

A G E N D A

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METRO

MEETING: METRO COUNCIL REGULAR MEETING
DATE: May 18, 1995
DAY: Thursday
TIME: 2:00 p.m.
PLACE: Council Chamber

Approx. Time *		<u>Presenter</u>	<u>Lead Councilor</u>
2:00 PM	CALL TO ORDER AND ROLL CALL		
(5 min.)	1. INTRODUCTIONS		
(5 min.)	2. CITIZEN COMMUNICATIONS		
(5 min.)	3. EXECUTIVE OFFICER COMMUNICATIONS		
	4. CONSENT AGENDA		
2:15 PM (5 min.)	4.1 Consideration of Minutes for the May 11, 1995 Metro Council Regular Meeting and the Minutes for the May 9, 1995 Council Work Session.		
	5. RESOLUTIONS		
2:20 PM (10 min.)	5.1 Resolution No. 95-2145 , For the Purpose of Reorganizing the Council, Making Appointments and Setting a Meeting Schedule		Monroe
2:30 PM (15 min.)	5.2 Resolution No. 95-2144 , For the Purpose of Authorizing the Executive Officer to Enter Into An Agreement With United Recycling and Environmed Inc. To Purchase Manufacturing Equipment Under the Metro Recycling Business Development Grant Program	Burton, Sloop	Kvistad
2:45 PM (5 min.)	5.3 Resolution No. 95-2143 , For the Purpose of Confirming the Appointment of Bernard D. Shanks to the Position of Director of the Solid Waste Department.	Burton	Kvistad
2:50 PM (15 min.)	5.4 Resolution No. 95-2147 , To Authorize Submission of an Application to the State of Oregon, Economic Development Department, for Low Cost Financing for Construction of the Washington Park Parking Lot.	Burton	Washington
3:05 PM (10 min.)	5.5 Resolution No. 95-2146 , Authorizing the Issuance of Bond Anticipation Note to Refund an Outstanding Note in Order to Extend the Interim Financing for Various Improvements at the Zoo.	Burton	Washington

For assistance/Services per the Americans with Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office)

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

Approx.
Time *

Presenter

3:15 PM (10 min.)	5.6	Resolution No. 95-2133, For the Purpose of Recommending Congestion Mitigation/Air Quality (CMAQ) Funding for the Cedar Hills/Hall Boulevard "Alternatives to Highway 217 Bike Lane System"	Cotugno, Ledbetter	Monroe
3:25 PM (10 min.)	6.	COUNCILOR COMMUNICATIONS		
3:35 PM (10 min.)	7.	LEGISLATIVE ITEMS		
3:45 PM		ADJOURN		

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

AGENDA ITEM NO. 5.1

Meeting Date: May 18, 1995

Resolution No. 95-2145

For the Purpose of Reorganizing the Council, Making Appointments and Setting a Meeting Schedule.

①

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REORGANIZING) RESOLUTION NO. 95-2145
THE COUNCIL, MAKING APPOINTMENTS) Introduced by Presiding
AND SETTING A MEETING SCHEDULE) Officer J. Ruth McFarland

WHEREAS, the Metro Council has annually adopted an organizing resolution since January 1988 which established standing committees of the Council, made appointments to committees and established meeting schedules; and

WHEREAS, there is a need to restore the level of legislative and policy oversight that can best be provided through a committee system:

BE IT RESOLVED,

1. That this resolution replaces Resolution No. 95-2070 and any other resolution adopted by the Council related to the organization of the Metro Council;
2. The Finance, Transportation Planning, Land Use Planning, Regional Facilities, and Solid Waste Committees are created.
3. The purpose of each standing committee shall be as described in Exhibit A attached hereto and that the Council confirms the Presiding Officer's appointment of standing committee members for the remainder of calendar year 1995 as described in Exhibit B attached hereto.
4. That the Metro Council acknowledges the Presiding Officer's appointment of members to other Council-related committees or positions as described in Exhibit C attached hereto; and,
5. That the meeting schedule for the Council and each standing committee shall be set as described in Exhibit D attached hereto, except for special meetings and changes necessary to respond to holiday scheduling and/or other needs as determined by the Presiding Officer.

ADOPTED by the Metro Council this _____ day of _____ 1995.

J. Ruth McFarland, Presiding Officer

EXHIBIT A

PURPOSE OF THE COUNCIL STANDING COMMITTEES

Finance Committee

The purpose of the Finance Committee shall be to:

1. Review and make recommendations to the Council on the process to follow to consider and act on the Executive Officer's Proposed Fiscal Year Budget and Appropriations Schedule.
2. Review and make recommendations to the Council on periodic requests for amendments to the annual Adopted Budget and Appropriations Schedule.
3. Review and make recommendations to the Council on the annual financial audit and investment and credit policies and practices of Metro.
4. Review and make recommendations to the Council on revenue proposals of Metro including property tax measures, excise tax measures, bond measures, other tax measures, service charges and fees, etc.
5. Review and make recommendations to the Council on long-range financial plans and policies of Metro and its various functions.
6. Review and make recommendations to the Council on the duties, functions and work of the Finance Department to insure that the adopted policies, program goals and objectives are carried out or met.
7. Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate administrative positions relating to Metro financial responsibilities.
8. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Land Use Planning

The purpose of the Land Use Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro growth management and land use planning activities including the Future Vision, Regional Framework Plan, local government planning coordination, urban reserves, urban growth boundary administration, transit station area planning, water resource planning and management, housing, earthquake preparedness planning and other matters related to Metro's growth management and land use planning activities.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs growth management and land use planning programs to ensure that the adopted policies, program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive appointments to the Metropolitan Policy Advisory Committee (MPAC) or other appropriate positions relating to the purpose of this assignment and for proposed changes to the MPAC Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Transportation Planning Committee

The purpose of the Transportation Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro Transportation planning activities including but not limited to the High Capacity Transit studies, Regional Transportation Plan, the Transportation Improvement Program, Urban Arterial Fund development, Public Transit Management Plan, Intermodal Management System Plan, Congestion Management System Plan, and Data Resource Center.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs transportation planning and data resource programs to ensure that the adopted policies, program goals and objectives are carried out or met.

3. Review and make recommendations to the Council on appointments to the Transportation Policy Alternatives Committee and other appropriate appointments to positions relating to the purpose of this assignment, and review and make recommendations to the Council on proposed changes to the Joint Policy Advisory Committee on Transportation (JPACT) Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Regional Facilities Committee

The purpose of the Regional Facilities Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the development, construction, renovation and operation of Metro facilities including the Metro Washington Park Zoo, the Oregon Convention Center, the Metro Regional Center, City of Portland facilities under Metro management responsibility according to the Consolidation Agreement with the City of Portland, and the Multnomah County Park and Exposition facilities under Metro management according to the transfer agreement with Multnomah County, and the Metropolitan Greenspaces Program.
2. Review and make recommendations to the Council on the duties, functions and work of the Zoo Department, the Parks and Greenspaces Department and the Metro Exposition-Recreation Commission (MERC) and any other administrative unit which is established to work on the development of regional facilities to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to: 1) the MERC, 2) any other committee or task force created to advise the Council on matters pertaining to the purpose of this assignment, and 3) appropriate administrative appointments.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Solid Waste Committee

The purpose of the Solid Waste Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the preparation, adoption and implementation of the Regional Solid Waste Management Plan (RSWMP), the development and operation of solid waste disposal facilities, and Metro's waste reduction responsibilities.
2. Review and make recommendations to the Council on the duties, functions and work of the Solid Waste Department to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate positions relating to Metro's solid waste responsibilities.
4. Review and make recommendations to the Council or other matters referred or requested by the Presiding Officer or Council.

EXHIBIT B

COUNCIL STANDING COMMITTEE MEMBERSHIP*

Finance Committee

Councilor Patricia McCaig, Chair
Councilor Rod Monroe, Vice Chair
Councilor Jon Kvistad
Councilor Ruth McFarland
Councilor Susan McLain
Councilor Don Morissette
Councilor Ed Washington

Land Use Planning

Councilor Susan McLain, Chair
Councilor Don Morissette, Vice Chair
Councilor Patricia McCaig

Regional Facilities

Councilor Ed Washington, Chair
Councilor Patricia McCaig, Vice Chair
Councilor Don Morissette

Solid Waste

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Vice Chair
Councilor Ruth McFarland

Transportation Planning

Councilor Rod Monroe, Chair
Councilor Jon Kvistad, Vice Chair
Councilor Ed Washington

*The Presiding Officer may serve as a member of a committee for which there is a vacancy as a result of a vacancy on the Council.

EXHIBIT C

COUNCILOR ANCILLARY APPOINTMENTS

Council Parliamentarian

Councilor Rod Monroe

Friends of the Washington Park Zoo Board of Directors

Councilor Jon Kvistad

Councilor Don Morissette

Future Vision Commission

Councilor Susan McLain, Vice Chair

Councilor Ed Washington

Joint Policy Advisory Committee on Transportation

Councilor Rod Monroe, Chair

Councilor Don Morissette

Councilor Susan McLain

Councilor Patricia McCaig, Alternate

Metro Policy Advisory Committee

Councilor Susan McLain

Councilor Ed Washington

Councilor Jon Kvistad

Councilor Don Morissette, Alternate

Greenspaces Citizens Advisory Committee

Councilor Ed Washington

Councilor Susan McLain, Alternate

Greenspaces Liaison

Councilor Susan McLain

Metro CCI Liaison

Councilor Susan McLain

Oregon Regional Council Association Board of Directors

Councilor Ruth McFarland

Councilor Patricia McCaig, Alternate

Regional Emergency Management Policy Advisory Committee

Councilor Rod Monroe

Councilor Don Morissette

Regional Water Services Leadership Group

Councilor Jon Kvistad

Councilor Susan McLain, Alternate

Smith and Bybee Lakes Management Committee

Councilor Ed Washington

Councilor Jon Kvistad

Solid Waste Enhancement Committees

-North Portland Councilor Ed Washington, Chair
-Metro Central Councilor Ed Washington, Chair
-Oregon City Councilor Don Morissette
-Forest Grove Councilor Susan McLain

Solid Waste Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain, Alternate

Solid Waste Rate Review Committee

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Alternate

SW Washington Regional Transportation Policy Committee

Councilor Rod Monroe

South/North Steering Committee

Councilor Rod Monroe

Special District Association of Oregon Board of Directors/
Legislative Committee

Councilor Ruth McFarland,
Councilor Rod Monroe, Alternate

Tri-Met Committee on Accessible Transportation

Councilor Ed Washington
Councilor Jon Kvistad, Alternate

Water Resources Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain
Councilor Patricia McCaig

Westside Corridor Project Steering Group

Councilor Jon Kvistad

Washington County Transportation Advisory Group

Councilor Jon Kvistad

Neighboring Cities Grant

Councilor Susan McLain
Councilor Don Morissette

Cascadia Task Force

Councilor Jon Kvistad
Councilor Rod Monroe

1% for Art

Councilor Ed Washington

Portland/Multnomah County Progress Board

Councilor Ruth McFarland

DEQ Parking Ratio Employee Policy Advisory Committee
Councilor Don Morissette

Portland State Institute of Urban Studies
Councilor Ed Washington
Councilor Jon Kvistad

Columbia Slough Watershed Council
Councilor Ed Washington

FOCUS Liaison
Councilor Susan McLain

EXHIBIT D

COUNCIL AND COMMITTEE MEETINGS

Council

The Metro Council meetings shall be regularly scheduled as outlined below except when the Presiding Officer finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during Thanksgiving, Christmas or other religious holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Regular Sessions: The Metro Council shall meet in Regular Session on each Thursday beginning at 2:00 P.M., except that on the fourth Thursday of each month the regular session shall begin at 7:00 P.M.

Committees

The Metro Council standing committee meetings shall be regularly scheduled as outlined below except when the Committee Chair finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Finance: At the call of the chair or the Presiding Officer

Land Use Planning: Second and fourth Tuesdays of each month beginning at 1:30 P.M.

Regional Facilities: Second and fourth Tuesdays of each month beginning at 3:30 P.M.

Solid Waste: First and third Tuesdays of each month beginning at 1:30 P.M.

Transportation Planning: First and third Tuesdays of each month beginning at 3:30 P.M.

AGENDA ITEM NO. 5.2

Meeting Date: May 18, 1995

Resolution No. 95-2144

For the Purpose of Authorizing the Executive Officer to Enter Into An Agreement With United Recycling and Environmed Inc. To Purchase Manufacturing Equipment Under the Metro Recycling Business Development Grant Program.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE EXECUTIVE) RESOLUTION NO. 95-2144
OFFICER TO ENTER INTO AN AGREEMENT WITH)
UNITED RECYCLING AND ENVIRONMED INC. TO) Introduced by Mike Burton
PURCHASE MANUFACTURING EQUIPMENT UNDER) Executive Officer
THE METRO RECYCLING BUSINESS DEVELOPMENT)
GRANT PROGRAM)

WHEREAS, On December 22, 1994, the Metro Council authorized an exemption from competitive bidding and approved the issuance of a Solicitation for Applications (RFP #94R-40-SW) for recycling business development grants, and authorized the use of a multi-year contract; and

WHEREAS, An evaluation committee including experts in the areas of business management, marketing, finance, production management, recycling, and public policy, evaluated eleven applications using the criteria established in the Solicitation for Applications; and

WHEREAS, The evaluation committee selected United Recycling and EnvironMed Inc. as the best applicants; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED,

That the Metro Council authorizes the Executive Officer to enter into multi-year Public contracts with United Recycling and EnvironMed Inc. under the terms and conditions specified in Exhibit A attached to this resolution.

ADOPTED by the Metro Council this _____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2144, FOR THE PURPOSE OF AUTHORIZING THE EXECUTIVE OFFICER TO ENTER INTO AN AGREEMENT WITH UNITED RECYCLING AND ENVIRONMED INC. TO PURCHASE MANUFACTURING EQUIPMENT UNDER THE METRO RECYCLING BUSINESS DEVELOPMENT GRANT PROGRAM.

Date: May 3, 1995

Presented by: Leigh Zimmerman
Andy Sloop

PROPOSED ACTION

Approve Resolution No. 95-2144 authorizing the Executive Officer to enter into a Public Contract with United Recycling and EnvironMed Inc. to purchase and utilize equipment for manufacturing certain products using local recycled materials.

BACKGROUND

The Waste Reduction budget for FY 94-95 includes \$55,000 for a recycling business development grant program, \$30,000 of which will be spent in this fiscal year, and \$25,000 of which has been carried over to next fiscal year. In December 1994, the Contract Review Board approved an exemption from competitive bidding, the release of a Solicitation for Applications (RFP #94R-40-SW) for this project and authorized the use of a multi-year contract (Resolution No. 94-2061). The proposed contracts extend through June 30, 1996, to allow time to fabricate, install, use and evaluate the equipment purchased under this contract.

Eleven applications were received in response to Metro's Solicitation for Applications. An evaluation committee made up of a Metro Councilor, and experts in the areas of business management, marketing, finance, production management, economic development, and recycling reviewed the applications against the criteria in the Solicitation. These were: 1) financial viability; 2) management and marketing strength; 3) economic development benefit; 4) technical feasibility; and 5) solid waste impact.

Two applications were selected to receive \$27,500 matching grants each. These were submitted by United Recycling Inc. (URI) of North Plains, Oregon, and EnvironMed Inc. of Portland.

URI is an emerging gypsum drywall recycler. It will use the grant funds to improve the efficiency and throughput of its prototype processing system, as well as to convert the cellulose residue from wallboard facepaper into value-added agricultural products. URI's primary product is a prilled gypsum fertilizer. All of its products are marketed through Northern Pacific Trading, a major agricultural products distributor based in Portland.

A group of private investors launched URI in April 1993. The current management team includes individuals with significant experience in small business management and operations, medium-sized corporate procurement and inventory control, financial planning, and technical sales.

EnvironMed is a start-up company that designs and markets medical products using certain types of controlled, non-infectious plastics generated by hospitals in Oregon and Washington. Grant funds will be used to create tooling to manufacture several molded products being designed and tested under a grant from the Washington Department of Trade and Economic Development.

EnvironMed was founded by physicians in 1993. Its mission is to become the healthcare industry's leading developer, manufacturer and marketer of ecologically-sound and economical medical supplies. It currently assembles and markets a hospital pillow made from post-consumer x-ray film. The management team includes a doctor, a CPA, an MBA, and an engineering manager with significant medical product development experience. The company's president, Dr. David Sanders, founded and operated a medical clinic and an international medical journal.

URI and EnvironMed both submitted sound business plans, will be using proven technologies in innovative recycling applications, and will make strategic contributions to the region's recycling system. It is projected that within five years, these companies will recycle 13,000 tons of locally generated solid waste annually and employ 36 people. The amount of dywall disposed will be reduced by more than 45%, and the amount of hospital plastics disposed will be reduced by 25%. Metro grant funds will be leveraged with \$244,000 in direct financial contributions from the grantees and other government agencies. These recycling businesses project that they will generate more than \$30 million in gross annual revenue when they are fully operational.

The grantees will use competitive bidding processes to procure equipment under this contract.

BUDGET IMPACT

The FY 94-95 and FY 95-96 Solid Waste Department budgets have appropriated \$55,000 for these contracts.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2144.

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EXHIBIT A

CONTRACT NO. 904257

PUBLIC CONTRACT

THIS Contract is entered into between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter, whose address is 600 NE Grand Avenue, Portland, Oregon 97232, and United Recycling, whose address is 1190 SE Frontage Road, North Plains, Oregon 97133, hereinafter referred to as the "CONTRACTOR."

In exchange for the promises and other consideration set forth below, the parties agree as follows:

**ARTICLE I
SCOPE OF WORK**

CONTRACTOR shall perform the work and/or deliver to METRO the goods described in Attachment A, the Scope of Work, which is incorporated herein by this reference. All services and goods shall be of good quality and, otherwise, in accordance with the Scope of Work.

**ARTICLE II
TERM OF CONTRACT**

The term of this Contract shall be for the period commencing May 1, 1995, through and including June 30, 1996.

**ARTICLE III
CONTRACT SUM AND TERMS OF PAYMENT**

METRO shall compensate the CONTRACTOR for work performed and/or goods supplied as described in the Scope of Work. METRO shall not be responsible for payment of any materials, expenses or costs other than those which are specifically included in the Scope of Work.

**ARTICLE IV
LIABILITY AND INDEMNITY**

CONTRACTOR is an independent contractor and assumes full responsibility for the content of its work and performance of CONTRACTOR's labor, and assumes full responsibility for all liability for bodily injury or physical damage to person or property arising out of or related to this Contract, and shall indemnify, defend and hold harmless METRO, its agents and employees, from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Contract. CONTRACTOR is solely responsible for paying CONTRACTOR's subcontractors and nothing contained herein shall create or be construed to create any contractual relationship between any subcontractor(s) and METRO.

**ARTICLE V
TERMINATION**

METRO may terminate this Contract upon giving CONTRACTOR seven (7) days written notice. In the event of termination, CONTRACTOR shall be entitled to payment for work performed to the date of termination. METRO shall not be liable for indirect or consequential damages. Termination by METRO will not waive any claim or remedies it may have against CONTRACTOR.

**ARTICLE VI
INSURANCE**

CONTRACTOR shall purchase and maintain at CONTRACTOR's expense, the following types of insurance covering the CONTRACTOR, its employees and agents.

A. Broad form comprehensive general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability. The policy must be endorsed with contractual liability coverage.

B. Automobile bodily injury and property damage liability insurance.

Insurance coverage shall be a minimum of \$500,000 per occurrence. If coverage is written with an aggregate limit, the aggregate limit shall not be less than \$1,000,000. METRO, its elected officials, departments, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to METRO thirty (30) days prior to the change.

This insurance as well as all workers' compensation coverage for compliance with ORS 656.017 must cover CONTRACTOR's operations under this Contract, whether such operations be by CONTRACTOR or by any subcontractor or anyone directly or indirectly employed by either of them.

CONTRACTOR shall provide METRO with a certificate of insurance complying with this article and naming METRO as an insured within fifteen (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.

**ARTICLE VII
PUBLIC CONTRACTS**

All applicable provisions of ORS chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, are hereby incorporated as if such provision were a part of this Agreement, including, but not limited to, ORS 279.310 to 279.320. Specifically, it is a condition of this contract that Contractor and all employers working under this Agreement are subject employers that will comply with ORS 656.017 as required by 1989 Oregon Laws, Chapter 684.

**ARTICLE VIII
ATTORNEY'S FEES**

In the event of any litigation concerning this Contract, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to any appellate courts.

**ARTICLE IX
QUALITY OF GOODS AND SERVICES**

Unless otherwise specified, all materials shall be new and both workmanship and materials shall be of the highest quality. All workers and subcontractors shall be skilled in their trades.

