue through its own land-use procedures before selecting a final alignment. State and federal wetlands regulations also will affect a plan. Those procedures call for public com-

ment.

Friends of Cedar Mill has charged that the road proposal violates the county's land-use plan, Metropolitan Service District ordinances and the state's new mandate to reduce total vehicle miles traveled in the metropolitan area by 2000.

Neighbors' complaints about the proposed alignments, Johnson said, "are not falling on deaf ears. They're falling outside the spectrum of what we can decide as a CAC (citizens advisory committee)."

If the advisory panel didn't pick an alignment, Johnson said, the county could revert to the old plan.

The advisory committee termed "least objectionable" a plan for three lanes centered on the backyard property lines of homes facing both 112th and 113th avenues.

Even this plan will displace 11 households and affect 2.4 acres of wildlife habitat, according to consultants. The advisory

group studied five other plans that would have taken out 12 to 26 houses and affected between 2 and 2.2 acres of habitat.

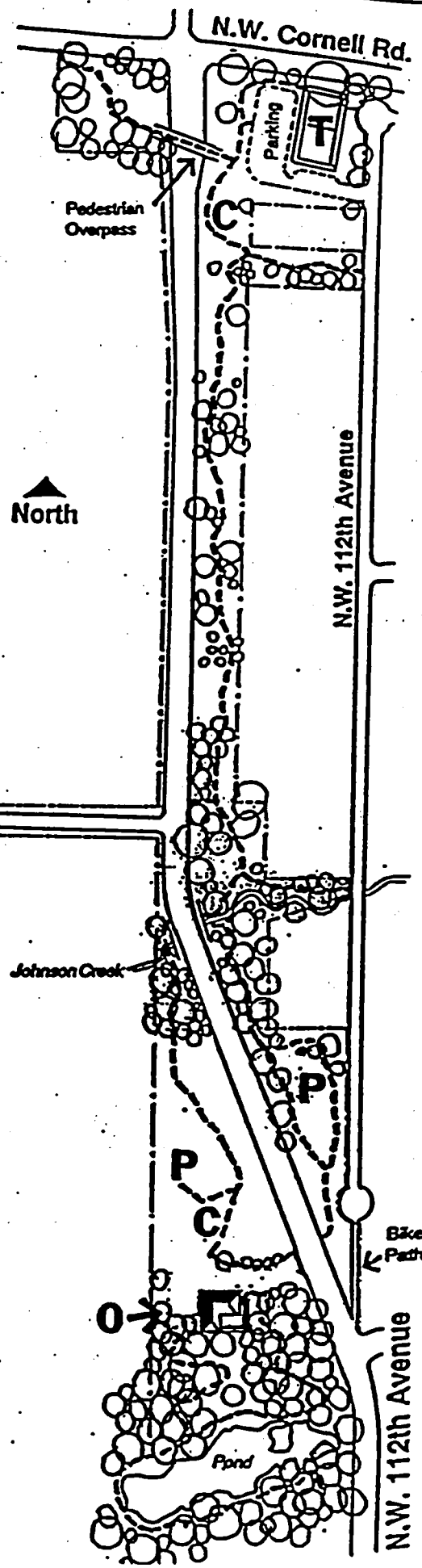
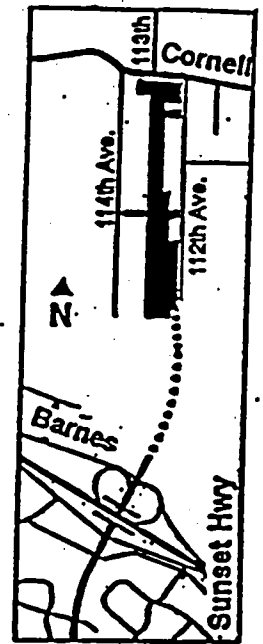
The county designated an expanded avenue in 1966. In recent years, transportation planners have seen it as a necessary north-south link for a network of improvements in a burgeoning part of the county.

In a carefully worded letter, Tri-Met manager Tom Walsh reminded the advisory committee that his agency planned a park-and-ride station north of the Sunset Highway-Oregon 217 interchange. Past studies identify an extended 112th Avenue as a key access route for road and transit improvements, he said.



"Hopefully," Walsh wrote, "the fact that the project is part of a larger transportation plan for the metropolitan area provides some supporting context for your challenging task."