CONTRACTOR guarantees all work against defects in material or workmanship for a period of one (1) year from the date of acceptance or final payment by METRO, whichever is later. All guarantees and warranties of goods furnished to CONTRACTOR or subcontractors by any manufacturer or supplier shall be deemed to run to the benefit of METRO.

**ARTICLE X
OWNERSHIP OF DOCUMENTS**

All documents of any nature including, but not limited to, reports, drawings, works of art and photographs, produced by CONTRACTOR pursuant to this agreement are the property of METRO and it is agreed by the parties hereto that such documents are works made for hire. CONTRACTOR does hereby convey, transfer and grant to METRO all rights of reproduction and the copyright to all such documents.

**ARTICLE XI
SUBCONTRACTORS**

CONTRACTOR shall contact METRO prior to negotiating any subcontracts and CONTRACTOR shall obtain approval from METRO before entering into any subcontracts for the performance of any of the services and/or supply of any of the goods covered by this Contract.

METRO reserves the right to reasonably reject any subcontractor or supplier and no increase in the CONTRACTOR's compensation shall result thereby. All subcontracts related to this Contract shall include the terms and conditions of this agreement. CONTRACTOR shall be fully responsible for all of its subcontractors as provided in Article IV.

**ARTICLE XII
RIGHT TO WITHHOLD PAYMENTS**

METRO shall have the right to withhold from payments due CONTRACTOR such sums as necessary, in METRO's sole opinion, to protect METRO against any loss, damage or claim which may result from CONTRACTOR's performance or failure to perform under this agreement or the failure of CONTRACTOR to make proper payment to any suppliers or subcontractors.

If a liquidated damages provision is contained in the Scope of Work and if CONTRACTOR has, in METRO's opinion, violated that provision, METRO shall have the right to withhold from payments due CONTRACTOR such sums as shall satisfy that provision. All sums withheld by METRO under this Article shall become the property of METRO and CONTRACTOR shall have no right to such sums to the extent that CONTRACTOR has breached this Contract.

**ARTICLE XIII
SAFETY**

If services of any nature are to be performed pursuant to this agreement, CONTRACTOR shall take all necessary precautions for the safety of employees and others in the vicinity of the services being performed and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

**ARTICLE XIV
INTEGRATION OF CONTRACT DOCUMENTS**

All of the provisions of any bidding documents including, but not limited to, the Advertisement for Bids, Request for Bids or Proposals, General and Special Instructions to Bidders, Proposal, Bid, Scope of Work, and Specifications which were utilized in conjunction with the bidding of this Contract are hereby expressly incorporated by reference. Otherwise, this Contract represents the entire and integrated agreement between METRO and CONTRACTOR and supersedes all prior negotiations, representations or agreements, either written or oral. This Contract may be amended only by written instrument signed by both METRO and CONTRACTOR. The law of the state of Oregon shall govern the construction and interpretation of this Contract.

**ARTICLE XV
ASSIGNMENT**

CONTRACTOR shall not assign any rights or obligations under or arising from this Contract without prior written consent from METRO.

UNITED RECYCLING

METRO

Signature

Signature

Print name and title

Print name and title

Date

Date

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Attachment A

SCOPE OF WORK

1. Description of the Work.

A. Purchase, Install, Test and Equipment .

Contractor will purchase, install, test, and operate certain shredding and related production equipment.

The first such equipment will be acquired from Pacific Shredder Technologies, Inc., 1335 NW Northrup St., Portland, Oregon. This equipment has the following nomenclature and description.

1. Shredder: Model PST 11-48 HS, 100 H.P.
2. Conveyor: Hydraulic Discharge

Equipment will be placed at the beginning of the production line in such manner as to reduce random sized drywall received from various suppliers. The intent of this equipment and its operation is to create a uniform sized material which will provide consistent feeding of equipment down line.

This change is anticipated to result in greater production of gypsum powder through the creation of even flow rates and material that is optimally sized for introduction into crushing equipment. The increased exposed surface area of the reduced drywall will also increase the recovery of gypsum from the paper backing and further expedite separation of the two materials.

The second piece of equipment complements the first. It will further reduce the paper backing for subsequent resale.

This equipment will be procured through a competitive bid process.

B. Project Monitoring and Reporting

Metro staff will visit the Contractor's site periodically to monitor implementation of the Contractor's grant project. With the exception of proprietary processing and financial information, all observations and information obtained during these visits will become part of the public record.

The Contractor will prepare three progress reports for Metro. The first must be received at Metro's offices 30 days after installation of the first shredder purchased under this contract. The second must be received at Metro's offices by December 30, 1995. The third must be received by June 30, 1996. These reports shall contain the following information:

1. Total tons of drywall *received* each month from generators in the Metro area, from July 1, 1994, through the month preceding the report.

2. Total tons of drywall *received* each month from generators outside the Metro area, from July 1, 1994, through the month preceding the report.
3. Total tons of drywall *processed* each month, from July 1, 1994, through the month preceding the report.
4. Number of tipping accounts, loads tipped and gross tipping revenue, by month, from July 1, 1994, through the month preceding the report.
5. Total tons of product sold and gross revenues for each product, by month, from July 1, 1994, through the month preceding the report.
6. Total employees and total salaries and wages, by month, from July 1, 1994, through the month preceding the report.
7. Brief narrative description/journal of barriers encountered during implementation of grant project, strategies to overcome barriers, and results of implementing strategies.

C. Conditions

1. Contractor will continue to test products regularly to ensure that they are safe for their intended agricultural uses.
2. A minimum of 50 percent of the post-consumer recycled material used in the Contractor's product will be from the Metro area.

D. Additional Documents

Metro's Solicitation for Applications for Recycling Business Development Grant (RFP #94R-40-SW), and Contractor's Grant Application, including business plan, are incorporated into this contract by this reference. In the event of any conflict, this contract, and then the Solicitation, shall prevail.

2. Payment and Billing.

Contractor shall perform the above work for a maximum price not to exceed TWENTY-SEVEN THOUSAND, FIVE HUNDRED DOLLARS (\$27,500).

The maximum price includes all fees, costs and expenses of whatever nature. Metro will pay Contractor in two installments. The first installment will be \$15,000 payable within 30 days of contract execution and prior to June 30, 1995. The second payment will be \$12,500. This payment will be contingent upon receipt of the first progress report and satisfactory installation and start-up of the first shredder purchased under this contract. The second payment will be payable prior to June 30, 1996.

Contractor will provide Metro with itemized invoices for all equipment purchased under this grant.

PUBLIC CONTRACT

THIS Contract is entered into between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter, whose address is 600 NE Grand Avenue, Portland, Oregon 97232, and EnvironMed Inc., whose address is 4834 N. Interstate, Portland, OR 97217, hereinafter referred to as the "CONTRACTOR."

In exchange for the promises and other consideration set forth below, the parties agree as follows:

**ARTICLE I
SCOPE OF WORK**

CONTRACTOR shall perform the work and/or deliver to METRO the goods described in Attachment A, the Scope of Work, which is incorporated herein by this reference. All services and goods shall be of good quality and, otherwise, in accordance with the Scope of Work.

**ARTICLE II
TERM OF CONTRACT**

The term of this Contract shall be for the period commencing May 1, 1995, through and including June 30, 1996.

**ARTICLE III
CONTRACT SUM AND TERMS OF PAYMENT**

METRO shall compensate the CONTRACTOR for work performed and/or goods supplied as described in the Scope of Work. METRO shall not be responsible for payment of any materials, expenses or costs other than those which are specifically included in the Scope of Work.

**ARTICLE IV
LIABILITY AND INDEMNITY**

CONTRACTOR is an independent contractor and assumes full responsibility for the content of its work and performance of CONTRACTOR's labor, and assumes full responsibility for all liability for bodily injury or physical damage to person or property arising out of or related to this Contract, and shall indemnify, defend and hold harmless METRO, its agents and employees, from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Contract. CONTRACTOR is solely responsible for paying CONTRACTOR's subcontractors and nothing contained herein shall create or be construed to create any contractual relationship between any subcontractor(s) and METRO.

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**ARTICLE V
TERMINATION**

METRO may terminate this Contract upon giving CONTRACTOR seven (7) days written notice. In the event of termination, CONTRACTOR shall be entitled to payment for work performed to the date of termination. METRO shall not be liable for indirect or consequential damages. Termination by METRO will not waive any claim or remedies it may have against CONTRACTOR.

**ARTICLE VI
INSURANCE**

CONTRACTOR shall purchase and maintain at CONTRACTOR's expense, the following types of insurance covering the CONTRACTOR, its employees and agents.

A. Broad form comprehensive general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability. The policy must be endorsed with contractual liability coverage.

B. Automobile bodily injury and property damage liability insurance.

Insurance coverage shall be a minimum of \$500,000 per occurrence. If coverage is written with an aggregate limit, the aggregate limit shall not be less than \$1,000,000. METRO, its elected officials, departments, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to METRO thirty (30) days prior to the change.

This insurance as well as all workers' compensation coverage for compliance with ORS 656.017 must cover CONTRACTOR's operations under this Contract, whether such operations be by CONTRACTOR or by any subcontractor or anyone directly or indirectly employed by either of them.

CONTRACTOR shall provide METRO with a certificate of insurance complying with this article and naming METRO as an insured within fifteen (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.

**ARTICLE VII
PUBLIC CONTRACTS**

All applicable provisions of ORS chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, are hereby incorporated as if such provision were a part of this Agreement, including, but not limited to, ORS 279.310 to 279.320. Specifically, it is a condition of this contract that Contractor and all employers working under this Agreement are subject employers that will comply with ORS 656.017 as required by 1989 Oregon Laws, Chapter 684.

**ARTICLE VIII
ATTORNEY'S FEES**

In the event of any litigation concerning this Contract, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to any appellate courts.

**ARTICLE IX
QUALITY OF GOODS AND SERVICES**

Unless otherwise specified, all materials shall be new and both workmanship and materials shall be of the highest quality. All workers and subcontractors shall be skilled in their trades.

CONTRACTOR guarantees all work against defects in material or workmanship for a period of one (1) year from the date of acceptance or final payment by METRO, whichever is later. All guarantees and warranties of goods furnished to CONTRACTOR or subcontractors by any manufacturer or supplier shall be deemed to run to the benefit of METRO.

**ARTICLE X
OWNERSHIP OF DOCUMENTS**

All documents of any nature including, but not limited to, reports, drawings, works of art and photographs, produced by CONTRACTOR pursuant to this agreement are the property of METRO and it is agreed by the parties hereto that such documents are works made for hire. CONTRACTOR does hereby convey, transfer and grant to METRO all rights of reproduction and the copyright to all such documents.

**ARTICLE XI
SUBCONTRACTORS**

CONTRACTOR shall contact METRO prior to negotiating any subcontracts and CONTRACTOR shall obtain approval from METRO before entering into any subcontracts for the performance of any of the services and/or supply of any of the goods covered by this Contract.

METRO reserves the right to reasonably reject any subcontractor or supplier and no increase in the CONTRACTOR's compensation shall result thereby. All subcontracts related to this Contract shall include the terms and conditions of this agreement. CONTRACTOR shall be fully responsible for all of its subcontractors as provided in Article IV.

**ARTICLE XII
RIGHT TO WITHHOLD PAYMENTS**

METRO shall have the right to withhold from payments due CONTRACTOR such sums as necessary, in METRO's sole opinion, to protect METRO against any loss, damage or claim which may result from CONTRACTOR's performance or failure to perform under this agreement or the failure of CONTRACTOR to make proper payment to any suppliers or subcontractors.

If a liquidated damages provision is contained in the Scope of Work and if CONTRACTOR has, in METRO's opinion, violated that provision, METRO shall have the right to withhold from payments due CONTRACTOR such sums as shall satisfy that provision. All sums withheld by METRO under this Article shall become the property of METRO and CONTRACTOR shall have no right to such sums to the extent that CONTRACTOR has breached this Contract.

**ARTICLE XIII
SAFETY**

If services of any nature are to be performed pursuant to this agreement, CONTRACTOR shall take all necessary precautions for the safety of employees and others in the vicinity of the services being performed and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

**ARTICLE XIV
INTEGRATION OF CONTRACT DOCUMENTS**

All of the provisions of any bidding documents including, but not limited to, the Advertisement for Bids, Request for Bids or Proposals, General and Special Instructions to Bidders, Proposal, Bid, Scope of Work, and Specifications which were utilized in conjunction with the bidding of this Contract are hereby expressly incorporated by reference. Otherwise, this Contract represents the entire and integrated agreement between METRO and CONTRACTOR and supersedes all prior negotiations, representations or agreements, either written or oral. This Contract may be amended only by written instrument signed by both METRO and CONTRACTOR. The law of the state of Oregon shall govern the construction and interpretation of this Contract.

**ARTICLE XV
ASSIGNMENT**

CONTRACTOR shall not assign any rights or obligations under or arising from this Contract without prior written consent from METRO.

ENVIRONMED INC.

METRO

Signature

Signature

Print name and title

Print name and title

Date

Date

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Attachment A

SCOPE OF WORK

1. Description of the Work.

A. Purchase Molded Plastic Product Manufacturing Tooling

Through a competitive bidding process, contractor will subcontract for the tooling and manufacturing of a line of molded plastic products for use in hospitals. Products in this line will be designed to the specifications established under a parallel grant (CTED 94-C-060-A). Contractor has obtained from the Clean Washington Center, a division of the Washington State Department of Trade and Economic Development located at 2001 6th Ave, Suite 2700, Seattle, Washington, 98121.

The product line manufactured with the tooling created under this grant will be made using a minimum of 10% post-consumer recycled polypropylene by weight. This feedstock will come from controlled, non-infectious plastics recovered from hospitals in Oregon and Washington. A minimum of 50% of this feedstock will come from the Metro area.

B. Project Monitoring and Reporting

Metro staff will visit the Contractor's site periodically to monitor implementation of the Contractor's grant project. With the exception of proprietary processing and financial information, all observations and information obtained during these visits will become part of the public record.

The Contractor will prepare three progress reports for Metro. The first must be received at Metro's offices within 45 days after completion of the first manufacturing mold created under this grant. The second must be received in Metro's office by December 30, 1995. The third must be received at Metro's offices by June 30, 1996. These reports shall contain the following information:

1. Total tons of tons of post-consumer plastics *received* each month from generators in the Metro area, from July 01, 1994 through the month preceding the report.
2. Total tons of post-consumer plastics *received* each month from generators outside the Metro area, from July 01, 1994 through the month preceding the report.
3. Total tons of post-consumer plastic *processed* each month, from July 01, 1994 through the month preceding the report.

4. Number of generators served and number of loads received, by month, from July 1, 1994 through the month preceding the report.
5. Total tons of product sold and gross revenues for each product, by month, from July 1, 1994 through the month preceding the report.
6. Total employees and total salaries and wages, by month, from July 1, 1994 through the month preceding the report.
7. Brief narrative description/journal of barriers encountered during implementation of grant project, strategies to overcome barriers, and results of implementing strategies.

C. Additional Documents

Metro's Solicitation for Applications for Recycling Business Development Grant (RFP #94R-40-SW), and Contractor's Grant Application, including business plan, are incorporated into this contract by this reference. In the event of any conflict, this contract, and then the Solicitation, shall prevail.

2. Payment and Billing.

Contractor shall perform the above work for a maximum price not to exceed TWENTY-SEVEN THOUSAND, FIVE HUNDRED DOLLARS (\$27,500).

The maximum price includes all fees, costs and expenses of whatever nature. Metro will pay Contractor in two installments. The first installment will be \$15,000 payable within 30 days of contract execution, and prior to June 30, 1995. The second payment will be \$12,500. This payment will be contingent upon receipt of the first progress report and satisfactory completion and testing of the first mold purchased under this contract. The second payment will payable prior to June 30, 1996.

Contractor will provide Metro with itemized invoices for the manufacturing molds purchased under this grant.

Checks from Metro will be payable to Contractor and the relevant subcontractor(s), and they will require the signatures of both the Contractor and the relevant subcontractors to cash.

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AGENDA ITEM NO. 5.3

Meeting Date: May 18, 1995

Resolution No. 95-2148

**For the Purpose of Confirming the Appointment of Bernard D. Shanks to the Position of Director of the
Solid Waste Department.**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING)	RESOLUTION NO. 95-2148
THE APPOINTMENT OF BERNARD D.)	
SHANKS TO THE POSITION OF)	Introduced by Mike Burton,
DIRECTOR OF THE SOLID WASTE)	Executive Officer
DEPARTMENT)	

WHEREAS, The Metro Code requires that the Metro Council confirm the appointment of Department Directors; and

WHEREAS, Bernard "Bern" D. Shanks has been appointed Director of the Solid Waste Department; now, therefore,

BE IT RESOLVED,

That the appointment of Bernard "Bern" D. Shanks to the position of Director of the Solid Waste Department is confirmed by the Metro Council.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

AGENDA ITEM NO. 5.4

Meeting Date: May 18, 1995

Resolution No. 95-2147

**To Authorize Submission of an Application to the State of Oregon, Economic Development Department,
for Low Cost Financing for Construction of the Washington Park Parking Lot.**

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2147 AUTHORIZING THE EXECUTIVE OFFICER TO SUBMIT APPLICATION FOR FINANCIAL ASSISTANCE FOR THE WASHINGTON PARK PARKING LOT PROJECT TO THE OREGON ECONOMIC DEVELOPMENT DEPARTMENT, AND DIRECTING THE EXECUTIVE OFFICER TO PREPARE THE NECESSARY ORDINANCES FOR FINAL APPROVAL OF THE LOAN AND SUBMIT THESE ORDINANCES TO COUNCIL UPON STATE APPROVAL OF THE LOAN APPLICATION.

Date: May 5, 1995

Presented by: Jennifer Sims,
Finance Director

FACTUAL BACKGROUND AND ANALYSIS

Metro leases from the City of Portland the Washington Park parking lot which serves the Metro Washington Park Zoo, the World Forestry Center, and OMSI. This lot is vital to the continued economic well being of the three institutions which use the lot since it provides the only on-site parking available for customers.

The Westside Light Rail line, currently under construction, will include a station in the parking lot to serve the Metro Washington Park Zoo, the World Forestry Center, and OMSI. This station will, however, remove 246 spaces from the lot, and it presents the very strong likelihood that, without controls, the parking lot will be used as a Park & Ride lot, further reducing the number of parking spaces available for customers of the three institutions. To avoid this possibility and to accommodate the light rail station, it is necessary to reconfigure and reconstruct the lot and to begin charging for parking.

The reconstruction and reconfiguring of the lot is estimated to cost \$5.4 million which includes Metro's commitment to Tri-Met to pay \$2 million plus interest from July 1, 1993, towards the cost of constructing the Washington Park light rail station. As of June 30, 1995, the \$2 million plus interest will total \$2,172,233.42.

Metro could use its own bonding authority to pay for the costs of construction, but would have to pay for bond issuance costs and would have to finance a reserve as additional security for the bonds. The State of Oregon through the Oregon Economic Development Department makes low cost financing available to qualifying projects. This program will charge interest rates comparable to what Metro could obtain on its own and covers nearly all issuance and reserve costs with State resources. This produces a substantial savings for Metro. The security for the State loan would be the same as if Metro issued its own bonds to finance this project.

To obtain the State loan, Metro must complete and submit the attached application. Submittal of the application requires Council approval. Upon notification of loan approval by the State, Metro will need to adopt an ordinance to formalize the commitment. Staff is presently working with Metro's bond counsel to prepare the ordinance, which will be submitted to the Council for approval this summer.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2147.

CP:rs

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BEFORE THE METRO COUNCIL

TO AUTHORIZE SUBMISSION OF)
AN APPLICATION TO THE STATE)
OF OREGON, ECONOMIC)
DEVELOPMENT DEPARTMENT,)
FOR LOW COST FINANCING FOR)
CONSTRUCTION OF THE)
WASHINGTON PARK PARKING LOT)

RESOLUTION NO. 95-2147

Introduced by
Mike Burton, Executive Officer

WHEREAS, Metro leases from the City of Portland the Washington Park parking lot which serves the Metro Washington Park Zoo, the World Forestry Center, and OMSI; and

WHEREAS, the Washington Park parking lot is vital to the continued economic well being of the three institutions which use the lot; and

WHEREAS, Tri-Met is currently building the Westside Light Rail line which will include a station in the present Washington Park parking lot to serve the Metro Washington Park Zoo, the World Forestry Center, and OMSI; and

WHEREAS, the Washington Park/Zoo light rail station will remove 246 spaces from the lot, and presents the likelihood that without controls the parking lot would be used as a Park & Ride lot, further reducing the number of parking spaces available for customers of the three institutions; and

WHEREAS, the lot will need to be reconfigured and reconstructed as a result of the light rail station construction and it will be appropriate to start charging for parking to limit the Park & Ride use of the lot and to repay the costs of reconstruction and reconfiguring; and

WHEREAS, the reconstruction and reconfiguring of the lot is estimated to cost \$5.4 million; and

WHEREAS, Metro has already committed to Tri-Met through Resolution No. 93-1815 to pay \$2 million plus interest from July 1, 1993, towards the cost of constructing the Washington Park/Zoo light rail station; and

WHEREAS, the State of Oregon will make low cost financing available to qualifying projects upon application through the State Economic Development Department; and

WHEREAS, Metro can pledge its general revenue bond authority as security for financing costs and repay loan costs from parking revenues without impacting any Metro operations; and

NOW, THEREFORE, BE IT RESOLVED:

Section 1. The Executive Officer is authorized to submit the attached application for financial assistance for the Washington Park parking lot project to the Oregon Economic Development Department.

Section 2. The Executive Officer is directed to prepare the necessary ordinances for final approval of the loan and submit those for Council approval upon State approval of the loan application.

ADOPTED this _____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

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OREGON COMMUNITY DEVELOPMENT PROGRAMS

Oregon Economic Development Department
 775 Summer St. N.E.
 Salem, Oregon 97310-Ph: 378-3732

FINAL APPLICATION
SPECIAL PUBLIC WORKS FUND (SPWF)

() Capacity Building
 () Firm Business Commitment

PLEASE SUBMIT AN ORIGINAL AND 3 COPIES

<p>SECTION 1: APPLICANT Applicant: Metro Address: 600 N.E. Grand Ave. Portland, OR 97232 Contact Person: Jennifer Sims Director of Finance Phone: (503) 797-1626 Fax No.: (503) 797-1791 IRS Employer ID #: 93-0636311 PROJECT TITLE: Washington Park Parking Lot</p>	<p>SECTION 2: FIRM BUSINESS COMMITMENT Business: Address: Contact Person: Phone: Site Address: Jobs to be created/retained: Number of family wage jobs:</p> <hr/> <p>SECTION 3: CAPACITY BUILDING Acreage to be benefitted: <u>83.5</u> Estimated job creation as result of project: _____ See attached information under Section 8.</p>
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<p>SECTION 4: FUNDS REQUESTED AND PROJECT COSTS</p> <p>SPWF Funds Requested* \$ <u>5,373,518</u></p> <table style="width: 100%;"> <tr> <td style="width: 80%;">Applicant</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Benefitted Properties</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Other Funds</td> <td style="text-align: right;">\$ <u>24,856,830</u></td> </tr> <tr> <td>Total Cost of Project</td> <td style="text-align: right;">\$ <u>30,230,348</u></td> </tr> </table>	Applicant	\$ <u>0</u>	Benefitted Properties	\$ <u>0</u>	Other Funds	\$ <u>24,856,830</u>	Total Cost of Project	\$ <u>30,230,348</u>	<p>For Department Use Only:</p> <p><input type="checkbox"/> Referred to W/W <input type="checkbox"/> Referred to CDBG <input type="checkbox"/> Other:</p>
Applicant	\$ <u>0</u>								
Benefitted Properties	\$ <u>0</u>								
Other Funds	\$ <u>24,856,830</u>								
Total Cost of Project	\$ <u>30,230,348</u>								

*Grants will be awarded after a financial award the economic need of the applicant and specific circumstances of the project.

SECTION 5: BRIEF PROJECT SUMMARY (Answer only in space provided. Detailed description is to be provided on pages 3. Please address the need for both the infrastructure and financial assistance.)

BRIEF DESCRIPTION OF NEED: Reconfigure, reconstruct, and install paid parking at Washington Park parking lot serving the Metro Washington Park Zoo, World Forestry Center, and OMSI to accommodate the new Tri-Met Westside Light Rail Zoo Station. Paid parking is necessary to keep the lot (currently free parking) from turning into a Park & Ride, and to promote use of mass transit. Financing from the State Bond Bank will spread cost of project over 20-year term while obtaining favorable interest rates and minimizing issuance costs.

BRIEF DESCRIPTION OF SOLUTION: Reroute Knights Blvd. around the perimeter of the existing lot (rather than through the middle) and install parking gates, ticket spitters, and attendant/collection kiosks to collect parking fees. The project includes paying a portion of the cost of construction of the Zoo Light Rail Station. Project also includes drainage swales to treat surface water run-off so that it can eventually be returned to surface streams rather than diverted to a combined sewer.

Contract WC0501 (5B) Tunnel Finishing

BID SCHEDULE A & B WC0501

Tri-Met Additons

Escala Amt. Const Midpt 2nd Qtr 96 16 4.00%	Estimated Const Cost	Contractor Profit/Ina 8%/-5.5% Assume 5.00%	Total Estimated Const Cost	Cost Split	
				Tri-Met	Metro
\$754,422	\$5,195,896	\$259,795	\$5,455,691	\$4,352,691	\$1,103,000
\$359,105	\$2,473,249	\$123,662	\$2,596,911	\$1,496,911	\$1,100,000
\$31,421	\$216,403	\$10,820	\$227,224	\$227,224	
\$33,435	\$230,278	\$11,514	\$241,791	\$241,791	
\$16,846	\$116,025	\$5,801	\$121,826	\$121,826	
\$135,466	\$932,989	\$46,649	\$979,639	\$979,639	
\$3,992	\$27,495	\$1,375	\$28,869	\$22,821	\$6,049
\$4,135	\$28,477	\$1,424	\$29,900	\$23,636	\$6,265
\$2,566	\$17,675	\$884	\$18,559	\$14,670	\$3,888
\$18,913	\$130,256	\$6,513	\$136,769	\$108,113	\$28,656
\$169,859	\$1,169,859	\$58,493	\$1,228,351	\$1,170,738	\$57,613
\$10,354	\$71,313	\$3,566	\$74,878	\$74,878	
\$38	\$260	\$13	\$273	\$273	
\$94	\$650	\$33	\$683	\$683	
\$3,665	\$25,245	\$1,262	\$26,507	\$26,507	
\$13,174	\$90,735	\$4,537	\$95,272	\$95,272	
\$1,724	\$11,874	\$594	\$12,467	\$12,467	
\$3,039	\$20,928	\$1,046	\$21,974	\$21,974	
\$1,844	\$12,700	\$635	\$13,335	\$13,335	
\$11,036	\$76,006	\$3,800	\$79,806	\$79,806	
\$638	\$4,383	\$219	\$4,602	\$4,602	
\$3,003	\$20,684	\$1,034	\$21,718	\$21,718	
\$2,466	\$16,986	\$849	\$17,836	\$17,836	
\$5,229	\$36,017	\$1,801	\$37,818	\$37,818	
\$6,270	\$43,185	\$2,159	\$45,344	\$45,344	
\$6,227	\$42,887	\$2,144	\$45,031	\$45,031	
\$2,021	\$13,921	\$596	\$14,617	\$14,617	
\$3,163	\$21,783	\$1,089	\$22,872	\$22,872	
\$24	\$166	\$8	\$174	\$174	
\$76	\$523	\$26	\$549	\$549	
\$583	\$4,015	\$201	\$4,215	\$4,215	
\$122	\$842	\$42	\$884	\$884	
\$578	\$3,978	\$199	\$4,176	\$4,176	
\$487	\$3,357	\$168	\$3,525	\$3,525	
\$264	\$1,821	\$91	\$1,913	\$1,913	
\$755	\$5,203	\$260	\$5,463	\$5,463	
\$3,286	\$22,631	\$1,132	\$23,762	\$23,762	
\$716	\$4,928	\$246	\$5,175	\$5,175	
\$705	\$4,857	\$243	\$5,100	\$5,100	
\$309	\$2,127	\$106	\$2,233	\$2,233	
\$743	\$5,118	\$256	\$5,374	\$5,374	
\$1,470	\$10,122	\$506	\$10,628	\$10,628	

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST Base 1992	TOTAL COST Base 1992
A 0.001	WASHINGTON PARK STATION HEADHOUSE	1	LS	\$4,441,474	\$4,441,474
A 0.002	TUNNELS AND WASH PARK STA PLAT	1	LS	\$2,114,144	\$2,114,144
A 0.003	EAST PORTAL SYSTEMS BUILDING	1	LS	\$184,983	\$184,983
A 0.004	WEST PORTAL SYSTEMS BUILDING	1	LS	\$196,842	\$196,842
A 0.005	PLUMBING	1	LS	\$99,178	\$99,178
A 0.006	ELECTRICAL WORK	1	LS	\$797,523	\$797,523
A 0.007	NOISE MONITORING PROGRAM	1	LS	\$23,503	\$23,503
A 0.008	PROJECT SCHEDULES	1	LS	\$24,342	\$24,342
A 0.009	CONSTRUCTION PHOTOGRAPHS	1	LS	\$15,109	\$15,109
A 0.010	QUALITY CONTROL	1	LS	\$111,343	\$111,343
A 0.011	MOBILIZATION	1	LS	\$1,000,000	\$1,000,000
A 0.012	Wash Park Sta Traf Contrl(MTP, Stage 0 & 1)	1	LS	\$60,958	\$60,958
A 0.013	TEMPORARY (TYPE II) BARRICADES	2	EA	\$111.00	\$222
A 0.014	TEMPORARY PLASTIC DRUMS W/LIGHTS	8	EA	\$69.50	\$556
A 0.015	Maint & Remove Abatement Barricade Enclosure	1	LS	\$21,579	\$21,579
A 0.016	DEMOLITION	1	LS	\$77,561	\$77,561
A 0.017	ADJUSTMENT OF INCIDENTAL STRUCTURES	24	EA	\$422.90	\$10,150
A 0.018	ROADWAY EXCAVATION	2,010	CY	\$8.90	\$17,889
A 0.019	EMBANKMENT	1,840	CY	\$5.90	\$10,856
A 0.020	PLANT MIX AGGREGATE BASE	6,072	TN	\$10.70	\$64,970
A 0.021	SUBGRADE GEOTEXTILE	2,882	SY	\$1.30	\$3,747
A 0.022	SOIL EROSION AND SEDIMENT CONTROL	1	LS	\$17,681	\$17,681
A 0.023	ROCK RETAINING WALL	600	SF	\$24.20	\$14,520
A 0.024	Maint, Remove/Abandon Geotech Instrument	1	LS	\$30,787	\$30,787
A 0.025	ASPHALT CONCRETE CLASS B	974	TN	\$37.90	\$36,915
A 0.026	ASPHALT CONCRETE CLASS C	940	TN	\$39.00	\$36,660
A 0.027	PORTLAND CEMENT CONCRETE CURB	1,400	LF	\$8.50	\$11,900
A 0.028	PORTLAND CEMENT CONCRETE DRIVEWAY	44	SY	\$21.90	\$964
A 0.029	PORTLAND CEMENT CONCRETE SIDEWALK	1,064	SY	\$17.50	\$18,620
A 0.030	Misc PCC Slabs	6	SY	\$23.60	\$142
A 0.031	PAINTED PAVEMENT MARKINGS	1	LS	\$447	\$447
A 0.032	THERMOPLASTIC PAVEMENT MARKINGS	1	LS	\$3,432	\$3,432
A 0.033	1" Dia Water Svc At West Portal	50	LF	\$14.40	\$720
A 0.034	2" Dia Water Svc at Wash Park Sta	200	LF	\$17.00	\$3,400
A 0.035	6" Dia Water Line at Wash Park Sta	70	LF	\$41.00	\$2,870
A 0.036	6" Dia Water Line at West Portal	45	LF	\$34.60	\$1,557
A 0.037	8" Dia Water Line at West Portal	128	LF	\$35.30	\$4,448
A 0.038	8" Dia Water Line At Wash Park Sta	530	LF	\$36.50	\$19,345
A 0.039	FIRE HYDRANT	3	EA	\$1,404	\$4,213
A 0.040	8" - BACKFLOW PREVENTER ASSEMBLY	1	EA	\$4,152	\$4,152
A 0.041	2" - BACKFLOW PREVENTER ASSEMBLY	1	EA	\$1,818	\$1,818
A 0.042	8" - PRESSURE SUSTAINING VALVE ASSEMBLY	1	EA	\$4,375	\$4,375
A 0.043	STORM DRAIN PIPE, 10 in. DIA.	280	LF	\$30.90	\$8,652

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EXHIBIT A, P. 3

Contract WC0501 (5B) Tunnel Finishing

BID SCHEDULE A & B

WC0501

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST Base 1992	TOTAL COST Base 1992
A 0.044	STORM DRAIN PIPE, 12 In. DIA.	559	LF	\$35.40	\$19,789
A 0.045	SANITARY SEWER PIPE, 8 In. DIA	115	LF	\$23.70	\$2,726
A 0.046	CONCRETE INLET, TYPE A	10	EA	\$1,224	\$12,238
A 0.047	STORM DRAIN MANHOLE	5	EA	\$1,808	\$9,032
A 0.048	LANDSCAPE IRRIGATION	1	LS	\$86,803	\$86,803
A 0.049	PERMANENT SIGNS	102	SF	\$14.50	\$1,479
A 0.050	PERMANENT SIGN SUPPORTS	12	EA	\$58.00	\$692
A 0.050	LANDSCAPE STONEMWORK	1	LS	\$76,808	\$76,808
A 0.051	LANDSCAPING	1	LS	\$220,847	\$220,847
A 0.052	LANDSCAPE WARRANTY MAINTENANCE - 1st y	1	LS	\$19,345	\$19,345
A 0.053	LANDSCAPE WARRANTY MAINTENANCE - 2nd y	1	LS	\$19,345	\$19,345
A 0.054	ELEVATORS	1	LS	\$1,508,638	\$1,508,638
A 0.055	CONTRACT MAINTENANCE	1	LS	\$55,958	\$55,958
A 0.056	EXTENDED SERVICE CONTRACT	60	MO	\$580	\$33,676
A 0.057	MECHANICAL INSULATION	1	LS	\$154,095	\$154,095
A 0.058	AUTOMATIC SPRINKLER SYSTEMS	1	LS	\$36,789	\$36,789
A 0.059	CLEAN AGENT GAS SUPPRESSION SYSTEMS	1	LS	\$26,793	\$26,793
A 0.060	STANDPIPE SYSTEMS	1	LS	\$928,608	\$928,608
A 0.061	SUMP PUMPS AND ACCESSORIES	1	LS	\$16,588	\$16,588
A 0.062	HEATING EQUIPMENT	1	LS	\$25,400	\$25,400
A 0.063	SELF-CONTAINED AIR CONDITIONING UNITS	1	LS	\$26,075	\$26,075
A 0.064	MISCELLANEOUS FANS	1	LS	\$50,475	\$50,475
A 0.065	FIELD SERVICE ENGINEER SERVICES	8	DAY	\$672	\$5,372
A 0.066	TUNNEL VENTILATION FANS	1	LS	\$725,221	\$725,221
A 0.067	PLATFORM SUPPLY FANS	1	LS	\$39,171	\$39,171
A 0.068	PLATFORM EXHAUST FANS	1	LS	\$33,575	\$33,575
A 0.069	ELEVATOR SHAFT PRESSURIZATION FANS	1	LS	\$17,907	\$17,907
A 0.070	STAIRWELL PRESSURIZATION FANS	1	LS	\$13,430	\$13,430
A 0.071	TUNNEL AND STATION VENT fan testing	1	LS	\$124,228	\$124,228
A 0.072	AIR FILTERS	1	LS	\$2,088	\$2,088
A 0.073	DUCTWORK	1	LS	\$435,129	\$435,129
A 0.074	MISCELLANEOUS DAMPERS	1	LS	\$20,425	\$20,425
A 0.075	FIELD SERVICE ENGINEER SERVICES	5	DAY	\$672	\$3,358
A 0.076	TUNNEL AND STATION VENT Dampers	1	LS	\$358,800	\$358,800
A 0.077	SOUND ATTENUATORS	1	LS	\$116,393	\$116,393
A 0.078	DIFFUSERS, GRILLES AND REGISTERS	1	LS	\$8,981	\$8,981
A 0.079	SAFETY DEVICES	1	LS	\$82,508	\$82,508
A 0.080	CONTROLS AND INSTRUMENTATION	1	LS	\$30,585	\$30,585
A 0.081	TESTING, ADJUSTING AND BALANCING	1	LS	\$25,487	\$25,487
A 0.082	ELECTRICAL SYSTEMS ANALYSIS	1	LS	\$45,475	\$45,475
A 0.083	CABLE TRAY EQUIPMENT AND SUPPORTS	1	LS	\$84,769	\$84,769
A 0.084	UNDERGROUND DUCT BANKS	1	LS	\$33,668	\$33,668
A 0.085	15kv TYPE MC CABLE	34,200	LF	\$33.40	\$1,142,280

Tri-Met Additons				Cost Split	
Escala Amt Const Midpt 2nd Qtr 96 16 4.00%	Estimated Const Cost	Contractor Profit/Ins 8%/-5.5% Assume 5.00%	Total Estimated Const Cost	Tri-Met	Metro
\$3,361	\$23,150	\$1,157	\$24,307	\$24,307	
\$463	\$3,188	\$159	\$3,348	\$3,348	
\$2,079	\$14,317	\$716	\$15,033	\$15,033	
\$1,534	\$10,568	\$528	\$11,094	\$11,094	
\$14,744	\$101,547	\$5,077	\$106,624	\$106,624	
\$251	\$1,730	\$87	\$1,817	\$1,817	
\$114	\$788	\$39	\$825	\$825	
\$13,012	\$89,818	\$4,481	\$94,099	\$94,099	
\$37,513	\$258,359	\$12,918	\$271,277	\$271,277	
\$3,286	\$22,631	\$1,132	\$23,782	\$23,782	
\$3,286	\$22,631	\$1,132	\$23,782	\$23,782	
\$256,255	\$1,764,893	\$88,245	\$1,853,138	\$1,853,138	
\$9,555	\$65,463	\$3,273	\$68,737	\$68,737	
\$5,703	\$39,279	\$1,964	\$41,243	\$41,243	
\$26,174	\$180,270	\$9,013	\$189,283	\$189,283	
\$6,249	\$43,038	\$2,152	\$45,190	\$45,190	
\$4,551	\$31,344	\$1,587	\$32,911	\$32,911	
\$157,732	\$1,086,339	\$54,317	\$1,140,656	\$1,140,656	
\$2,817	\$19,403	\$970	\$20,374	\$20,374	
\$4,314	\$29,715	\$1,486	\$31,200	\$31,200	
\$4,429	\$30,504	\$1,525	\$32,030	\$32,030	
\$8,574	\$59,048	\$2,952	\$62,000	\$62,000	
\$912	\$8,284	\$314	\$8,599	\$8,599	
\$123,185	\$848,406	\$42,420	\$890,826	\$890,826	
\$6,854	\$45,824	\$2,291	\$48,116	\$48,116	
\$5,703	\$39,278	\$1,964	\$41,242	\$41,242	
\$3,042	\$20,948	\$1,047	\$21,998	\$21,998	
\$2,281	\$15,711	\$786	\$16,497	\$16,497	
\$21,101	\$145,329	\$7,268	\$152,595	\$152,595	
\$354	\$2,440	\$122	\$2,562	\$2,562	
\$73,910	\$509,039	\$25,452	\$534,491	\$534,491	
\$3,469	\$23,894	\$1,195	\$25,089	\$25,089	
\$570	\$3,928	\$196	\$4,124	\$4,124	
\$60,945	\$419,745	\$20,987	\$440,732	\$440,732	
\$19,770	\$136,164	\$6,808	\$142,972	\$142,972	
\$1,182	\$8,144	\$407	\$8,551	\$8,551	
\$10,817	\$73,123	\$3,856	\$76,779	\$76,779	
\$5,195	\$35,780	\$1,789	\$37,569	\$37,569	
\$4,329	\$29,817	\$1,491	\$31,307	\$31,307	
\$7,724	\$53,199	\$2,660	\$55,859	\$55,859	
\$14,399	\$99,168	\$4,958	\$104,126	\$104,126	
\$5,718	\$39,384	\$1,969	\$41,353	\$41,353	
\$194,026	\$1,336,306	\$68,815	\$1,403,121	\$1,403,121	

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EXHIBIT A, p. 4

Contract WC0501 (5B) Tunnel Finishing

BID SCHEDULE A & B WC0501

Tri-Met Additions

Escala Amt Const Midpt 2nd Qtr 98 18 4.00%	Estimated Const Cost	Contractor Profit/Ine 8%/5.5% Assume 5.00%	Total Estimated Const Cost	Cost Split	
				Tri-Met	Metro