112th Avenue Linear Park

Project Area



Park Detail Map

-  Trail
-  Existing Trees
- C** Children's Play Area
- O** Overlook
- P** Picnic Area
- T** Tennis Court

REGIONAL TRANSPORTATION: THE DECISION-MAKING PROCESS

FROM: ILLINO
10/13/93
Andy
Cotugno
- 8 -

Metro is the directly elected regional government that serves Clackamas, Multnomah and Washington counties and the 24 cities that make up the Portland metropolitan area.

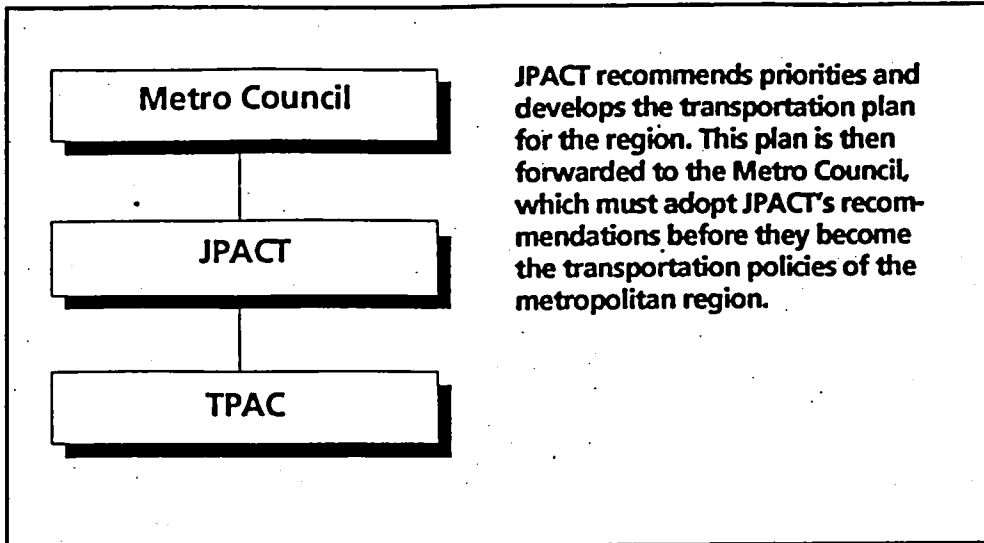
Metro is responsible for solid waste management, operation of the Metro Washington Park Zoo, transportation and land-use planning, metropolitan Greenspaces, urban growth boundary management and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium and the Portland Center for the Performing Arts.

Every metropolitan area must have a metropolitan planning organization designated by the governor to develop an overall transportation plan; to implement management systems for congestion, safety, pavement, bridges, intermodal facilities and public transit; and to program federal funds.

Metro is assigned the responsibility of approving the expenditure of all federal transportation funds in this region. To assure a well-balanced regional transportation system and to involve local elected officials directly in decisions, a decision-making process has been established to assist the Metro Council in making these important funding allocations.

The Metro Council

The Metro Council is composed of 13 members elected from districts throughout the metropolitan region (urban areas of Clackamas, Multnomah and Washington counties). The council approves transportation plans, projects and programs recommended by the Joint Policy Advisory Committee on Transportation.



Joint Policy Advisory Committee on Transportation (JPACT)

JPACT provides a forum for elected officials and representatives of agencies involved in transportation to evaluate all transportation needs in this region and to make recommendations to the Metro Council.

The 17-member committee is composed of:

- Three members of the Metro Council
- A commissioner from the city of Portland
- A county commissioner from Clackamas, Multnomah and Washington counties
- An elected official from each county representing cities
- A representative of the Oregon Department of Transportation
- A Tri-Met representative
- A representative of the Port of Portland
- A representative of the Oregon Department of Environmental Quality
- An elected representative from Vancouver and one from Clark County, Wash.
- A representative of the Washington Department of Transportation
- An alternate representative from C-TRAN, the public transit system in Clark County, Wash.

Transportation Policy Alternatives Committee (TPAC)

While JPACT provides a forum for recommendations on transportation issues at the policy level, the Transportation Policy Alternatives Committee (TPAC) provides input from the technical level.

TPAC's membership includes technical staff from the same governments and agencies as JPACT, plus representatives of the Federal Highway Administration and the Southwest Washington Regional Transportation Council. There are also six citizen representatives appointed by the Metro Council.

For more information

For more information on upcoming forums, special events and regular meetings of JPACT, contact the Metro Planning Department, 600 NE Grand Ave., Portland, OR 97232-2736, (503) 797-1750.



METRO

At the local level, Washington County has had a long history of public involvement regarding the 112th/113th road project. The Linear Park process is more recent. In August 1993, the County began a Linear Park public process. As a result, both County and public testimony indicates strong support for the proposal (see Attachment E, letters). Opposition to the Park included testimony that the funds should be used for other pedestrian and bicycle needs in the area (see also Attachment E, letters).

Alternative Action

Under ODOT program guidelines, the choices for JPACT and the Metro Council are: 1) recommend funding for the Linear Park; or 2) defer to the next project on the contingency list.

As shown in Attachment C, the next project is Project No. 29 -- Barlow Road Corridor/Moss Hill Preservation. The \$190,000 project would preserve and improve a segment of the Barlow Road segment of the Oregon Trail. The project is about four miles east of Oregon City and is outside the Metro boundary. Approximately \$118,000 would then remain to be applied to the Molalla River pathway in rural Clackamas County.

Conclusion and Staff Recommendation

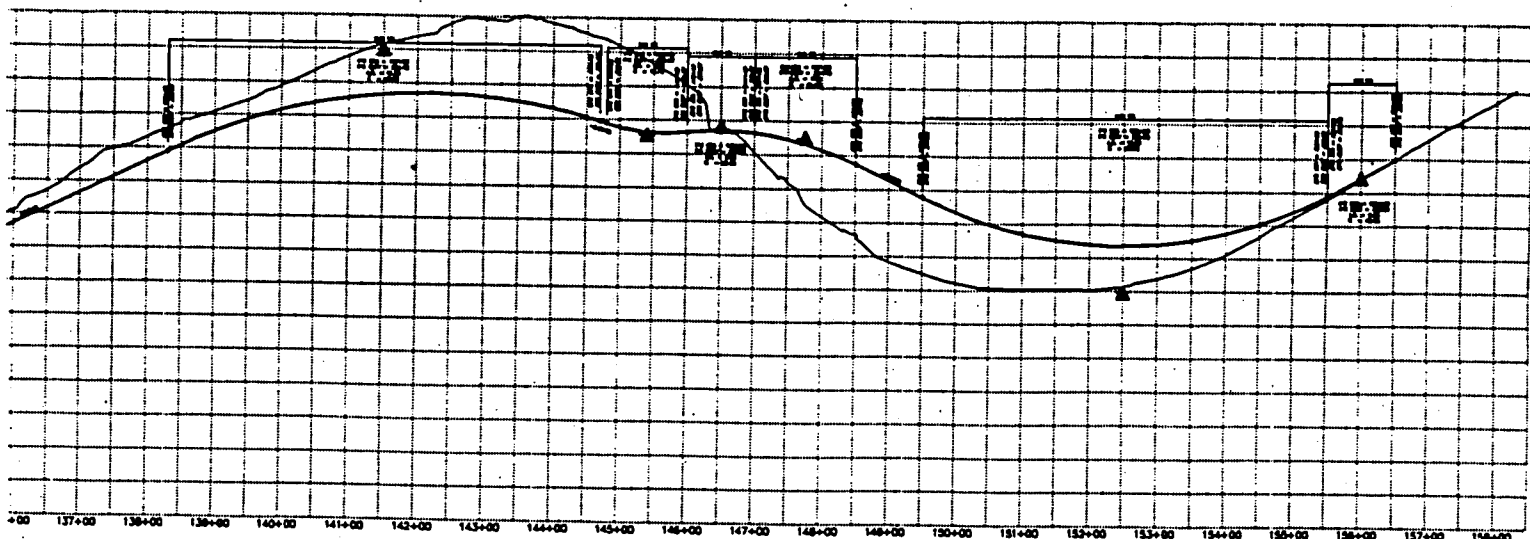
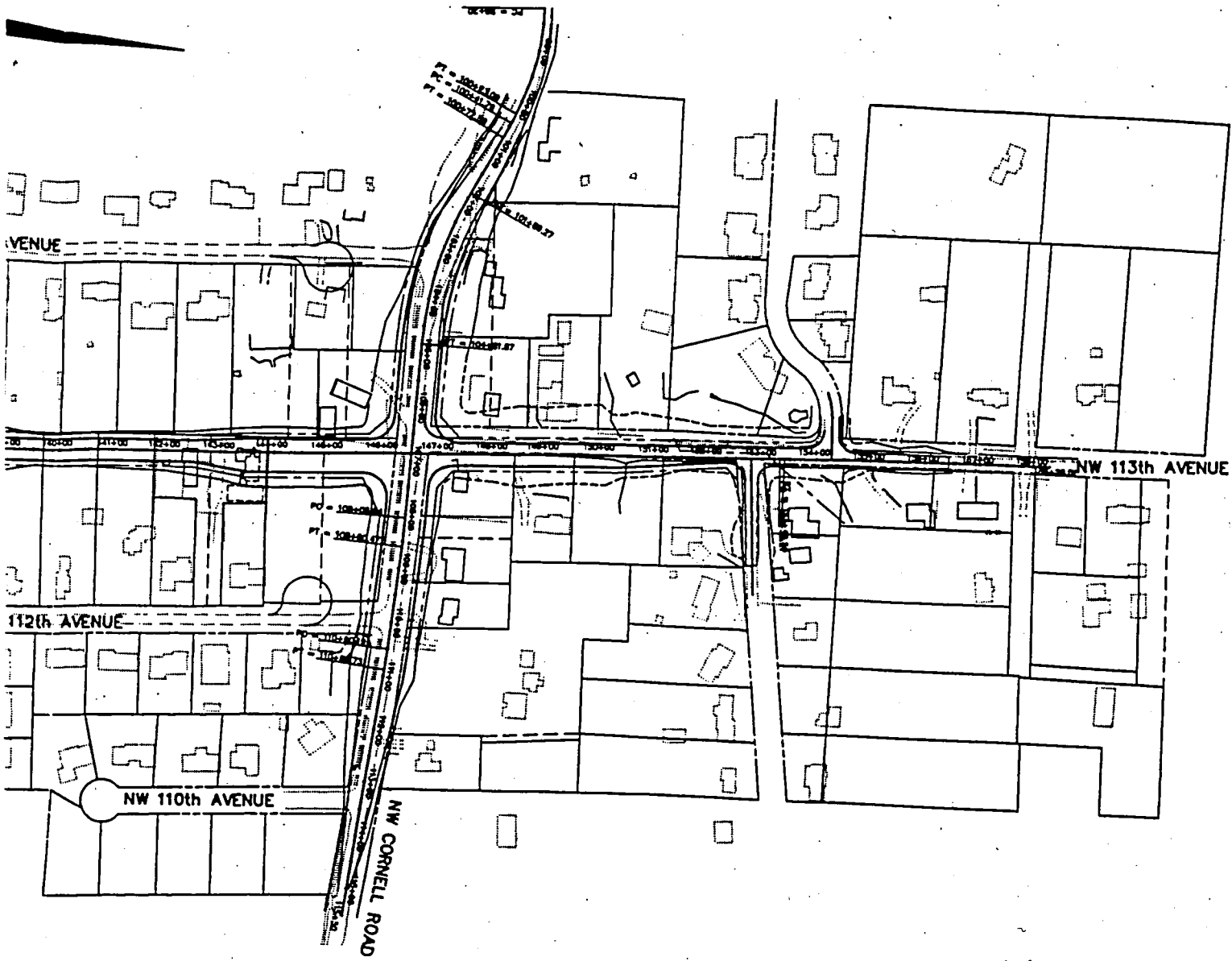
A number of issues surfaced regarding the timing and location of the NW 112th Linear Park. Most significantly, does the project meet federal Transportation Enhancement eligibility; and does the project enhance the overall transportation system in the area?

First, as noted previously, the project meets federal guidelines by having a relationship to the intermodal transportation system through function, proximity, and impact. Second, the project will provide a quality bicycle and pedestrian connection from area neighborhoods through Peterkort to the Sunset Transit Center. Third, a Washington County public process resulted in project support by residents in the NW 112th area as mitigation above and beyond the norm for transportation projects. While other quality bicycle and pedestrian projects exist in the area, none were submitted as part of the ODOT process. Further, the project is consistent with the Washington County Comprehensive Plan and must be included to receive funding.

Given the further analysis of the project, program guidelines, and process, Metro staff recommends the 112th Linear Park be included as part of the region's priority Transportation Enhancement projects for FY 95, FY 96, and FY 97.