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST Base 1992	TOTAL COST Base 1992
A 0.086	BOXES	1	LS	\$53,947	\$53,947
A 0.087	15 kv METAL CLAD SWITCHGEAR	1	LS	\$706,191	\$706,191
A 0.088	UNIT SUBSTATION	1	LS	\$379,137	\$379,137
A 0.089	LOW VOLTAGE SWITCHBOARDS	1	LS	\$105,308	\$105,308
A 0.090	GROUNDING	1	LS	\$26,242	\$26,242
A 0.091	TRANSFORMERS	1	LS	\$8,416	\$8,416
A 0.092	PANELBOARDS	1	LS	\$145,887	\$145,887
A 0.093	LIGHTING	1	LS	\$2,658,031	\$2,658,031
A 0.094	SPECIAL LIGHTING CONTROLS	1	LS	\$67,150	\$67,150
A 0.095	UNINTERRUPTIBLE POWER SUPPLY SYSTEM	1	LS	\$188,229	\$188,229
A 0.096	FIRE ALARM SYSTEM	1	LS	\$139,655	\$139,655
A 0.097	INTRUSION ALARM SYSTEM	1	LS	\$33,727	\$33,727
A 0.098	TELEPHONE SYSTEM	1	LS	\$620,991	\$620,991
A 0.099	PUBLIC ADDRESS SYSTEM	1	LS	\$97,715	\$97,715
A 0.100	TESTING	1	LS	\$36,714	\$36,714
A 0.101	CORROSION CONTROL	1	LS	\$1,119	\$1,119
A 0.102	DRILLED SHAFTS IN SOIL OVERBURDEN	2,100	LF	\$83.00	\$174,300
A 0.103	ROCK SOCKETS OF DRILLED SHAFTS	650	LF	\$368.10	\$239,265

\$9,163	\$63,111	\$3,156	\$66,266	\$66,266	
\$119,953	\$826,144	\$41,307	\$867,451	\$867,451	
\$84,400	\$443,637	\$22,177	\$465,714	\$465,714	
\$17,887	\$123,196	\$6,160	\$129,355	\$129,355	
\$4,457	\$30,700	\$1,535	\$32,235	\$32,235	
\$1,430	\$9,846	\$492	\$10,338	\$10,338	
\$24,780	\$170,667	\$8,633	\$179,200	\$179,200	
\$451,489	\$3,109,620	\$155,476	\$3,264,996	\$3,264,996	
\$11,406	\$78,556	\$3,928	\$82,484	\$82,484	
\$31,972	\$220,202	\$11,010	\$231,212	\$231,212	
\$23,722	\$163,377	\$8,169	\$171,546	\$171,546	
\$5,729	\$39,456	\$1,973	\$41,429	\$41,429	
\$105,481	\$726,472	\$36,324	\$762,796	\$762,796	
\$16,598	\$114,312	\$5,716	\$120,028	\$120,028	
\$6,236	\$42,951	\$2,148	\$45,098	\$45,098	
\$190	\$1,309	\$65	\$1,375	\$1,375	
\$29,606	\$203,906	\$10,195	\$214,102	\$214,102	
\$40,641	\$279,906	\$13,995	\$293,902	\$293,902	

TOTAL CONSTRUCTION COST - 1992 Dollars
Bid Schedule A - WC0501

\$21,845,265 \$3,710,605 \$25,555,871 \$1,277,794 \$26,833,664 \$24,528,194 \$2,305,471

BID SCHEDULE B REVENUE PARKING

B 0.001	Wash Park Sta Traf Cntl (MTP, Stage 2-6)	1	LS	\$47,958	\$47,958
B 0.002	TEMPORARY (TYPE III) BARRICADES	12	EA	\$110.00	\$1,327
B 0.003	TEMPORARY PLASTIC DRUMS W/LIGHTS	110	EA	\$69.30	\$7,623
B 0.004	DEMOLITION	1	LS	\$97,501	\$97,501
B 0.005	ADJUSTMENT OF INCIDENTAL STRUCTURES	7	EA	\$421.00	\$2,951
B 0.006	ROADWAY EXCAVATION	5,910	CY	\$8.00	\$52,599
B 0.007	EMBANKMENT	530	CY	\$5.00	\$2,968
B 0.008	PLANT MIX AGGREGATE BASE	6,100	TN	\$10.60	\$64,660
B 0.009	SUBGRADE GEOTEXTILE	5,500	SY	\$1.30	\$7,150
B 0.010	SOIL EROSION AND SEDIMENT CONTROL	1	LS	\$10,567	\$10,567
B 0.011	ASPHALT CONCRETE CLASS B	1,650	TN	\$37.70	\$62,205
B 0.012	ASPHALT CONCRETE CLASS C	695	TN	\$38.90	\$27,036
B 0.013	PORTLAND CEMENT CONCRETE CURB	8,810	LF	\$8.30	\$73,123
B 0.014	PORTLAND CEMENT CONCRETE DRIVEWAY	60	SY	\$21.80	\$1,308
B 0.015	PORTLAND CEMENT CONCRETE SIDEWALK	1,590	SY	\$17.40	\$27,666
B 0.016	Misc PCC slabs	40	SY	\$21.00	\$864
B 0.017	CONCRETE WHEEL STOPS	11	EA	\$32.60	\$358

\$8,146	\$56,105	\$2,805	\$58,910	\$11,782	\$47,128
\$225	\$1,653	\$78	\$1,630	\$326	\$1,304
\$1,295	\$8,918	\$446	\$9,364	\$1,873	\$7,491
\$16,561	\$114,062	\$5,703	\$119,765	\$23,953	\$95,812
\$501	\$3,452	\$173	\$3,625	\$725	\$2,900
\$8,934	\$61,633	\$3,077	\$64,610	\$12,922	\$51,688
\$504	\$3,472	\$174	\$3,646	\$729	\$2,917
\$10,983	\$75,643	\$3,782	\$79,425	\$15,885	\$63,540
\$1,214	\$8,364	\$418	\$8,783	\$1,757	\$7,026
\$1,795	\$12,362	\$618	\$12,980	\$2,596	\$10,384
\$10,566	\$72,771	\$3,639	\$76,410	\$15,282	\$61,128
\$4,592	\$31,628	\$1,581	\$33,209	\$6,642	\$26,567
\$12,421	\$85,644	\$4,277	\$89,821	\$17,964	\$71,857
\$222	\$1,630	\$77	\$1,607	\$321	\$1,285
\$4,699	\$32,365	\$1,618	\$33,984	\$6,797	\$27,187
\$147	\$1,011	\$51	\$1,061	\$212	\$849
\$81	\$418	\$21	\$439	\$88	\$351

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EXHIBIT A-P-5

Tri-Met Additions

Escala Amt Const Midpt 2nd Qtr 96 16 4.00%	Estimated Const Cost	Contractor Profit/Ina 8%/-5.5% Assume 5.00%	Total Estimated Const Cost	Cost Split	
				Tri-Met	Metro

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST Base 1992	TOTAL COST Base 1992	Escala Amt Const Midpt 2nd Qtr 96 16 4.00%	Estimated Const Cost	Contractor Profit/Ina 8%/-5.5% Assume 5.00%	Total Estimated Const Cost	Tri-Met	Metro
B 0.018	PAINTED PAVEMENT MARKINGS	1	LS	\$33,406	\$33,406	\$5,674	\$39,080	\$1,954	\$41,034	\$8,207	\$32,827
B 0.019	THERMOPLASTIC PAVEMENT MARKINGS	1	LS	\$9,868	\$9,868	\$1,676	\$11,544	\$577	\$12,121	\$2,424	\$9,697
B 0.020	PAVEMENT MARKING REMOVAL	1	LS	\$17,341	\$17,341	\$2,945	\$20,286	\$1,014	\$21,300	\$4,260	\$17,040
B 0.021	RELOCATE FIRE HYDRANT	1	EA	\$1,517	\$1,517	\$258	\$1,775	\$89	\$1,863	\$373	\$1,491
B 0.022	STORM DRAIN PIPE, 10 In. DIA.	172	LF	\$30.90	\$5,315	\$903	\$6,218	\$311	\$6,528	\$1,308	\$5,223
B 0.023	STORM DRAIN PIPE, 12 In. DIA.	810	LF	\$35.30	\$28,593	\$4,857	\$33,450	\$1,672	\$35,122	\$7,024	\$28,098
B 0.024	CONCRETE INLET, TYPE A	13	EA	\$1,220	\$15,863	\$2,694	\$18,557	\$928	\$19,485	\$3,897	\$15,588
B 0.025	STORM DRAIN MANHOLE	8	EA	\$1,801	\$14,409	\$2,447	\$16,856	\$843	\$17,699	\$3,540	\$14,159
B 0.026	LANDSCAPE IRRIGATION	1	LS	\$53,413	\$53,413	\$9,073	\$62,486	\$3,124	\$65,610	\$13,122	\$52,488
B 0.027	PERMANENT SIGNS	385	SF	\$14.50	\$5,583	\$948	\$6,531	\$327	\$6,857	\$1,371	\$5,486
B 0.028	PERMANENT SIGN SUPPORTS	68	ES	\$55.80	\$3,794	\$645	\$4,439	\$222	\$4,661	\$932	\$3,729
B 0.029	LANDSCAPING	1	LS	\$236,144	\$236,144	\$40,111	\$276,255	\$13,813	\$290,068	\$58,014	\$232,054
B 0.030	LANDSCAPE WARRANTY MAINTENANCE - 1st y	1	LS	\$4,831	\$4,831	\$821	\$5,651	\$283	\$5,934	\$1,187	\$4,747
B 0.031	LANDSCAPE WARRANTY MAINTENANCE - 2nd y	1	LS	\$4,831	\$4,831	\$821	\$5,651	\$283	\$5,934	\$1,187	\$4,747
B 0.032	RETAINING WALL NO. 100	1	LS	\$8,605	\$8,605	\$1,462	\$10,067	\$503	\$10,570	\$2,114	\$8,456
B 0.033	ROADWAY LIGHTING	1	LS	\$123,008	\$123,008	\$20,894	\$143,902	\$7,195	\$151,097	\$30,219	\$120,878
TOTAL CONSTRUCTION COST - 1992 Dollars Bid Schedule B - WC0501					\$1,054,382	\$179,096	\$1,233,478	\$61,674	\$1,295,152	\$259,030	\$1,036,121
TOTAL CONSTRUCTION COST - 1992 Dollars Bid Schedules A and B - WC0501					\$22,899,647	\$3,889,701	\$26,789,349	\$1,339,467	\$28,128,816	\$24,787,224	\$3,341,592
Design Costs					\$225,244				\$225,244	\$45,049	\$180,195
OCIP Insurance					\$122,786				\$122,786	\$24,557	\$98,229
					\$23,247,677				\$28,476,846	\$24,856,830	\$3,620,016

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Project Summary

Station, headhouse, and parking lot	\$3,620,016
Bio-swale surface run-off treatment	1,145,000
Ticket spitters and booths	120,000
Contingency	488,492
	<u>\$5,373,518</u>

EXHIBIT A, D

Explain in detail, the need for the infrastructure and the need for financial assistance.

The parking lot serving the Metro Washington Park Zoo, the World Forestry Center, and OMSI in Washington Park is presently an unpaid, surface lot on either side of Knights Blvd. This is the only on-site parking available for the customers of the three institutions, and (as such) is vital to the economic success of these facilities. As part of the Westside Light Rail project, Tri-Met is in the process of building a light rail station in the upper portion of the parking lot which will remove 246 spaces. If parking remains uncontrolled once the station opens, there will be a strong tendency for daily commuters to use the lot as a Park & Ride facility, thereby filling parking spaces vital to the continued economic health of the three institutions which are currently using the lot.

Financial assistance is needed to pay for the costs of rerouting Knights Blvd. around the periphery of the site, which will then allow the reconstruction of the lot and the installation of paid parking. Assistance is also needed to pay Metro's share of the cost of the finish work in the underground station and the above ground headhouse which will serve the Zoo, the World Forestry Center, and OMSI.

B. SOLUTION:

Explain in detail, the solution, including a summary of the requested infrastructure and financial assistance.

Knights Blvd. will be rerouted to the western edge of the site (closer to the World Forestry Center). The lot will then be reconfigured to replace some of the parking spaces lost to the light rail station and to install parking controls (gates, ticket spitters, and collection houses) to allow the institution of paid parking in the lot. The lot will also feature a system to collect, treat, and divert surface water run-off away from the combined sanitary sewer system which serves the three facilities. Parking fares will be structured to discourage early morning Park & Ride parkers to minimize impacts on customers of the three institutions. The lot will be jointly managed by the three institutions which use the lot under a joint operating agreement.

Since Tri-Met is managing the construction of the light rail station, Tri-Met will also manage the reconstruction of the parking lot and the rerouting of Knights Blvd. Metro's contribution to the cost of the light rail station is due to Tri-Met in the summer of 1995. Construction of the station will begin in 1995. Construction of the lot will begin about May 1996.

The financial assistance will be secured by a pledge of Metro's general revenue authority. This is the same pledge that Metro used to secure bonds to acquire and build its headquarters building. (The Moody's Municipal Credit Report for the 1993 General Revenue Refunding Bonds is attached to this application.) Although secured by the general revenue pledge, Metro intends to repay this loan entirely through parking revenues generated from the parking lot.

Special Public Works Final Application
Metro
Section A, Capacity Building Projects

The Washington Park Parking lot serves three major institutions which contribute to the educational, cultural, and economic life of the region. The Metro Washington Park Zoo is the largest paid tourist attraction in Oregon with approximately 1,000,000 visitors each year. The World Forestry Center presents exhibits about the region's and the world's forest resources, and their importance to our economic and social structure. OMSI has maintained its building on the site and now uses it for seminars and educational programs to supplemental its programs offered at its new downtown location. Individually, each institution makes a significant contribution to the region and the state. Having them all located at a common site magnifies their impact.

The parking lot serving these institutions is vital to their economic well-being. It is the only parking facility within easy access of the three institutions. The project to be financed by this loan application will reconfigure and reconstruct the lot and will install paid parking. All of this is necessary to accommodate the new Washington Park/Zoo light Rail Station which is also partially financed by this loan. The parking lot portion of this project will preserve existing capacity which would otherwise be lost to park and ride usage to the detriment of the three institutions.

This project does not just preserve capacity, however. It also expands capacity. A portion of the loan proceeds will be used to pay a portion of the cost of the new Washington Park/Zoo Light Rail station. For the first time, an additional mode of access to the three institutions will be provided with the opening of the Westside light rail line and the Washington Park/Zoo Light Rail station. Visitors will now be able to come to the three institutions despite unavoidable peak day congestion in the parking lot. The institutions expect that this will allow continued increases in their attendance.

In anticipation of increased attendance, the World Forestry Center has already embarked on a major redesign and reconstruction of their exhibit space. This project is expected to be completed in time for the opening of the light rail station. The World Forestry Center expects their attendance to increase to approximately 300,000 per year. Information about the World Forestry Center's plans are included with this application.

The Metro Washington Park Zoo is also examining options for the redesign and expansion of its exhibit space. Those plans are currently under review. A portion of the redesign should be completed in time for the opening of the light rail station. Information about the Zoo's impact on the Oregon economy is also included with this application.

SECTION 9: ENGINEERING FEASIBILITY:

A. Attach an Engineering Feasibility analysis, prepared and stamped by a registered professional engineer. At a minimum the report must include:

- an explanation of the basis for the size and/or capacity of the proposed facility;
- project alternatives considered and a demonstration that the proposal is the most cost-effective;
- detailed cost estimate including all items necessary to achieve the project;
- preliminary design drawing of the project;
- maps showing the general location of the project, tax lots or parcels in the project area, and the specific location of the project, including, if applicable, line sizes, road widths, etc.;
- environmental concerns;
- needed permits and/or licenses to construct the infrastructure

B. What jurisdiction(s) will own, operate and/or maintain the proposed infrastructure? Metro.

C. Anticipated projected schedule:
 Final engineering/design
 Construction

Start date
Sept. 1995
May 1996

D. Drawdown schedule:

ITEM	MONTH/YEAR	SOURCE		
		SPWF (Metro)	Tri-Met	
Final Engineering				
1. Revenue Parking	September 1995	\$ 180,195	\$	\$
2.				
Construction				
1. Station & Headhouse	September 1995	\$ 2,203,000	\$ Managed by	\$
2. Parking Lot	May 1996	500,000	Tri-Met	
3.	June 1996	500,000	(\$24,856,830)	
4.	July 1996	500,000		
5.	August 1996	500,000		
6.	September 1996	500,000		
	October 1996	490,323		

E. Consulting Professionals Contributing to the project (if known):

Engineer: Parsons Brinkerhoff
Address: 710 N.E. Holladay Street
 Portland, Oregon 97232
Contact: Paul McCauley

Phone: (503) 239-2251

Legal Counsel: Tri-Met
Address: 710 N.E. Holladay Street
 Portland, Oregon 97232
Contact: Dana Anderson
 Dean Phillips

Metro
 600 N.E. Grand Avenue
 Portland, Oregon 97232
 Dan Cooper
 (503) 797-1528

G. Has the applicant ever defaulted on a debt? If so, provide a complete summary of all circumstances relative to the default.

No.

H. How will the ongoing maintenance, operation and replacement of the requested infrastructure be financed? Provide a copy of the facility plan documenting the ongoing operations, maintenance and replacement efforts.

Maintenance, operations, and replacement will be paid out of parking fees charged to use the facility.

I. Summarize any pending litigation that may affect the ability of the applicant to repay a loan.

None.

J. What is the current employment level, by full-time equivalent, of the applicant?

Metro total: 781.08 FTE. Metro Washington Park Zoo (incl. in total): 193.84.

K. Is the applicant experiencing any financial complications as a result of Ballot Measure 5?

No. Zoo tax base has been in compression since 1990, but is expected to be out of compression in FY 1995-96.

SECTION 11: ECONOMIC DATA

A. Five Largest Employers of the applicant's jurisdiction: (ten or more employees)

Employer	Type of Business	# of Employees
Fred Meyer	Retail	8,800
US Bancorp	Financial Services	6,700 FTE
Kaiser Permanente	Health Care	6,543 FTE
Tektronix, Inc.	Electronics	6,000
Intel Corp.	Micro Computer Company	5,800
Estimated total employment in jurisdiction		
Data source: The Business Journal		Year: 1994

METRO

EXHIBIT A, p. 14

Principal Taxpayers Within the District by County
(amounts expressed in thousands)

June 30, 1994			
<u>Taxpayer account</u>	<u>Type of business</u>	<u>Assessed valuation</u>	<u>Percent of total valuation</u>
Multnomah County:			
U. S. West	Telephone utility	\$ 416,156	1.46 %
Pacific Power and Light	Electric utility	192,368	0.67
Portland General Electric	Electric utility	170,023	0.60
Boeing Company	Aircraft manufacturing	141,005	0.49
Northwest Natural Gas	Natural gas utility	110,094	0.39
Oregon Steel Mills	Steel products	97,562	0.34
SI-Lloyd Associates	Shopping mall	94,000	0.33
US Bancorp	Banking	76,320	0.27
Union Pacific Railroad	Railroad	70,545	0.25
Wacker Siltronic Corp	Electronics	62,309	0.22
All other taxpayers	-	27,144,118	94.98
	Total	\$ 28,574,500	100.00 %
Washington County.			
Intel Corporation	Electronics	\$ 412,508	2.35 %
GTE Northwest Incorporated	Telephone utility	210,816	1.20
Tektronix, Inc.	Electronics	200,400	1.14
Nike	Athletic apparel	131,572	0.75
Portland General Electric	Electric utility	127,242	0.72
Pacific Realty Associates	Real estate	97,615	0.56
Northwest Natural Gas	Natural gas utility	95,679	0.54
Fred Meyer	Retailer	73,689	0.42
S. F. Oregon Co.,Ltd.	Banking center	59,210	0.34
Washington Square	Shopping mall	52,248	0.30
All other taxpayers	-	16,096,575	91.68
	Total	\$ 17,557,554	100.00 %
Clackamas County:			
Portland General Electric	Electric utility	\$ 199,606	1.29 %
Clackamas Association Ltd Partnership	Shopping mall	93,117	0.60
U. S. West	Telephone utility	71,038	0.46
Precision Castparts Corp.	Manufacturing	69,945	0.45
Northwest Natural Gas	Natural gas utility	64,893	0.42
Metropolitan Life Insurance Company	Insurance	64,885	0.42
Mentor Graphics Corp.	Electronics	59,585	0.38
Dept. of Veterans, State of Oregon	Government agency	45,303	0.29
Simpson Paper Company	Paper products	44,244	0.29
Tektronix, Inc.	Electronics	40,267	0.26
All other taxpayers	-	14,762,708	95.14
	Total	\$ 15,515,591	100.00 %

Source: The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington counties.