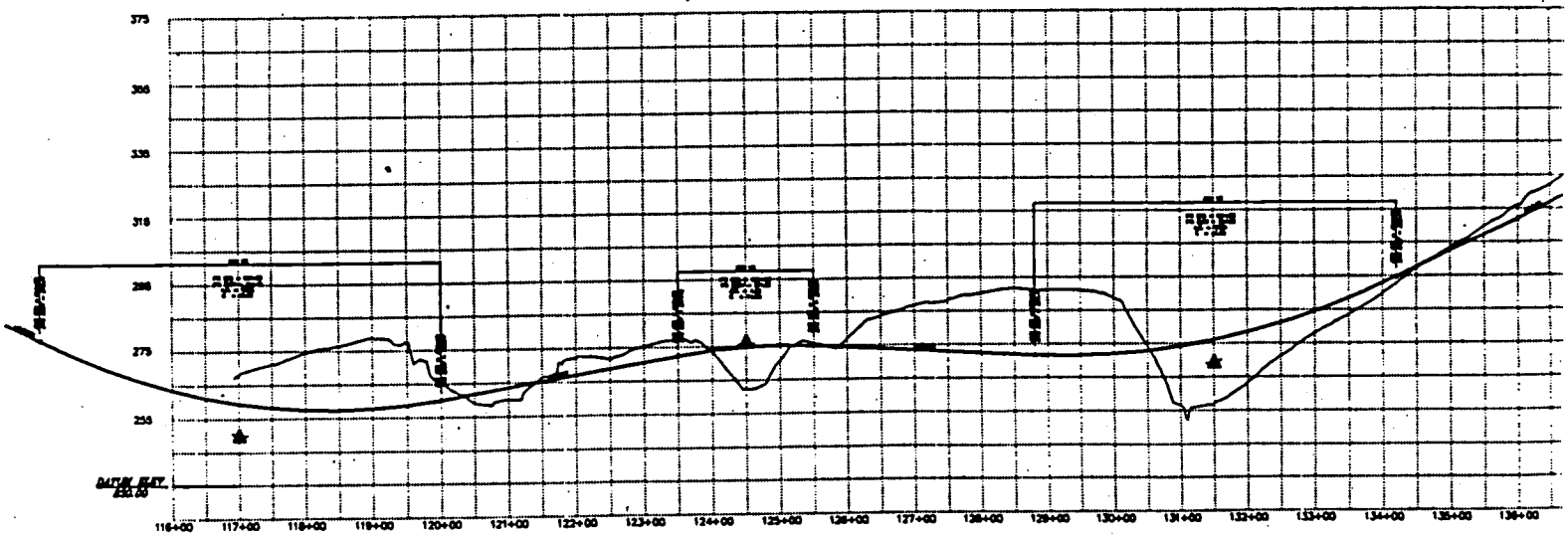
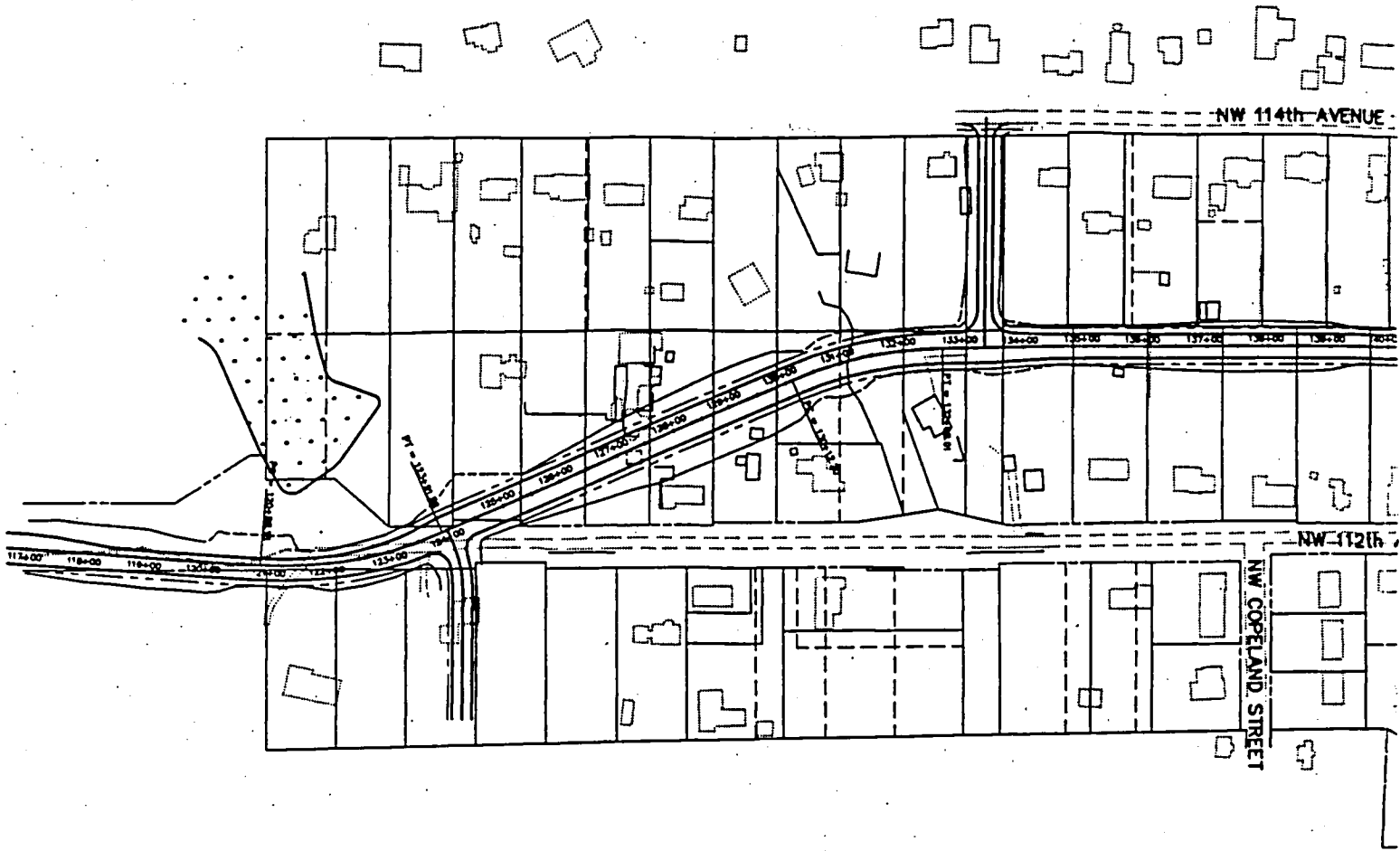
TPAC Recommendation