NOT APPLICABLE

SECTION 12: UTILITY/REVENUE ISSUES

(Complete this section only when a specific fund is pledged for loan repayment.)

A. Specify the Fund:

B. Current Connections:

- 1. Residential _____
- 2. Industrial _____
- 3. Commercial & Other _____

C. Projections: Provide financial projections of fund activity as available.

	FYE:	FYE:	FYE:
Connections			
1. Residential			
2. Industrial			
3. Commercial & Other			
Self-Supporting Debt Outstanding			
Debt per capita			
Total Revenues			
Operating Expenses			
Accounts Receivable	%	%	%
Top 10 Rate Payers as a Percent of Revenues			%
Utility Service Rate Increase (Decrease) NC if No Change	%	%	%
Consumption (as a percentage of total consumption)			
Commercial/Industrial			%
Residential			%
Other			%

D. Specify any enterprise or utility funds that are not available to service this loan.

1. Public hearing notice, minutes of the public hearing and minutes of the meeting at which submission of this application was approved.
2. Engineering feasibility (see Section 8).
3. One copy of each of the applicant's last three annual audit reports and one copy of the current budget.
4. Copies of any documents creating any enterprise fund which may be pledged for repayment of the loan.
5. Copies of any ordinances which established any debt which is supported by the enterprise fund referred to in item 4 above.
6. Capital Improvement Plan (if available) and water or wastewater facilities plans as appropriate.
7. Appropriate portions of local comprehensive plan and zoning ordinances.
8. One copy of the applicant's enabling charter as amended.

SECTION 13: CERTIFICATION

I certify that:

We have the authority to request and incur the debt described in this application and upon award, will enter into a contract for the repayment of any SPWF loans and/or bonds.

We have held the required public hearing and will comply with all applicable state and federal regulations and requirements.

To the best of my knowledge all information contained in this application is valid and accurate and the submission of this application has been authorized by the governing body of the undersigned jurisdiction.

Signature _____
(highest elected official)

Title Executive Officer

Jurisdiction Metro

Name Mike Burton
(type or print)

Date _____

**Special Public Works Final Application
Metro
Enclosures**

Metro Documents

- Metro Charter
- Metro Budget (FY 1994-95 Adopted)
- Metro Comprehensive Annual Financial Reports for years ended
 - June 30, 1994
 - June 30, 1993
 - June 30, 1992
 - June 30, 1991
- Metro Ordinances
 - 91-439 (General Revenue Bond Master Ordinance)
 - 93-495 (Metro Code, Title VIII -- Financing Powers)
- Metro Resolutions
 - 93-1795 (General Revenue Refunding Bond authorization)
 - 93-1863 (General Revenue Refunding Bond authorization)
- Moody's Municipal Credit report -- Metro General Revenue Refunding Bonds.
November 5, 1993

Project Documents

- Letter from Paul S. McCauley, Project Manager, Westside Corridor Project Progress
Print signature
- Westside Corridor Project, Line Section 5B, Westside LRT Tunnel, Progress Print
- Final Environmental Impact Statement, Westside Corridor Project, August 1991,
Summary
- Tanner Creek Basin, Preliminary Engineering Report, July 1994 (surface water
treatment plans)

Institution Information

- Metro Washington Park Zoo, An Exonomic Impact Analysis, June 1991
- Letter from Mark Reed, Operations Director, World Forestry Cenetr, May 4, 1995
- You Are Invited to Take A Journey... A Forest Journey, World Forestry Center,
Portland, Oregon

The above enclosures to the Special Public Works Final Application are available in the Financial Planning division of the Finance Department and may be viewed upon request.

AGENDA ITEM NO. 5.5
Meeting Date: May 18, 1995

Resolution No. 95-2146

Authorizing the Issuance of Bond Anticipation Note to Refund an Outstanding Note in Order to Extend the Interim Financing for Various Improvements at the Zoo.

STAFF REPORT

EXTENDING FOR FOUR MONTHS, UNTIL NOVEMBER 1, 1995, THE CURRENT AGREEMENT WITH TRI-MET TO FINANCE METRO'S \$2 MILLION CONTRIBUTION TOWARD THE COST OF THE WASHINGTON PARK ZOO LIGHT RAILSTATION.

Date: May 5, 1995

Presented by: Jennifer Sims
Finance Director

FACTUAL BACKGROUND AND ANALYSIS

Resolution 95-2146 extends the current agreement with Tri-Met to finance Metro's \$2 million contribution towards the cost of the Washington Park Light Rail station for four months, until November 1, 1995.

At the time the funding package for the Westside Light Rail project was assembled, Tri-Met asked several of the jurisdictions along the proposed route to contribute towards the cost of the project. Tri-Met asked Metro for a \$2 million contribution in recognition of the benefits Metro would receive from the construction of a light rail station serving the Metro Washington Park Zoo. Metro agreed to the \$2 million contribution and agreed to make this payment on July 1, 1993.

With the approach of July 1, 1993, Metro did not yet have a source of cash to make this contribution, but plans were under development to convert the Washington Park parking lot into a paid parking facility. The revenues from this lot can be used to pay this contribution. Because the paid parking lot was not yet ready for long-term financing, Metro offered Tri-Met a Bond Anticipation Note to secure its contribution until such time as Metro obtained long-term financing for the paid parking lot. The Bond Anticipation Note carried a rate of interest equal to the current 90 day Treasury Bill rate, adjusted quarterly. The Bond Anticipation Note comes due July 1, 1995.

Long-term financing for the paid parking lot will not be in place July 1, 1995. The Council is being requested by Resolution No. 95-2147 (on the May 18 agenda) to authorize the submission of a loan application to the Oregon Economic Development Department to pay for this contribution and the costs of converting the lot. This resolution (95-2146) refunds the existing Bond Anticipation Note and replaces it with a new Bond Anticipation Note which will become due and payable on November 1, 1995. The interest rate on the new note will be set according to the current 90 day Treasury Bill rate as of July 1, 1995. This will allow time for funds to be received from the Oregon Economic Development Department to pay off the Note. The principal of the new Note will be \$2,171,550.71, which encompasses the original \$2 million plus interest accrued from July 1, 1993 to July 1, 1995.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2146.

BEFORE THE METRO COUNCIL

A RESOLUTION AUTHORIZING THE) RESOLUTION NO. 95-2146
ISSUANCE OF A BOND ANTICIPATION)
NOTE TO REFUND AN OUTSTANDING) Introduced by Mike Burton
NOTE IN ORDER TO EXTEND THE)
INTERIM FINANCING FOR VARIOUS)
IMPROVEMENTS AT THE ZOO.)

WHEREAS, Metro has heretofore issued its Bond Anticipation Note dated July 1, 1993 in the original principal amount of \$2,000,000 (the "Outstanding Note"), said Outstanding Note having been given to the Tri-County Metropolitan Transportation District of Oregon ("Tri-Met") to extend the time for Metro to pay to Tri-Met the amounts required under a certain Regional Compact providing for contributions to be made by Metro, the City of Portland, and Washington County to defer a portion of the costs of the Westside Light Rail Extension Project being undertaken by Tri-Met; and

WHEREAS, Metro is currently in the process of arranging for long-term financing to provide the funds necessary to pay the amounts due on the Outstanding Note and to pay the costs of various improvements to the parking lot at Washington Park which serves the Metro Washington Park Zoo and other institutions, said improvements being needed in connection with the light rail station being constructed at the Zoo as part of the Westside Light Rail Extension Project, which long-term financing will be available in the Fall of 1995 following finalization of the construction schedule for said parking lot improvements; and

WHEREAS, the Outstanding Note is due and payable in full on July 1, 1995, and Tri-Met has agreed to accept a refunding note in lieu of payment at that time, thus enabling Metro to defer such payment until it has available to it the proceeds of the long-term financing referred to above; and

WHEREAS, Metro is authorized under the laws of the State of Oregon, and, in particular, the Metro Charter and Metro Ordinance No. 93-495 (said Ordinance adding various financing provisions as Article VIII of the Metro Code) (collectively, the "Act"), to issue bonds and other obligations for the purpose of providing the funds needed to in connection with Metro's governmental undertakings, including obligations issued to refund outstanding obligations of Metro;

NOW, THEREFORE, BE IT RESOLVED BY THE METRO COUNCIL AS FOLLOWS:

Section 1. The Metro Council hereby authorizes the issuance of a refunding Bond Anticipation Note in the principal amount of Two Million One Hundred Seventy One Thousand Five Hundred

Fifty Dollars and Seventy One Cents (\$2,171,550.71) (the "Note"), said principal amount representing the principal and interest due on the Outstanding Note at maturity. The Note shall:

(i) be dated July 1, 1995 and be due and payable in full on November 1, 1995;

(ii) bear interest at a rate equal to the then current 90-day Treasury Bill rate for Treasury Bills sold on the date nearest to July 1, 1995;

(ii) be issued in substantially the form attached hereto but with such changes, additions and deletions as may be necessary or appropriate and not in conflict with the terms and provisions of this authorizing resolution.

The Note shall be payable from any funds legally available to Metro for the payment thereof, including but not limited to the proceeds of any bonds or other financing obligations issued or undertaken by Metro for such purpose. The Note shall be executed on behalf of Metro by its Director of Finance and Management Information. The Note shall be issued and delivered to Tri-Met in exchange for, and in consideration of the cancellation of, the Outstanding Note.

Section 2. This resolution is intended to constitute full authority for the issuance and delivery of the Note for the purposes described herein. The Executive Officer and the Director of Finance and Management Information are hereby authorized, empowered and directed, for and on behalf of Metro, to take all actions necessary or appropriate to issue and deliver the Note for the purposes described herein, including but not limited to the execution and delivery of all documents, instruments and certificates required in connection therewith.

Section 3. This Resolution shall take effect immediately upon its adoption by the Council.

Adopted this _____ day of May, 1995.

J. Ruth McFarland
Presiding Officer of Metro Council

METRO
 COUNTIES OF MULTNOMAH, WASHINGTON AND CLACKAMAS
 STATE OF OREGON
BOND ANTICIPATION NOTE
 (WASHINGTON PARK ZOO LIGHT RAIL TRANSIT STATION)
 1995 SERIES A

ORIGINAL ISSUE DATE JULY 1, 1995	INTEREST RATE VARIABLE RATE	MATURITY DATE NOVEMBER 1, 1995
PAYEE: ***** TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON *****		
PRINCIPAL AMOUNT: ***** TWO MILLION ONE HUNDRED SEVENTY ONE THOUSAND ***** ***** FIVE HUNDRED FIFTY AND 71/100 DOLLARS *****		

Metro, a political subdivision organized and existing under the Metro Charter and the laws of the State of Oregon, for value received, hereby promises to pay to the Tri-County Metropolitan Transportation District of Oregon ("Tri-Met") the Principal Amount specified above on the Maturity Date specified above, and to pay interest on the unpaid balance of said Principal Amount at the Variable Rate (hereinafter defined), with all interest accruing at said Variable Rate to be due and payable in full on the Maturity Date or date of earlier retirement of this Note.

As used herein, the term "Variable Rate" shall mean a *per annum* rate of interest equal to the then current 90-day Treasury Bill rate for Treasury Bills sold on the day nearest to the first day of the calendar year quarter during which such rate applies. The Variable Rate applicable to the outstanding Principal Amount of this Note shall be adjusted to take account of the then current rate on 90-day Treasury Bills as aforesaid, said adjustments to be made as of the first day of each January, April, July and October, commencing with an adjustment on October 1, 1993, with the Variable Rate as so adjusted to be applicable during the calendar quarter beginning on such date and ending on the last day of such calendar quarter. Interest at the Variable Rate shall be calculated on the basis of a 365-day year and the actual number of days elapsed. Payment of this Note shall be made out of any funds legally available to Metro for the payment hereof, including the proceeds derived from the sale of any bonds issued by Metro in connection with the financing of parking improvements at the Washington Park Zoo.

This Note is being issued pursuant to the provisions of the Metro Charter and certain other provisions of the laws of the State of Oregon (the "Act"), Title VIII of the Metro Code, and Resolution No. 95-2146 (the "Authorizing Action"), adopted by the Metro Council on _____, 1995. All terms used in this Note but not otherwise defined herein shall have the respective meanings assigned thereto in the Authorizing Action. This Note is given to refund amounts due under a bond anticipation note previously given by Metro to Tri-Met in satisfaction of Metro's obligations to make the Metro Contribution under and pursuant to Section 3 of a certain Regional Compact Providing for Contributions by Local Governments to the costs of the Westside Corridor Project (the "Regional Compact") entered into by and among Metro, Tri-Met, the City of Portland, Oregon and Washington County, Oregon. Metro hereby consents to the assignment of this Note by Tri-Met as security for any Interim Obligations, all as provided in Section 7 of the Regional Compact. This Note is subject to

prepayment in whole or in part at the option of Metro, on any date chosen by Metro. Any prepayment of this Note will be without premium at a prepayment price equal to the principal amount of such prepayment together with all unpaid interest thereon accruing to, but not including, the date of such prepayment. Any prepayment of this Note shall be subject to the condition that Metro shall notify Tri-Met of the date of such prepayment at least one business day prior to such date. Such notification may be sent by mail or by teletype with phone confirmation to Tri-Met at the following address and fax number, or to such other address and fax number as Tri-Met shall provide to Metro in writing: Tri-County Metropolitan Transportation District of Oregon, 4012 SE 17th Avenue, Portland, Oregon 97202, Attention: Finance Director, Telephone Number: (503) 238-4842, Fax Number: (503) 239-6463. Payments of the principal of and accrued interest under this Note on the Maturity Date shall be made by wire transfer to the account of Tri-Met upon delivery of this Note to Metro together with wire instructions to be provided by Tri-Met, *provided that*, if, on or before the Maturity Date, or on or before any date chosen by Metro for prepayment and as to which Tri-Met has been notified as provided herein, Tri-Met has not delivered this Note to Metro with appropriate wire instructions, Metro shall be entitled to make such payment by draft mailed to Tri-Met by first class mail, postage prepaid, on such payment date, and interest on the principal amount of such payment shall cease to accrue on and after such payment date.

It is hereby certified, recited and declared that all acts, conditions and things required by the Constitution and laws of the State of Oregon and the Metro Charter to have happened, to exist and to have been performed precedent to and in the issuance of this Note do exist, have happened and have been performed in regular and due time, form and manner as required by said Constitution, laws, and Metro Charter; that this Note does not exceed any constitutional or statutory limitation on indebtedness; and that provision has been made for the payment of the principal of and interest on this Note as set forth herein.

IN WITNESS WHEREOF, METRO has caused this Note to be signed by its duly authorized officer, all as of the Original Issue Date set forth above.

METRO

Authorized Officer

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AGENDA ITEM NO. 5.6
Meeting Date: May 18, 1995

Resolution No. 95-2133

For the Purpose of Recommending Congestion Mitigation/Air Quality (CMAQ) Funding for the Cedar Hills/Hall Boulevard "alternatives to Highway 217 Bike Lane System.

65

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2133 FOR THE PURPOSE OF
RECOMMENDING CONGESTION MITIGATION/AIR QUALITY (CMAQ)
FUNDING FOR THE CEDAR HILLS/HALL BOULEVARD "ALTERNATIVES TO
HIGHWAY 217 BIKE LANE SYSTEM"

Date: April 12, 1995

Presented By: Andrew Cotugno

PROPOSED ACTION

This resolution recommends CMAQ funding in the amount of \$688,654 for the Cedar Hills/Hall Boulevard "Alternatives to Highway 217 Bike Lane System." The resolution amends the 1992 Regional Transportation Plan (RTP) to include the priority CMAQ projects adopted through this resolution as Exhibit A. The priority CMAQ projects in Exhibit A will be included in the Metro TIP (MTIP).

The recommended CMAQ projects are the result of a public review process in Washington County and the City of Beaverton to prioritize the most critical links needed to complete the bike lane system. Washington County's recommended project is Option 2. It includes two elements: (1) completion of bike lanes and sidewalks on both sides of Cedar Hills Boulevard between Bowmont Street and Butner Road; and (2) construction of a missing link in the sidewalk system on the west side of Cedar Hills Boulevard between Walker Road and Berkshire Street.

The City of Beaverton recommended project would include bike lane striping and signal modifications on SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way (Option 1); and the widening of SW Hall Boulevard from Fanno Creek Bridge to SW Ridgecrest Drive to provide the necessary curb-to-curb width for six-foot bike lanes (Option 2).

Prior to commencing construction, local governments and Metro must demonstrate that these projects are included in the Regional Transportation Plan (RTP) and Metro's Transportation Improvement Program (TIP) and are consistent with or conform to local comprehensive plans (transportation elements, public facility plans, and/or transportation system plans), the statewide planning goals and the interim conformity guidelines for the federal Clean Air Act Amendments (CAAA) of 1990. Also prior to construction, the projects must meet specific eligibility requirements as specified in ISTEA and subsequent USDOT and/or EPA guidelines.

The Joint Policy Advisory Committee on Transportation (JPACT) review and action is scheduled for May 18, 1995. Metro Council action is scheduled for May 25, 1995.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 95-2133.

FACTUAL BACKGROUND AND ANALYSIS

Prior Planning Committee Recommendation

At the August 24, 1993 meeting of the Metro Planning Committee, Resolution No. 93-1829A was approved as amended. The resolution endorsed the region's priority FY 1995-97 Congestion Mitigation/Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion of these projects in their 1995-1998 STIP. The resolution was approved as submitted with the exception of the Cedar Hills Boulevard Bike Project (Project No. 032).

Project No. 032 (Cedar Hills Boulevard: Parkway Avenue to Butner Road -- bike lanes and sidewalks) was deleted by the Planning Committee following public testimony that other alternatives should be considered in the Highway 217 corridor.

It was recommended by the Planning Committee that a funding pool in the amount of \$896,000 be established to conduct a study of the Highway 217 corridor, including the Cedar Hills segment. The study would identify, through a public process, alternative bike projects along Cedar Hills Boulevard/Hall Boulevard for CMAQ funding.

Washington County Public Process to Select Project Proposals

Washington County held a public workshop in April 1994 to discuss the Highway 217 Corridor Bike Lanes project. The goal of the meeting was to develop a prioritized list of bike projects which could be completed using CMAQ funds. Washington County staff presented information on missing bike links in the corridor, including roadway sections maintained by Washington County, the City of Beaverton and ODOT. Five projects were identified by the participants as priorities for further consideration and possible funding in the corridor. These projects and sponsoring jurisdiction are:

1. Hall/Watson Couplet: Cedar Hills-T.V. Highway/Broadway
City of Beaverton
2. Hall: 12th Avenue-Allen
City of Beaverton
3. Cedar Hills: Walker Road-Hall Boulevard
City of Beaverton
4. Hall: Ridgecrest-S.P.R.R.
City of Beaverton
5. Cedar Hills: Bowmont-Butner
Washington County

As part of the public review process, Washington County revised the cost schedule for their original bike project -- Cedar Hills/Bowmont-Butner. The new estimate is a request for \$352,654 in CMAQ funds and is approximately one-third the cost of the original proposal (\$896,000). The lower cost is a result of a revised workscope and cost refinements for contingency and right-of-way acquisition. This project remains Washington County's top priority for the Highway 217 corridor.

On July 21, 1994, the Planning Division of Washington County held a follow-up public meeting to discuss their findings concerning the identified project options in the corridor. Participants (including Washington County bike advocates) indicated that the Hall Boulevard/ Ridgecrest-S.P.R.R. (City of Beaverton) project was very important and should be recommended along with Washington County's original project (Cedar Hills/Bowmont-Butner) as priority CMAQ projects to receive funding.

It was requested by the participants that Washington County contact the City of Beaverton to ascertain if this project would be a priority project to the city. The City of Beaverton reviewed the recommendation for bike improvements on Hall Boulevard from the Southern Pacific Railroad to Ridgecrest Drive. The city agreed that this was a priority location for bike improvements and completed an application for CMAQ funding proposing three projects in this portion of the corridor. The three options were submitted as a Capital Improvement Program (CIP) amendment and approved by the City Council to receive match money.

The Oregon Department of Transportation (ODOT) was contacted concerning their interest in submitting bike projects in the corridor for CMAQ funding. Although ODOT was appreciative of being included in the study, they declined because they did not feel that any projects under their jurisdiction could be completed in a timely manner.

The City of Tigard was also invited to submit an application if they had priority bike improvements in the corridor. The city declined because they did not have any proposed projects that could meet the CMAQ criteria in a timely manner. Some concern was initially raised by Tigard staff regarding process issues, particularly unclear notification. Subsequent discussions resulted in mutual agreement that efforts be made to ensure that appropriate local staff are notified in a timely manner on all future funding actions.