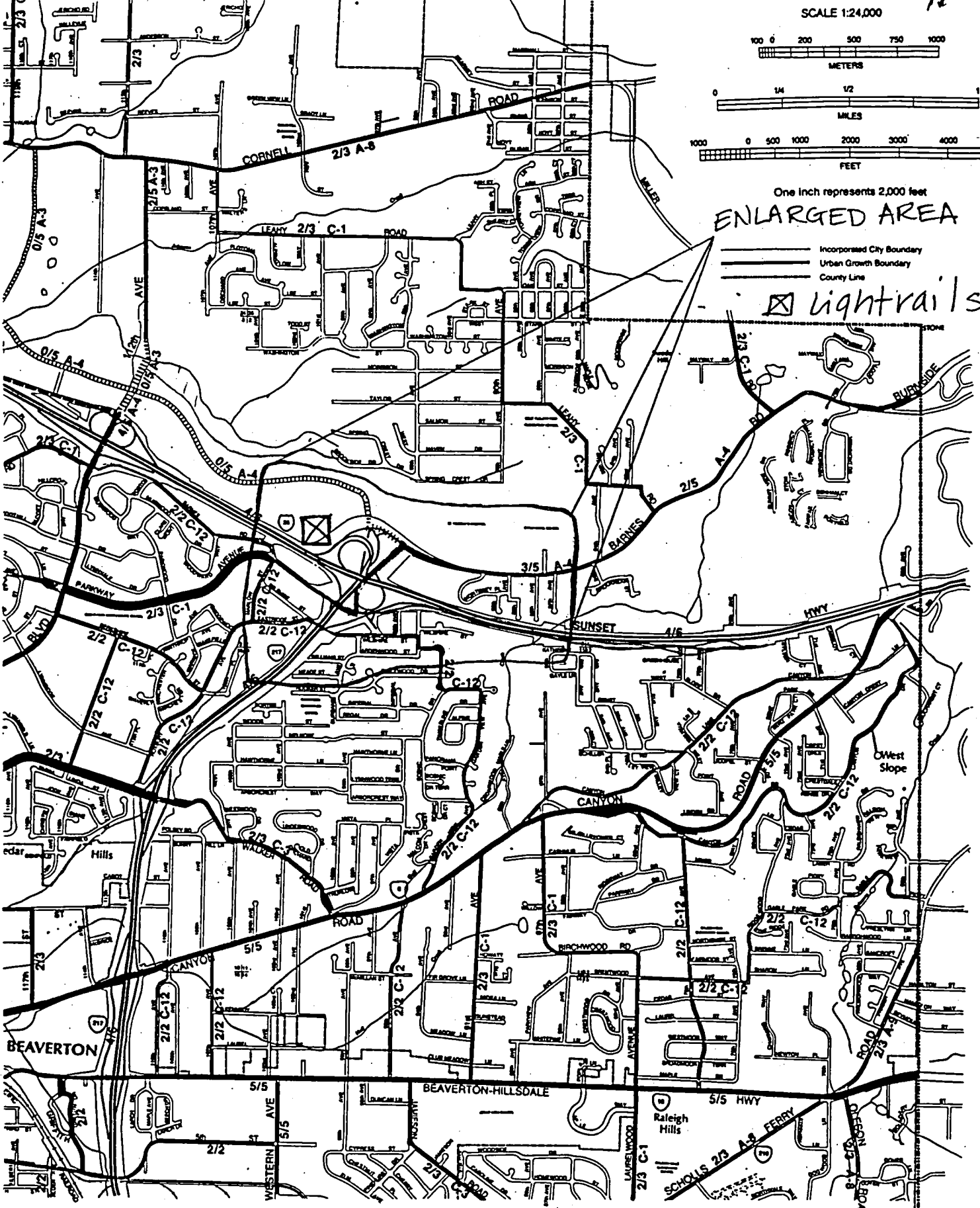
TPAC endorsed Resolution No. 94-1900 at its January 28 meeting. The endorsement was with an understanding that an opportunity for public comment be provided. As noted in Attachment G, a special JPACT-sponsored public meeting to discuss the 112th Linear Park was determined unnecessary. However, to provide public comment



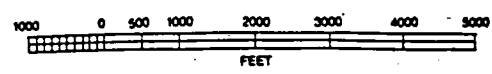
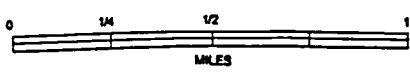
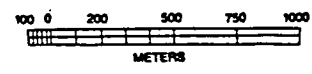
HORIZONTAL 1" = 100'
 VERTICAL 1" = 20'

10a REFINED ALIGNMENT
 8/20/93





SCALE 1:24,000



One Inch represents 2,000 feet

ENLARGED AREA

- Incorporated City Boundary
- Urban Growth Boundary
- County Line

⊠ Light rail station

EAST WASH. Co. Functional Classification system

The information on this map is a representation of official maps and texts filed with the Washington County Department of Assessment and Taxation Records Division, as part of County Ordinance Nos. 332 and 333, adopted October 25, 1988, and ordinances Nos. 342 and 343, adopted October 24, 1989. This map also

WASHINGTON COUNTY

Date: February 16, 1994

TO: Patricia Miller

FROM: Randy L. Lapo, Project Coordinator *R. Lapo*SUBJECT: **112th AVENUE (CEDAR HILLS EXTENSION) AT CORNELL ROAD
PROJECT 2349**

The plans you received on February 15, 1994, shows the Intersection Geometry that we are proposing at this time. The sidewalks at the intersection are as follows:

- on existing 113th the sidewalks will go down to Reeves Road;
- on Cornell East and West the sidewalk will be along the full width section of the road and will stop where the road starts its taper to the existing width;
- on 112th the sidewalk stops at the radius point on 112th. How the sidewalk connects on 112th (the proposed Cedar Hills Extension) with the linear park has yet to be determined. A pedestrian overpass and path is proposed to be part of the linear park.

When the CAC Committee presented their findings, one of the requests was to increase the amount of green space where possible. This resulted in Washington County proposing a linear park. This proposal added extra green space, also provided a safe pedestrian path along the Cedar Hills Extension. This proposal was presented at our last open house meeting.

FAX TRANSMITTAL

SEND FAX TO: Patricia Miller FAX # 221-3927

FAX TRANSMITTED FROM:

NAME: Ralph Drewfs

PHONE: 693-4872 EXT: --- PROGRAM NUMBER: 3201

Total number of pages (including cover) 1 Date: 11/5/93

NOTES:

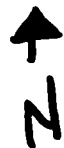
The recently completed Barnes Road extension from the Cedar Hills interchange to the Highway 217 interchange has been designed to include both east and west-bound bikelanes. By the time the Sunset Transit Center opens, these bikelanes will be operational. In addition, we are working with Tri-Met and ODOT to improve both east-west and north-south bicycle and pedestrian access to the Transit Center.