Highway 217 Corridor Project Proposals

Washington County Proposal

Washington County's application, staff report and Minute Order from the County Board of Commissioners is included as Attachment

B. Washington County submitted two options for a project to complete bike lanes and sidewalks on a segment of Cedar Hills Boulevard south of the Sunset Highway. The recommended project includes two elements: (1) completion of bike lanes and sidewalks on both sides of Cedar Hills Boulevard between Bowmont Street and Butner Road; and (2) construction of a missing link in the sidewalk system on the west side of Cedar Hills Boulevard between Walker Road and Berkshire Street.

This project is in the same location as the Cedar Hills Boulevard project originally submitted by Washington County for funding in Round 2 (1995-1997) of the CMAQ program. The Bowmont Street to Butner Road portion of the new project is somewhat shorter in length than the previous project and has a significantly reduced cost, as noted above.

Technical and Administrative Review: Ranking Results

The two options each received a score of 54 total points out of a possible 100 points. Attachment A shows the ranking of the two options relative to the other projects submitted and funded through the Round 2 CMAQ process. The two projects fall within the range for project funding.

City of Beaverton Proposal

The City of Beaverton's proposal is included as Attachment C. Following discussions with Washington County and Metro staff, the City of Beaverton proposed three separate projects on Hall Boulevard in the vicinity of Fanno Creek:

Option 1. SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way. This project involves striping and signal timing modifications. There is currently sufficient curb-to-curb width to accommodate striped bike lanes without widening. CMAQ funds requested total \$50,000.

Option 2. SW Hall Boulevard at Fanno Creek. This project involves widening and raising the SW Hall Boulevard and Fanno Creek Bridge to provide bike lanes on SW Hall Boulevard. The reconstruction would also raise the structure to accommodate bike lanes under the bridge and connect a recreational trail. CMAQ funds requested total \$550,000.

Option 3. SW Hall Boulevard, from the Fanno Creek bridge to SW Ridgecrest Drive. This project involves widening SW Hall Boulevard to provide the necessary curb-to-curb width for six-foot bike lanes. The project would match the improved section on SW Hall Boulevard at SW Ridgecrest Drive where bike lanes currently exist. CMAQ funds requested total \$250,000.

Technical and Administrative Review: Ranking Results

On an individual basis, Option 1 received a total score of 56 points; Option 2 received 40 points; and Option 3 received 45 points. By combining Options 1 and 3 and eliminating the more costly Option 2 (raising Fanno Creek Bridge), an overall composite score of 51 was reached. Attachment A shows the combined results of Options 1 and 3 and shows the ranking of the combined project relative to other priority CMAQ projects submitted for Round 2 funding. The combined score of 51 for Options 1 and Option 3 falls within the acceptable range for CMAQ funding.

Conclusions/Recommendations

Adoption of Resolution No. 95-2133 amends the RTP to include the region's priority CMAQ projects for the Highway 217 Corridor contained in Exhibit A to the resolution.

The priority-funded projects as recommended maximize the travel and air quality benefits available in the Highway 217 Corridor relative to the funding pool set aside for this purpose. The requested funds (\$688,654) enable Washington County to expand their original proposal to include additional sidewalks from Berkshire to Walker Road on Cedar Hills Boulevard. The City of Beaverton will be able to complete two projects in the corridor that will help increase bike use and access, and help complete the bike system in the Highway 217 corridor.

If the funding amount (\$688,654) is approved, there is a surplus of \$207,346 remaining from the original funding pool approved by Metro Council (\$896,000) and \$42,743 extra from the original Round 2 allocation for a total surplus of \$250,089. Metro staff proposes using the extra revenue to fund an eligible FY 96 TIP "2040 Implementation Program" project. Consequently, the reserve amount for that program would rise to \$27.25 million.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2133.

RL:mk
95-2133.RES
5-2-95

CMAQ Round 2: FY 95-97
Funding Priority List

ATTACHMENT A
5/2/95

Project CODE NO.	PROJECT INFORMATION					TECHNICAL DATA				ADMIN. SCORE (25)	FINAL SCORE (100)
	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (ml/yr)	HC	CO	Cost Eff.		
				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)		
PRIORITY FUNDED PROJECTS											
001	Transit Oriented Development - Phase II	DEO	TDM	\$1,835,000	\$1,835,000	8,660,556	46.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.62	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	IML	\$1,000,000	\$3,535,000	0*	52.64	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,914,352	31.72	157.56	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,962,350	1,189,815	6.38	31.70	\$0.08	22	76
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,962,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,962,350	968,056	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.99	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Pild Parks	BPD	\$584,000	\$10,786,813	472,670	2.54	12.59	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$229,800	\$12,107,813	207,615	1.11	5.53	\$0.19	21	54
Wash Co Opt. 2	Cedar Hills Blvd: Bowmont to Butner - bikelanes and sidewalks & Berkshire to Walker - sidewalks	Wash. Co.	BPD	\$352,654	\$12,460,267	209,207	1.44	7.17	\$0.22	22	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,930,667	295,139	1.58	7.86	\$0.27	21	52
Beev. Opt. 1 & 3	Hall Blvd: SPRR - Ridgecrest Drive (two bridge improvem.)	Barnerton	BPD	\$336,000	\$13,266,667	186,082	0.89	4.42	\$0.25	23	51
TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS				\$13,266,667	Unallocated CMAQ funds = \$250,089						
PRIORITY CONTINGENT PROJECTS											
006a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$13,266,667	1,189,815	6.38	31.70	\$0.08	22	76
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$13,266,667	1,069,878	5.74	28.50	\$0.16	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$13,266,667	968,056	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$13,266,667	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,615	\$13,392,282	540,741	2.90	14.41	\$0.04	19	66
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$13,672,282	207,615	1.11	5.53	\$0.23	20	52
031	Barbur Blvd: Sheridan to Hamilton - bike lanes and sidewalks	ODOT	BPD	\$476,000	\$14,148,282	200,694	1.08	5.35	\$0.41	23	51

*1: BPD=Bicycle/Pedestrian; IML=Intermodal; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit
 *2: Match=89.725%/10.275% (except for Bike/Ped at 80%/20%)
 *Assumes freight movement excluded from Rule 12 VMT reduction.

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PROJECT DESCRIPTION

CEDAR HILLS BLVD: BOWMONT-BUTNER ROAD
BIKE LANES AND SIDEWALKS
CEDAR HILLS BLVD: BERKSHIRE-NORTH OF WALKER ROAD
SIDEWALK ON WEST SIDE

This proposed project would provide sidewalks and bike lanes on both sides of Cedar Hills Blvd. between Bowmont Street and Butner Road, a distance of .30 miles, and a sidewalk on the west side of Cedar Hills from Berkshire to just north of Walker Road, a distance of .51 miles.

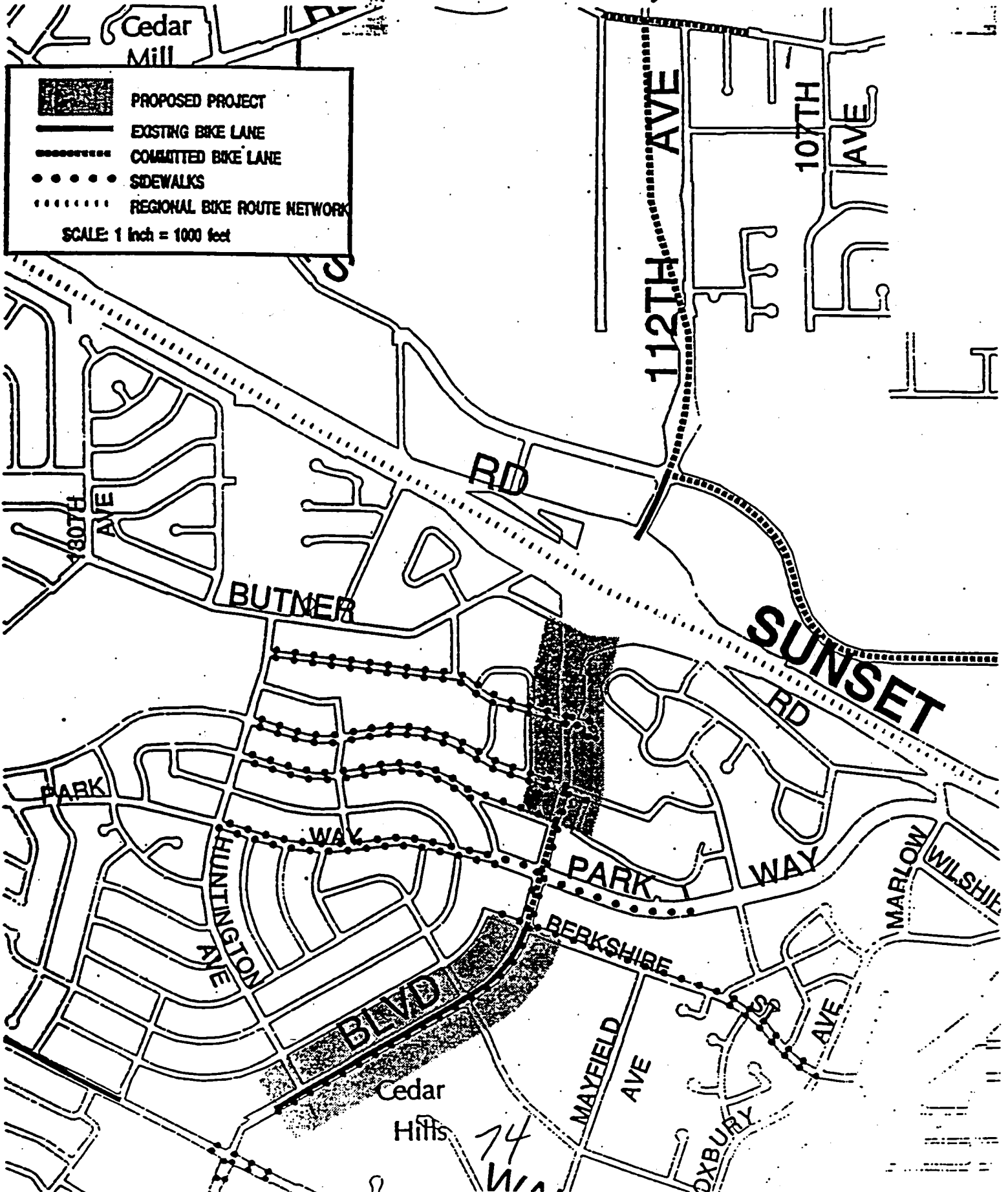
This section of Cedar Hills Blvd., a minor arterial, is currently a four-lane facility with twelve-foot travel lanes and a 1992 AADT of just under 19,000, an increase of 12 percent since 1988. These volumes are expected to continue to increase as access to the north of Sunset Highway and the Westside Light Rail becomes available. There are currently no shoulders. On Cedar Hills Blvd., bike lanes currently exist between Berkshire to just north of Walker Road. Sidewalks exist on the east side of Cedar Hills Blvd. between Foothill and Farmington Road and on the west side between Parkway and Berkshire, and between Walker Road and Farmington Road. A project on Cedar Hills between Berkshire and Bowmont is scheduled for 1994. This project will include sidewalks and bike lanes on both sides.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. Residential development is primarily single-family with two multi-family complexes located at Cedar Hills and Butner. Future development in the immediate vicinity includes the Sunset Transit Center and a commercial area at Sunset and Cedar Hills. This area is served well by public transit as three bus routes may be accessed via Cedar Hills Blvd.

CEDAR HILLS BOULEVARD:

Bowmont St. to Butner Rd. - Bike Lane/Sidewalk Project
Berkshire St. to North of Walker Rd. - Sidewalk Project

Figure 1



Preliminary Cost Breakdown

Cedar Hills Blvd.:Bowmont-Butner
(Bike lanes and sidewalks)

o	P.E.	\$ 11,891
o	F.E.	\$ 13,397
o	R.O.W.	\$ 31,500
o	Construction Engineering	\$ 27,183
o	Construction	\$252,354
o	Contingency	\$ 55,265
o	ODOT Admin.	\$ 12,000
	Subtotal	----- \$403,590

CMAQ SHARE = \$ 322,872

Cedar Hills Blvd.:Berkshire-Beaverton C.L.
(Sidewalk on the west side)

o	P.E.	\$ 1,129
o	F.E.	\$ 1,278
o	R.O.W.	\$ 2,990
o	Construction Engineering	\$ 2,581
o	Construction	\$ 23,987
o	Contingency	\$ 5,263
	Subtotal	----- \$ 37,228
	TOTAL	\$440,818

CMAQ SHARE = \$ 352,654

Approved by Board
4-11-75

75



Beaverton Schools

District 48
11100 S.W. Parkway
Portland, Oregon 97225
(503) 591-4610

TRANSPORTATION DEPT.

SEP 14 1994

Cedar Park Intermediate School
Verna Bailey, Principal

Sept. 9, 1994

Mr. Andy Cotugno
METRO
600 NE Grand
Portland OR 97232-2736

Dear Mr. Cotugno:

It is my understanding that Washington County is applying for Congestion Mitigation Air Quality funds for a project within our community of Cedar Hills. In particular, the county is applying for funds for a project on Cedar Hills, which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. This area is well served by public transit as three bus routes may be accessed via Cedar Hills Blvd. This project would also enhance access to areas north of the Sunset Highway, including the Sunset Transit Center. These activities have the potential to generate significant bicycle and pedestrian trips. But due to the current gaps in the bike lane and sidewalk network, walking and biking on Cedar Hills is inconvenient and at times, dangerous. The bike lane and sidewalks network on Cedar Hills and within our community need to be completed.

Thank you for the opportunity to comment.

Sincerely,

Peter Clark
Vice Principal

SEP 12 1994

ATTACHMENT B
PAGE 5



**TUALATIN
HILLS
PARK &
RECREATION
DISTRICT CEDAR HILLS RECREATION CENTER**
11640 S.W. Park Way • Portland, Oregon 97225 • 644-3855

September 8, 1994

Andy Cotugno
METRO
600 NE Grand
Portland, OR 97232-2736

Dear Mr. Cotugno,

It is my understanding that Washington County is applying for Congestion Mitigation Air Quality funds for a project within our community of Cedar Hills. In particular, the County is applying for funds for a project on Cedar Hills Blvd., which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. As supervisor of the Cedar Hills Recreation Center I strongly urge you to support this project. CHRC offers over 400 classes each term, including Safe Cycling, Bicycle Repair and Maintenance, Fitness Walking and we promote a variety of Bike Rides through out the community, yet due to the current gaps in the bike lane and sidewalk network, walking and biking around the Center is inconvenient and at times, dangerous. Pedestrian and bike safety is a high priority for our participants. Please complete the bike lanes and sidewalk network on Cedar Hills Blvd.

If I can be of service regarding this issue, please feel free to contact me. The number at the Cedar Hills Recreation Center is 644-3855.

Sincerely,

Mary Kay Rodman
Center Supervisor

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

LUT

Agenda Category Action - Land Use and Transportation

Agenda Title REQUEST FOR CONGESTION MITIGATION/AIR QUALITY FUNDS

To be presented by John Rosenberger, Director

SUMMARY (Attach Supporting Documents if Necessary)

In the spring of 1993, Washington County submitted an application to Metro for Congestion Mitigation Air Quality (CMAQ) funding for a bike lane/sidewalk project on Cedar Hills Blvd. This project would provide bike lanes and sidewalks on both sides of Cedar Hills Blvd. from Bowmont to Butner, and a sidewalk on the west side between Berkshire to just north of Walker Road.

In August 1993, the Metro Planning Committee recommended that this project not be funded immediately following testimony regarding an insufficient public review process. Instead, the Committee recommended that a funding pool in the amount of \$896,000 be tentatively allocated to the Cedar Hills/Hall Blvd. Corridor. This allocation was contingent upon a public review process.

To meet the public review requirement, the Planning Division held two public meetings, the focus of which was to identify and prioritize those potential CMAQ projects within the Corridor perceived as best meeting bicyclist and pedestrian needs. The County's Cedar Hills project was one of two projects recommended for submittal to Metro for funding consideration. The second project is under the City of Beaverton's jurisdiction. The cost for the Cedar Hills project is \$440,818. Due to a 20% match requirement, the County would be requesting \$352,654 in CMAQ funds. The City of Beaverton has indicated interest in applying for the remaining \$543,346 in CMAQ funds. Metro has requested that the Washington County Board of Commissioners take an action to support this application for the Cedar Hills project.

Attachments: Staff report and map of proposed project

DEPARTMENT'S REQUESTED ACTION: *KAL*

Consider public comment and approve the request for CMAQ funds.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the department's requested action.

APPROVED WASHINGTON COUNTY

BOARD OF COMMISSIONERS

MINUTE ORDER # 95-137

DATE 4-11-95

BY Barbara Heitmanek 78
CLERK OF THE BOARD

Agenda	Item	No. <i>50</i>
Date:	4-11-95	



March 28, 1995

To: Board of Commissioners
From: John Rosenberger, Director
Department of Land Use and Transportation
Subject: REQUEST FOR CONGESTION MITIGATION/AIR QUALITY FUNDS

STAFF REPORT

For the April 11, 1995, Board of Commissioners' Meeting

STAFF RECOMMENDATION

Hear public testimony on this item and approve the request for CMAQ funds.

BACKGROUND

On August 24, 1993, the Metro Planning Committee approved Resolution 93-1829A. This resolution endorsed the region's priority FY 1995-1997 Congestion Mitigation Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion in the Transportation Improvement Program. The resolution was approved as submitted with the exception of a bike lane and sidewalk project on Cedar Hills Blvd. from Bowmont to Butner Road. This project was not recommended for immediate funding following testimony regarding an insufficient public review process. Due to this testimony, the Planning Committee decided to revisit this issue at their September 14 meeting when an official recommendation to JPACT would be formulated.

On September 14, the Committee voted to send the following recommendation to JPACT:

Provide a funding pool in the amount of \$896,000 to Washington County for the completion of the Cedar Hills-Hall Blvd. "alternate of 217 bike lane system" to be

allocated following a public review process to determine and prioritize the most critical links needed to complete the system. (The public review process should be conducted with a report to both JPACT and the Metro Planning Committee/Council as to the results prior to allocation of the funds.)

This corridor, which is defined by the Sunset Highway at Cedar Hills Blvd. on the north and I-5/I-205 interchange on the south, is a major component of the Regional Bike Route Network as presented in the Regional Transportation Plan. Three separate agencies have jurisdiction over this corridor: Washington County, ODOT, and the City of Beaverton. Washington County has jurisdiction over Cedar Hills from Butner to just north of Walker Road. Several segments of the corridor have existing sidewalks and bike lanes, while others have committed funding for such facilities.

WASHINGTON COUNTY'S PUBLIC INVOLVEMENT PROCESS

To meet Metro's directive, the Washington County Planning Division held two public meetings within a three-month period. On April 12, 1994, the Planning Division held a workshop to solicit ideas on the use of CMAQ funds for bicycle and pedestrian projects within the Cedar Hills/Hall Blvd. Corridor. Meeting notices were sent March 16th to over 400 people. In addition, meeting notices were sent to the Cities of Beaverton, Tigard, Durham and Tualatin, Metro, the Oregon Department of Transportation, and Tri-Met. The focus of the workshop was to identify and prioritize those potential CMAQ projects perceived as best meeting bicyclist and pedestrian needs within the Corridor. These was also a discussion on potential project evaluation criteria.

Thirteen people, along with staff from Metro and Tri-Met participated in the discussions. Participants were asked to identify potential CMAQ projects that they perceived as most needing bicycle and/or pedestrian facilities. The participants identified the following five projects as priorities:

- 1) Hall/Watson Couplet:Cedar Hills-T.V. Highway/Broadway
City of Beaverton
- 2) Hall:12th Avenue-Allen
City of Beaverton
- 3) Cedar Hills:Walker Road-Hall Blvd.
City of Beaverton
- 4) Hall:Ridgecrest-S.P.R.R.
City of Beaverton
- 5) Cedar Hills:Bowmont-Butner
Washington County

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On May 6, a four-page synopsis of the workshop was sent to each of the workshop participants. Included was a list of identified project ideas, a priority listing of potential projects, and a list of potential project evaluation criteria.

As priorities one through four are under the City of Beaverton's jurisdiction, the County inquired, via a letter dated April 22, 1994, as to the City's interest in pursuing CMAQ funding and the ability to meet the twenty percent funding match requirements. Although the City initially indicated that there could not pursue a project within the available timeframe, they subsequently changed their position and are now pursuing a project on Hall Blvd.

Following notice of the City's intent, the Planning staff contacted the Oregon Department of Transportation. The southern half and northern terminus of the Corridor are under ODOT jurisdiction. Even though none of the potential CMAQ projects identified at the workshop were under ODOT jurisdiction, ODOT was asked if they would be interested in pursuing CMAQ funding. Upon review of their facilities, ODOT determined that they too would be unable to pursue projects through the CMAQ process due to financial and scheduling constraints.

On July 21, the Planning Division held a follow-up meeting. Meeting notices were sent out on July 7 to people who attended or expressed interest in the April 12th workshop, the City of Beaverton, ODOT, and Metro. Seven people attended this meeting, along with staff from Metro and the County's Planning Division. Distributed at the meeting were copies of letters from the City of Beaverton, ODOT, and the Homes Association of Cedar Hills, along with a more detailed breakdown of the preliminary cost estimates for the projects identified earlier. The purpose of the follow-up meeting was to discuss the feasibility and cost of the identified projects and the next step in the CMAQ process.

The meeting opened with a briefing on the mailing packet. The remainder of the time was spent discussing the various options available to the County and the City of Beaverton for pursuing the \$896,000 in CMAQ funds. There was considerable interest expressed in submitting projects under the City of Beaverton's jurisdiction. It was noted that, even though preliminary in nature, costs of two of the identified projects exceeded the amount of CMAQ funds tentatively allocated to the Corridor. After further discussion, it was recommended that two projects should be submitted to Metro for CMAQ funding considerations: 1) A project on Cedar Hills Blvd., which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road, and 2) a project on Hall between Ridgcrest and the S.P.R.R. tracks, which would provide bike lanes on both sides.

Attachment

G:\PATV\WPDAT\CMAC80.



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

RECEIVED

March 30, 1995

Rich Ledbetter
Senior Transportation Planner
METRO
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Regarding: APPLICATION FOR CMAQ FUNDING
BIKE LANES ON SW HALL BOULEVARD

Dear Rich,

The City is requesting METRO Council approval for CMAQ funding for the construction of bike lanes on SW Hall Boulevard. Three separate projects are proposed.

1. SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way. This project would involve striping and signal timing modifications on this section of SW Hall Boulevard. There is currently sufficient curb-to-curb width to accommodate striped bike lanes without widening. The estimated project cost is \$50,000.
2. SW Hall Boulevard at Fanno Creek. This project would involve widening and raising the SW Hall Boulevard and Fanno Creek bridge to provide bike lanes on SW Hall Boulevard. The reconstruction would also raise the structure to accommodate bike lanes under the structure. The estimated project cost is \$550,000.
3. SW Hall Boulevard, from the Fanno Creek bridge to SW Ridgecrest Drive. This project would involve widening this section of SW Hall Boulevard to provide the necessary curb-to-curb width for six-foot bike lanes. The project would match the Improved section on SW Hall Boulevard at SW Ridgecrest Drive where bike lanes currently exist. The estimated project cost is \$250,000.

Together, these three projects would complete the on-street bike lane system on SW Hall Boulevard by providing continuous, six foot on-street bike lanes from SW Allen Boulevard to Hwy. 217.

Cost Estimates and Effect on Project Scope

The cost estimates are planning level estimates only. The actual scope of work will be dependent on final engineering cost estimates and available funding. Priorities for improvements will be the listed projects in their given order. In reviewing the cost estimates, it is recommended that the estimates be increased by forty percent to account for contingency and inflation for a total project amount of \$1,190,000.

Estimated Bike Lane Usage

Hall Boulevard is a minor arterial providing linkage to and through Cedar Hills, Beaverton, and Tigard. The street essentially bisects the City of Beaverton core area, traverses fully developed residential and commercial areas, and provides linkage to central Beaverton and Old Town including the Central Beaverton LRT station.

Average daily traffic on Hall Boulevard is approximately 29,500 vehicles per day, or 35,000 persons per day, assuming an average occupancy of 1.2 persons per vehicle. The provision of bike lanes will allow for and encourage bike use that is anticipated to increase over time. It is estimated that a one percent mode split will occur one year after construction, increasing to as high as 3 percent over a twenty year horizon.

Initial use estimate:	350 bike-persons per day
Long term estimate:	1,050 bike-persons per day

Local Match and Local Jurisdiction Approval

The City of Beaverton City Council has approved the project scope and has appropriated \$99,971 as local match for CMAQ funds. The Washington County Coordinating Committee (WCCC) has also approved the project scope and has

*Rich Ledbetter, METRO
CMAQ Funding Application, SW Hall Boulevard Bike Lanes*

authorized \$99,971 of MSTIP 2 bikeway funds as local match for CMAQ funds. An interagency agreement has been drafted between the City and County for the use of the City and County funds for these projects. A total of \$199,942 of local funds has been approved for use as local match for CMAQ funds.

CMAQ Regional Ranking Criteria

A. System Completion (5 points)

- **Critical Link:** These projects do provide a critical link in the bicycle system.
- **Connectivity:** These projects would connect with the recently improved section of SW Hall Boulevard that has bike lanes.
- **Functional Class:** SW Hall Boulevard is a minor arterial.
- **Regional Strategy:** SW Hall Boulevard is identified on the regional bicycle plan.

Score: 5 points

B. Critical Funds (5 points)

- **Eligibility for State Highway Funds:** These projects would be eligible for State Highway Funds. However, the cost of the project would require over a ten year commitment of the one percent funding.
- **Other Funds:** No other funding source is identified. However, these projects could become candidate MTIP projects.
- **Likelihood of fund competition with highway-arterial, etc.** As candidate MTIP projects, these projects would compete with other projects for available funding.
- **Other ISTEA:** Not otherwise identified as a candidate project.

Score: 3 points

C. Local Commitment (5 points)

- **Plan or Policy:** Construction of bike lanes on SW Hall Boulevard is consistent with the City of Beaverton's Comprehensive Plan.
- **Interest Group:** these projects were identified as high priority projects in the public meetings held concerning bikeway improvements on this corridor.
- **Matching Funds:** Both the Beaverton City Council and the Washington County Coordinating Committee have approval matching funds for these projects.

Score: 5 points

D. Long-Term Potential (10 points)

- **Springboard (Potential):** these projects provide connection directly to a Westside LRT station in central Beaverton. Additional improvements on the SW Hall Boulevard and SW Cedar Hills Boulevard route are likely due to the proximity and access to a regional center as identified on the 2040 plan.
- **Leverage:** The proposed projects will improve bike access to central Beaverton including a Westside LRT station.
- **Benchmarks/OTP/Goal 12/RUGGO, etc.:** The proposed projects are consistent with these policies.

Score: 10 points

Total Points: 23 points

Rich Ledbetter, METRO
CMAQ Funding Application, SW Hall Boulevard Bike Lanes

Thank you in advance for your help in processing this application.

Sincerely,



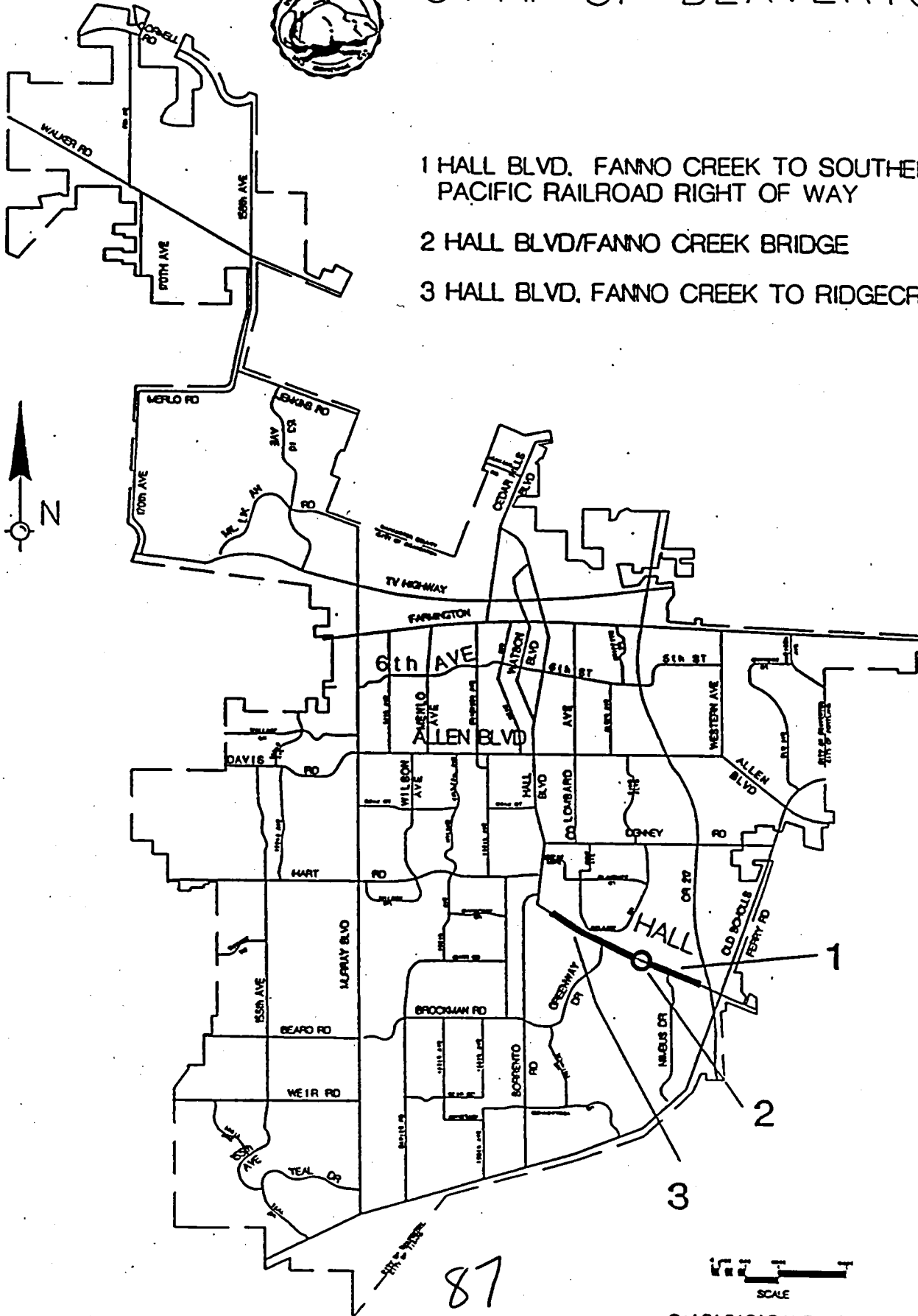
Terry Waldele
City Engineer

Enclosure: 1) Map of the proposed bike projects

CITY OF BEAVERTON



- 1 HALL BLVD. FANNO CREEK TO SOUTHERN PACIFIC RAILROAD RIGHT OF WAY
- 2 HALL BLVD/FANNO CREEK BRIDGE
- 3 HALL BLVD. FANNO CREEK TO RIDGECREST



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING) RESOLUTION NO. 95-2133
CONGESTION MITIGATION/AIR QUALITY)
(CMAQ) FUNDING FOR THE CEDAR) Introduced by
HILLS/HALL BOULEVARD "ALTERNATIVES) Rod Monroe, Chair
TO HIGHWAY 217 BIKE LANE SYSTEM") JPACT

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the Congestion Mitigation/Air Quality (CMAQ) Program for funding clean air and congestion-related projects in carbon monoxide and ozone non-attainment areas; and

WHEREAS, The Portland Metropolitan Area is designated as marginal non-attainment for ozone and moderate for carbon monoxide; and

WHEREAS, ISTEA stipulates that states shall allocate CMAQ funds in consultation with the designated Metropolitan Planning Organization (MPO); and

WHEREAS, Metro is the designated MPO for the Portland Metropolitan Area; and

WHEREAS, ODOT has programmed CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-1998 State Transportation Improvement Program (STIP); and

WHEREAS, Resolution No. 93-1829A was approved as amended endorsing the region's priority FY 1995-97 Congestion Mitigation/Air Quality Program with the exception of Project No. 032 -- the Cedar Hills Boulevard: Parkway Avenue to Butner Road bike lanes and sidewalks; and

WHEREAS, Resolution No. 93-1865 was approved establishing a

funding pool for Washington County in the amount of \$896,000 to construct priority bike projects in the Highway 217 Corridor following an extensive analysis; and

Whereas, A public and agency review process was developed and used to determine and prioritize the most critical links needed to complete the Highway 217 bike system; and

Whereas, Washington County and the City of Beaverton have completed an analysis and public review process for determining priority bike projects in the Highway 217 Corridor; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include the CMAQ projects contained in Exhibit A.
2. That the Metro Council adopts the priority CMAQ projects identified in Exhibit A and amends the Metro TIP (MTIP) accordingly and requests amendment of the ODOT STIP.

ADOPTED by the Metro Council this _____ day of May, 1995.

J. Ruth McFarland, Presiding Officer

RL:kkk
95-2133.RES
5-2-95

CMAQ Round 2: FY 95-97
Priority Funding Projects

EXHIBIT A

5/2/95

Project Number	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
	NAME	AGENCY	TYPE ^{*1}	CMAQ REQUEST ^{*2}	Cumulative CMAQ Total	VMT (mi/yr) Reduction	HC (kg/day)	CO (kg/day)	Cost Eff. (\$/kg/yr)	SCORE (25)	SCORE (100)
Wash Co Opt. 2	Cedar Hills Blvd: Bowmont to Butner - bikelines and sidewalks & Berkshire to Walker - sidewalks	Wash. Co.	BPD	\$352,654	\$352,654	269,207	1.44	7.17	\$0.22	22	54
Beav. Opt. 1 & 3	Hall Blvd: SPRR - Ridgecrest Drive (w/o bridge improvemt.)	Beaverton	BPD	\$336,000	\$688,654	166,092	0.89	4.42	\$0.25	23	51
TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS				\$688,654							

*1: BPD=Bicycle/Pedestrian; IML=Intermodal; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit
 *2: Match=89.725%/10.275% (except for Bike/Ped at 80%/20%)
 *Assumes freight movement excluded from Rule 12 VMT reduction.

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CITY OF HILLSBORO
METRO/REGION 2040 - SUMMARY OF ACTIVITY
MAY 1995

DEVELOPMENT TYPE	AREA OF HILLSBORO	CURRENT ACTIVITY	FUTURE ACTIVITY
CORRIDORS	<ul style="list-style-type: none"> • Evergreen Parkway (Cornell/Cornelius Pass) • Cornell Road (180th/Main Street) • Baseline Road (216th/10th Ave) • TV Highway (219th/10th Ave) 	<ul style="list-style-type: none"> • Significant High Density Residential and Employment Densities • Increased Housing Density in Ronler Acres closer to corridor • Major supporting development occurring in all corridors • High Density residential allows all corridors minimum 18 du's/acre 	<ul style="list-style-type: none"> • Review Comprehensive Plan and Zoning Designations during Major Periodic Review • Develop and Adopt Corridor Plans
STATION COMMUNITIES	<ul style="list-style-type: none"> • 185th LRT Station • 206th LRT Station • Orenco LRT Station • Hawthorn Farm LRT Station • Fairgrounds LRT Station • Downtown Stations Hillsboro Central Hatfield Government Center 	<ul style="list-style-type: none"> • Adopted Interim Station Area Protection Ordinance • Station Community Plans being drafted - utilizing public/private partnerships - provide 45-50 people/acre • Successfully defended LUBA Appeal of Interim Station Area Protection District (SAIPO) • Approved 3 SAIPO projects/Orenco - Elk Meadows (under construction) - Victoria Station (under construction) - Dogwood Court 	<ul style="list-style-type: none"> • Adopt Station Community Plans
MAIN STREET & NEIGHBORHOOD CENTERS	<ul style="list-style-type: none"> • Undetermined 	<ul style="list-style-type: none"> • Allow C-4 Neighborhood Commercial Zoning in residentially zoned neighborhoods • Encouraging C-4 commercial uses in Jones Farm Area 	<ul style="list-style-type: none"> • Review Comprehensive Plan and Zoning Designations during Periodic Review • Develop Main Street/Neighborhood Center Plans
NEIGHBORHOODS <ul style="list-style-type: none"> • Inner (5700 square ft average lot size) • Outer (7560 square ft average lot size) 	<ul style="list-style-type: none"> • Downtown Station Planning Area and between Baseline and TV Highway and 216th and 231st Avenues • All Low Density Residential on Hillsboro Comprehensive Plan designated other than Inner Neighborhood 	<ul style="list-style-type: none"> • See attached small lot zone summary • R-6 zone allows 8.71 du's/acre or 21.88 people per acre; exceeds RUGGO targets • Made R-6 zone easier to use • R-7 zone allows 7.47 du's/acre or 18.77 people per acre; exceeds RUGGO targets • current average lot size 7,119 sq. ft/FY 1993/94 	<ul style="list-style-type: none"> • revised plan will implement minimum residential densities

CITY OF HILLSBORO
METRO/REGION 2040 - SUMMARY OF ACTIVITY
MAY 1995

DEVELOPMENT TYPE	AREA OF HILLSBORO	CURRENT ACTIVITY	FUTURE ACTIVITY
REGIONAL CENTER	<ul style="list-style-type: none"> • Downtown Hillsboro 12th to Dennis 	<ul style="list-style-type: none"> • Effort to maintain government center in downtown • Developing high-density government center • Developing new public/private office building • Zoning allows 20-30 du's/acre in area surrounding commercial core • C-1 zone allows wide mix of uses • Second story residential allowed • Adopted Interim Station Area Protection Ordinance (SAIPO) • Station Community Plan being drafted <ul style="list-style-type: none"> - 2 new mixed use zones - Above RUGGO target @ 67 people/acre: RUGGO target 60 - 72% population increase/65% job increase - dwelling units increase from 3017 to 6229 - 30%/70% single family/multi-family split - jobs increase from 5308 to 14,709 	<ul style="list-style-type: none"> • Construct and complete Light Rail • Adopt Station Community Plan • Continue to promote development and expand government center and other mixed use opportunities
TOWN CENTER	<ul style="list-style-type: none"> • Tanasbourne 185th and Evergreen • Orenco 231st and LRT 	<ul style="list-style-type: none"> • First and largest mixed use development in the State • Mixed Commercial, Industrial and High Density residential • Adopted Interim Station Area Protection Ordinance • Station Community Plan being drafted 	<ul style="list-style-type: none"> • Planning Activity to develop center in mixed use area

CITY OF HILLSBORO
METRO/REGION 2040 - SUMMARY OF ACTIVITY
MAY 1995

DEVELOPMENT TYPE	AREA OF HILLSBORO	CURRENT ACTIVITY	FUTURE ACTIVITY
NEIGHBORHOODS continued		<ul style="list-style-type: none"> • average lot size decreasing • Planned Unit Development provide opportunity for increased density • Station Area Plan provide opportunity for increased density. • Light Rail being designed/early contracts summer '95 • Adopted Interim Station Area Protection Ordinance • Station Community Plans currently being drafted 	
EMPLOYMENT AREAS <ul style="list-style-type: none"> • Industrial Areas • Mixed Use Employment 	<ul style="list-style-type: none"> • All Industrial Designations on Hillsboro Comprehensive Plan excepting Mixed Use Industrial as depicted by Region 2040 • Dawson Creek Park • Tanasbourne • AmberGlen Business Center • Jones Farm Area (surrounding area) 	<ul style="list-style-type: none"> • Adopted Special Industrial District to preserve large lot opportunity consistent with Regional Policy • Some commercial support service "uses allowable" i.e. banks, restaurants, day care centers. • Currently providing mixed use opportunities • PUD's allow opportunity for mixed use • Encouraging TOD/POD development by private sector 	<ul style="list-style-type: none"> • Review Comprehensive Plan and Zoning Ordinance during Periodic Review to improve mixed-use opportunities.

SUMMARY OF SMALL LOT RESIDENTIAL ZONES DENSITY CHARACTERISTICS

R-7, SINGLE FAMILY RESIDENTIAL

- 30% 6,000 square ft lots
- 20% duplex lots
- Duplex lots may be split to 3000 square foot minimum
- Density per net buildable acre: 7.47 du's/acre
- People per acre: 18.77 PEOPLE/ACRE
- Exceeds ruggo target: >13-14 people/acre

R-6, SINGLE FAMILY RESIDENTIAL

- 30% 5,000 sq. ft. lots
- 20% duplex lots
- Duplex lot may be split to 3,000 sq. ft. minimum
- Density per net buildable acre: 8.71 du's/acre
- People per acre: 21.88 people/acre
- Exceeds RUGGO targets: 13-14 people/acre

PUD, PLANNED UNIT DEVELOPMENT

- allows, outright, lowest density of next highest Plan designation
- allows increasing density bonus
- allows flexibility in dwelling type
- allows flexibility in yard and height standards
- allows attached dwellings
- allows mixed uses

SAIPO, INTERIM STATION AREA PROTECTION DISTRICT

- overlay zone/supersedes underlying zoning in all light rail station areas
- requires minimum densities
 - 9 dwelling units/acre >1300 feet from LRT station
 - 12 dwelling units/acre <1300 feet from LRT station
- requires 75% of density be constructed for Comprehensive Plan designations >12 dwelling units/acre
- allows minimum 3000 square foot lots with 25 foot minimum lot width

MINUTES OF METRO COUNCIL REGULAR MEETING

Council Chamber

May 11, 1995

Councilors Present: Ruth McFarland (Presiding Officer), Susan McLain, Don Morissette, Ed Washington

Councilors Absent: Rod Monroe (Deputy Presiding Officer), Patricia McCaig

Presiding Officer McFarland called the May 11, 1995 Metro Council Regular Meeting to order at 2:03 p.m.