WASHINGTON COUNTY
LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
503-648-8761

FAX NUMBER 1-503-693-4412

If all pages do not arrive in legible form, please contact receptionist at (503) 693-4530.

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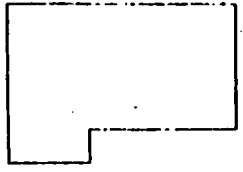
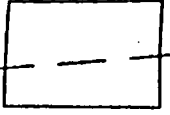


NW 113TH AVENUE

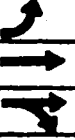
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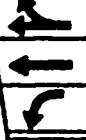
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QUEUE = 350'



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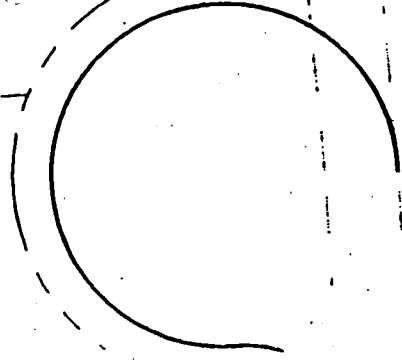
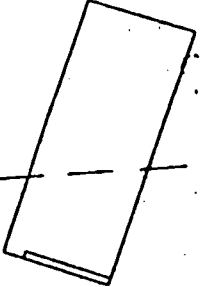
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MAX. PREDICTED QUEUE = 250'
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CORNELL ROAD

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7/1-

CAPITAL PROJECTS COMMITTEE MEETING NOTICE

When: Thursday, February 17, 1994

Time: 7:00 - 9:00 PM

Where: Beaverton City Hall, First Floor Conference Room
4755 SW Griffith Drive, Beaverton OR

AGENDA

- 1. Public Comment (10 minutes)
- * 2. Minutes (Action)
- * 3. Brainstorming Goals and Strategies for Project Ranking Criteria (Information/Discussion)
- * 4. Washington County Project Ranking Criteria (Information/Discussion)
- 5. Other Business
 - Final Committee Bylaws (Information)
 - March CIP Workshops (Information)
 - Field Trip (Discussion)
 - Sample Priority Ranking Criteria for Next Meeting (Information/Discussion)

* Indicates if material has been enclosed

CB:cb

Enclosures

j:cip\cpc0217.agn

Oct 28, 1993

to: Metro Council
From: Board of
Wash. Co.
Comm.

-16-

Resolution No. 93-1858
Page 3

Issue No. 4: This land is already a greenway; why is this project necessary?

The land on which the roadway and pathways are being constructed is zoned for single family residential development. Several owners have already discussed partitioning their land to create more home sites. This project will preserve a minimum 50 foot wide open space between the roadway and the residential properties. The total acreage of the linear park is estimated at ten acres. Additionally, it will connect with approximately 20+ acres of open space that the County has conditioned on the Peterkort property, as well as several acres of open space north of Cornell Road.

Issue No. 5: Bike/pedestrian paths do not connect to the neighborhoods, so no one can use them.

The pathways connect to existing and future pathways along Cornell on the north and bikepaths on Barnes Road to the south, as well as a future bikepath on Cedar Hills Blvd. The Leahy Road neighborhood can access the pathways via Coleman Road, a local street which connects to 112th Avenue south of Cornell Road. Sidewalks along Barnes Road are a condition of development of the Peterkort properties. Given the proximity of the planned Sunset Light Rail transit station (opening in 1997), all of these linkages are critical to good bike/pedestrian access to the station.

Issue No. 6: The project is only a subterfuge to preserve land for a future widening of the new road to five lanes.

Traffic studies completed by a private consulting firm using the most recent Metro traffic projections showed that a three lane road would be sufficient for full buildout of the area north of Cornell Road. The County Transportation Plan was amended from five lanes to three lanes, based on this study. Turning the open space and pathways over to the Park District will also help preserve them from future development.

Issue No. 7: There is no need for the 112th Avenue road project or the pathways.

Tri-Met, ODOT, the City of Portland, Metro and Washington County have all publicly stated the need for this road connection in order to provide more efficient and effective access to the Westside Light Rail and the Sunset Highway. This need has been backed by numerous traffic studies over the past several