1. INTRODUCTIONS

None.

2. EXECUTIVE SESSION Held Pursuant to ORS 192.660(1)(h) to Consult With Outside Legal Counsel Regarding Litigation Related to Council Authority Under 1992 Metro Charter

Presiding Officer McFarland called the Executive Session to order at 2:05 p.m.

Present: Metro Councilors Jon Kvistad, Susan McLain, Don Morissette, Ed Washington, and Presiding Officer McFarland; Outside Legal Counsel Jim Mountain, Attorney at Law, Harrang Long Gary Rudnick, P.C.; Dan Cooper, Legal Counsel; Greg Nokes, Oregonian Staff; Cathy Ross, Assistant to the Presiding Officer; Casey Short, Council Analyst; John Houser, Council Analyst; Marilyn Geary-Symons, Council Assistant; Cathie Stimac, Municipal Dept. Videographer, Portland Cable Access.

Presiding Officer McFarland adjourned the Executive Session at 2:37 p.m.

Motion: Councilor Morissette moved that the Council instruct Mr. Mountain to file a motion in the Court of Appeals for a stipulated order vacating the trial court judgment and dismissing the appeal and then move to dismiss the case in Circuit Court. Councilor Washington seconded the motion.

Vote: Councilors McLain, Morissette, Washington and McFarland voted aye. Councilor Kvistad voted no. Councilors McCaig and Monroe were absent.

The vote was four to one and the motion passed.

3. CITIZEN COMMUNICATIONS

None.

4. EXECUTIVE OFFICER COMMUNICATIONS

None.

5. CONSENT AGENDA

5.1 Consideration of Minutes for the April 18, 1995; April 25, 1995; May 2, 1995; and May 4, 1995 Council Meeting.

Motion: Councilor Morissette moved to adopt the Consent Agenda with additional Council meeting minutes included as noted by Presiding Officer McFarland; i.e. April 18, April 25, and May 2, 1995. Councilor Washington seconded the motion.

Vote: Councilors Kvistad, McLain, Morissette, Washington and McFarland voted aye.
Councilors McCaig and Monroe were absent.

The vote was unanimous and the motion passed.

6. RESOLUTIONS

6.1 Resolution No. 95-2142. For the Purpose of Confirming the Nomination of Steven D. Fosler as an Alternate Member of the Transportation Policy Alternatives Committee (TPAC)

Motion: Councilor Kvistad moved to adopt Resolution No. 95-2142. Councilor Washington seconded the motion.

Councilor Washington supported the confirmation of Mr. Fosler to TPAC. Presiding Officer McFarland acknowledged Mr. Fosler's presence at the meeting and welcomed him aboard.

Vote: Councilors Kvistad, McLain, Morissette, Washington and McFarland voted aye.
Councilors McCaig and Monroe were absent.

The vote was unanimous and the motion passed.

6.2 Resolution No. 95-2143. For the Purpose of Considering a Proposal for A Long Term Lease of the 250 Acre Wilsonville Tract.

Motion: Councilor Washington moved to adopt Resolution No. 95-2143. Councilor Kvistad seconded the motion.

Councilor Washington indicated he understood the purchase of the lands involved in the proposed resolution was contingent on passage of Ballot Measure 26-26.

Pat Lee, Planning and Capital Development Manager, presented the staff report, and said the terms of the proposal were such that passage of Measure 26-26 on May 16, 1995 would provide for moving forward with the acquisition proposed by Resolution No. 95-2143. In response to Councilor Morissette, Mr. Lee said the area indicated was considered a target area of the Greenspaces Master Plan. Mr. Lee indicated the tract was unlikely to be in urban reserves as it was considered agricultural lands for the most part.

Councilor Kvistad felt the proposal represented a good opportunity for working in partnership with the local jurisdiction.

Arlene Loble, City Manager, Wilsonville, noted Mayor Krummel of Wilsonville had asked her to come in his place. She extended thanks from the City of Wilsonville for the cooperative work in this matter. Rick Gustafson, 115 N.W. 1st Ave., Portland, Oregon, representing the City of Wilsonville, addressed the Council. He said Wilsonville proposed to lease the property in question from the state and pursue negotiations with the Division of State Lands regarding the 250 acres involved. He noted the basic proposal was for the City to pay \$18,000 per year to lease the property with an option to purchase and distribute the property based on a Master Plan with Metro and Clackamas County.

In response to Councilor Kvistad, Ms. Loble said the state was interested in leasing the land at this time. In response to Councilor Washington, Ms. Loble said the property in question was originally part of the Dammasch Hospital property. She added there was a long history regarding this acreage for possible use for a number of facilities from hospital expansion to jail to landfill.

Vote: Councilors Kvistad, McLain, Morissette, Washington and McFarland voted aye.
Councilors McCaig and Monroe were absent.

The vote was unanimous and the motion passed.

6.3 Resolution No. 95-2141. For the Purpose of Entering Into a Multi-Year Contract With the Most Qualified Proposer By Authorizing Issuance of a Request for Proposals for Technical Assistance, Fiscal Analysis and Intergovernmental Coordination for the South/North High Capacity Transit Study

Motion: Councilor Kvistad moved to adopt Resolution No. 95-2141. Councilor McLain seconded the motion.

Leon Skiles, Transportation Planning Manager, presented the staff report, and said the proposed resolution would authorize the issuance of a Request for Proposals for the South/North High Capacity Transit Study. He highlighted areas that would be prepared under the proposed contract: 1) Purpose and Need; 2) Evaluation Methodology Process and Report; 3) Alternatives Considered; 4) Transit and System-Wide Transportation Impacts; 5) Financial Analysis; 6) Evaluation; 7) Design Concept and Scope Refinement Report; 8) Federal Land Use and Economic Benefits Criteria.

Mr. Skiles said the work to be done was complimentary to the work for the DEIS recently approved by the Metro Council. He noted the term of the contract was through December, 1996.

Councilor Kvistad offered an amendment to the proposed resolution, and distributed a document containing amended language. This document has been made part of the permanent meeting record.

Councilor Morissette referenced the staff report in which it was stated that the "Metro Council is specifically requested to waive further review of the final contract with the most advantageous Proposer." He asked why the Council would not be reviewing the final contract. Mr. Skiles responded there were two actions required by Council on a multi-year contract; one was release of the RFP, and the second was the authorization for executing the RFP. He said those actions could potentially be done in one step rather than two, and indicated that was the request.

In response to Councilor Morissette, Mr. Skiles said the amount of the contract was \$250,000 with \$25,000 in contingency for other work that might come up, total amount \$275,000.

Councilor Morissette indicated he would be interested in the contract coming before the Council for review.

Mr. Skiles noted the term of the current contract was through June 30, 1995, and discussed the possibility of a lapse in time.

The Council discussed amending the language to include a point in time for review.

Richard Brandman, Assistant Director, Transportation Planning, recapped Councilor Morissette's comments, clarified Councilor Morissette's request was to bring the contract back to the Council to discuss the RFP process, who responded, who was selected, who was being negotiated with, and for what amount, prior to execution of the contract by the Executive Officer.

Presiding Officer McFarland called for a recess at 3:14 p.m. in order that language might be drafted for Councilor Morissette's proposed amendment.

Presiding Officer McFarland reconvened the meeting at 3:23 p.m.

Mr. Cooper indicated amended language to accomplish Councilor Morissette's intent to have the contract come back before the Council for approval the amendment would be as follows: to strike the words "and authorizes the Executive Officer to execute a multi-year contract with the most advantageous proposer" in the first paragraph of the BE IT RESOLVED, placing a "period" after the words "Scope Refinement Report." He said with that language then under the Contract Procedures Code this contract must come back to the Council for final approval before it could be executed.

Motion to Amend: Councilor Kvistad moved to amend Resolution No. 95-2141 to read as follows in paragraph 1 of the BE IT RESOLVED:

"BE IT RESOLVED, that the Metro Council hereby approves the issuance of ~~an the RFP substantially similar to the No. 90-4099 as~~ attached to provide technical, financial and intergovernmental coordination assistance for the South/North Transit Corridor Study through to the completion of the Draft Environmental Impact Statement and the Design Concept and Scope Refinement Report, ~~and authorizes the Executive Officer to execute a multi-year contract with the most advantageous proposer.~~

Mr. Short noted that similar wording should be deleted from the resolution title as well.

Vote on Motion to Amend: Councilors Kvistad, McLain, Morissette, Washington and McFarland voted aye. Councilors McCaig and Monroe were absent.

The vote was unanimous and the motion passed.

In response to Councilor Washington, Mr. Brandman said the "interview committee" consisted of representatives from Tri-Met, ODOT, Metro and local jurisdictions. There was further discussion regarding the composition of the interview committee. Councilor Washington advocated for a component on the interview committee of citizens from the region. Presiding Officer McFarland requested the Council be provided with a list of the committee membership. Mr. Brandman indicated he would do so.

Vote on Main Motion as Amended: Councilors Kvistad, McLain, Morissette, Washington and McFarland voted aye. Councilors McCaig and Monroe were absent.

The vote was unanimous and the motion passed to adopt Resolution No. 95-2141A as amended.

7. COUNCILOR COMMUNICATIONS

Councilor Kvistad referenced a memorandum dated May 1, 1995 from Mike Burton, Executive Officer, regarding a series of seven scheduled public meetings in May and June pertaining to the public involvement phase of the Regional Solid Waste Management Plan planning process, and encouraged Councilors to be involved. This document has been made a part of the permanent meeting record.

Councilor Morissette indicated he had received a request from a group of citizens in his district representing the Gladstone's Clackamas River Preservation Association to read a letter dated May 6, 1995 containing their concerns regarding Ballot Measure 26-26 into the record. Councilor Morissette noted he was placing a list of the signatures and telephone numbers of these citizens in the record as well. This document has been made a part of the permanent meeting record. Councilor Morissette acknowledged their invitation to a neighborhood meeting held May 3rd, and noted he had a Future Vision public meeting conflict the night of this group's meeting. Councilor Morissette emphasized these citizens were concerned about someone else deciding what would happen to their property rather than themselves. He said he hoped the information provided them and other groups in the region by the agency that condemnation was to be used only as a last resort to just link the last piece of property between a number of other parcels. He said he hoped no condemnation proceeding would ever be considered for a whole section of property under 26-26. He commented the Greenspaces Master Plan contained language clearly stipulating "willing buyer/willing seller," and said he hoped the citizens now opposed would become supportive as they were important to the process. Councilor Morissette said we could not take people's property from them, and he said their concerns were valid. Presiding Officer McFarland affirmed Councilor Morissette's remarks regarding the language in the Master Plan stipulating "willing seller."

Councilor McLain thanked the Councilors who attended the Future Vision listening posts recently held throughout the region, noting Councilors Washington and McFarland had attended the Gresham meeting and Councilors Morissette and Kvistad had attended the Lake Oswego meeting.

Councilor McLain indicated the Lake Oswego forum would be broadcast on cable starting May 11 at 6 p.m. on Channel 21, and she said it would be broadcast on Channel 59 as well as Channel 27 through June 2.

Councilor McLain thanked Councilors who attended the Metro Policy Advisory Committee meeting held the evening of May 10, 1995, regarding revision of the RUGGO's and said she had asked Council Analyst Casey Short to assist over the next few months on the process.

Presiding Officer McFarland thanked Councilor McLain for attending the meeting today noting she had done so with a adverse circumstances involving a broken ankle.

7. LEGISLATIVE ITEMS

Merrie Waylett, Director of the Office of Government and Public Relations, addressed the Council and discussed several legislative items including SB 1114 and SB 132. Ms. Waylett noted SB 132 would put Metro on Seismic Safety Commission as a voting member, and she said the bill had passed out of committee.

Ms. Waylett noted HB 3460 would set fees for hazardous waste disposal was being considered at this time: She said the matter was under further review by Metro staff to determine amount of impact.

Larry Shaw, Senior Assistant Council, noted SB 1114 dealt with secondary lands and said that other bills had been included in SB 1114.

8. COUNCILOR COMMUNICATIONS

Councilor Washington noted a project was occurring at Metro on Saturday involving high school students from throughout the region, starting at 8:00 a.m. until 12 noon.

Councilor McLain acknowledged Bob Bothman, Vice Chair of the Metro Committee for Citizen Involvement, was present and noted MCCI members had been present at all of the Council meetings for the last month.

There being no further business, the meeting adjourned at 3:53 p.m.

Respectfully submitted,

Marilyn E. Geary-Symons
Council Assistant



METRO

DATE: May 17, 1995

TO: Metro Councilors

FROM: Lindsey Ray, Council Assistant

RE: Revision to Metro Council Work Session Minutes of May 9, 1995 (Under Consideration at the May 18, 1995 Regular Council Session)

In response to a concern by Councilor McCaig, I have revised my minutes of the May 9, 1995 Council Work Session in order to more accurately reflect the nature of the discussion which took place regarding the Urban Growth Boundary. I have replaced paragraph one under the section entitled "Regional Planning" with new language (see last paragraph, page two).

A copy of the revised minutes is attached. Please note: the revised minutes will be considered for adoption at the May 18 Regular Council Session. In order to eliminate confusion, please recycle the earlier version (c:\r\leg\050995mn) and replace it with the attached version (c:\r\leg\050995-a).

If you have any questions, please feel free to contact me.

c:\r\leg\050995mo

MINUTES OF THE METRO COUNCIL WORK SESSION

May 9, 1995

Oregon Convention Center
Room C-125

Councilors Present: Ruth McFarland (Presiding Officer), Rod Monroe (Deputy Presiding Officer), Jon Kvistad, Patricia McCaig, Don Morissette, Ed Washington

Councilors Absent: Susan McLain

Joe Hertzberg called the meeting to order at 2:10 PM.

ROLE OF THE PRESIDING OFFICER

The role of the Presiding Officer was reviewed. It was agreed that a simple list of the Presiding Officer's job duties does not adequately convey the essence of the responsibility and power of the position. Following discussion, the several points were made. It is the role of the Presiding Officer to find consensus of the Council where it exists, marshal resources, carry out the will of the Council, and make policy visible. The Presiding Officer is the public voice of the Council. The force, power, and clout come from the Council.

ORGANIZATION OF COUNCIL STAFF

Following discussion, councilors agreed that changes needed to be made. It was decided to look into reorganization of the Council staff after the current union contract negotiations are completed, and to set a target date for a solution for the first of the calendar year 1996.

TRANSPORTATION

The Council conducted an in-depth discussion of their role in setting transportation policy for the region. Metro is mandated by the Charter to play a leadership role in the region. The Council deals with JPACT and works with local jurisdictions, helping to set regional priorities. Metro does better job than many jurisdictions in the country in terms of getting federal dollars.

Structurally, the Council has ultimate authority in the relationship with JPACT, even though some feel the Council simply rubber stamps JPACT decisions. As chair of JPACT, Councilor Monroe works to keep the Council from being just a rubber stamp. It was agreed that the Metro councilor who chairs JPACT needs to fully utilize the authority of the position. It was pointed out that JPACT is an advisory committee to the Council.

THE METRO COUNCIL WORK SESSION

May 9, 1995

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Because the Council will be held responsible by the public for transportation decisions, they must be made fully aware of the issues at hand, and participate in decision-making at every point of the process.

Councilor Monroe said he would continue to make a point of informing the Council of important JPACT issues. However, another councilor pointed out that the relationship between Council and JPACT is outdated, one councilor cannot represent the Council to JPACT and vice versa. It was felt that JPACT does not respect role of the Council in transportation planning. The Council needs need to work itself into the process in an effective way in order to be able to influence the outcome. Rather than individual briefings, a pattern should be established to inform Council at each step. It was felt the conversion to the committee system would help to this end.

In exercising leadership in transportation issues, the following points were made:

EXERCISING LEADERSHIP

- Chair of JPACT should be a fully operative chair
- The Council needs to be informed of upcoming transportation issues -- have a full briefing and discussion of every issue, recommendation, and decision
- The Council needs to forge regional consensus
- The Council needs to participate in all of the small group meetings of JPACT
- Councilors need to make a commitment to be informed
- Council should work to build respect for Council (Historically, any time Council has shown signs of exercising regional leadership and authority, others threaten the MPO chip and Council backs off.
- Council needs to restructure how it receives information
- Council needs to integrate factors beyond transportation
- Council needs to understand JPACT's role
- Council needs to understand its role
- Others need to understand importance of giving Council full information early -- it has final say

REGIONAL PLANNING

In order to prompt a discussion about growth management, Mr. Hertzberg initiated a dialogue by posing the hypothetical question, "If you had to vote today, would you vote to expand the Urban Growth Boundary?" The purpose of the question was to provide a basis for interaction. Given the hypothetical nature of the question, it was recognized that councilor responses were part of the ongoing discussion and did not necessarily reflect their actual position on the issue.

THE METRO COUNCIL WORK SESSION

May 9, 1995

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Presiding Officer McFarland would vote not to expand the UGB. She indicated she wants to look at growth projections, wants see how much plans for infill will take up the slack, and she wants to resolve what Metro is going to do with tax exempt farm land within the urban boundary. She also stated Metro needs to know what the majority of people involved perceive as a way of dealing with their problems.

Councilor Monroe said he could make a decision on setting aside areas of urban reserves so they have the potential of some day being added to the UGB, however, he doesn't have enough information to vote on any increase to the UGB at this time.

Councilor Kvistad pointed out that if Council is dogmatic about not expanding the UGB it does not follow the values it set for making decisions. He views the boundary as a tool to deal with growth rationally; it is not a wall, it is a line. This thinks the UGB will need to move somewhat to stall inflation. In the long range, up to 200 years, he says it will move. He needs to know if people want density. He does not want to eliminate the UGB.

Councilor Morissette said the UGB is going to need to move in light of research he has undertaken. There needs to be a balance between providing infrastructure for moving the boundary and what the neighborhood associations are willing to take. The 2040 study made a mistake in not clearly describing how it would impact people. We need to deal with growth in a number of ways including greenspaces and light-rail. That 11,600 acres is available is disputable. Currently 1,000 acres per year is used in single family housing under current density guidelines. Even under increased densities, and with farm land, there isn't enough land to last 20 years. Neighborhood associations may not have the political will to deal with density as outlined in the 2040.

Councilor McCaig indicated that given the current climate and regulations she would vote to expand the UGB today. However, she anticipates she will be able to use incentives, reduced regulations, increased density, and working relationships with neighborhoods to protect UGB. These strategies are not in place to do that today.

Councilor Washington wants to see an accurate land inventory and get a better idea of what expanding the UGB will do to the central city. He wants to know what land is available in each district. There needs to be a strong plan for redevelopment within the UGB. He wants to see population numbers more often than every two years. He does not have the information to make a decision at this point, but thinks the UGB will have to be tweaked a little.

It was noted that the region's inhabitants all say not to move the UGB, but they also say not to increase density in my neighborhood. It was also pointed out that Metro cannot afford to expand the UGB because it cannot afford the necessary infrastructure to do so. The answer lies in between.

THE METRO COUNCIL WORK SESSION

May 9, 1995

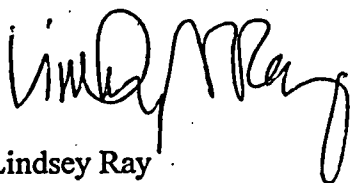
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Mr. Hertzberg asked councilors what they would need to know to make the necessary decisions. Councilors indicated they need to have confidence in data, they need to know that it hasn't gone through various political and philosophical filters, they need more specific land bank data. They need to understand and adopt decision points and the process for making UGB decisions, and they need to ensure the decisions are Council driven. All governments need to be involved in decision making in the early stages. A list of incentives and options need to be drawn up, and Metro needs to know what its regional partners are doing.

It was announced that long-term funding will be discussed at the next Council Work Session in the Council Chamber.

There being no further business, the meeting was adjourned at 5:00 PM.

Prepared by,



Lindsey Ray
Council Assistant

**METRO**

To: All Councilors

From: John Houser, Senior Council Analyst

Date: May 16, 1995

Re: Proposed Changes to Resolution 95-2145, Relating to Council Reorganization

Resolution 95-2145 was included in the meeting packet for the May 18 Council meeting. The attached resolution includes changes in Exhibit A (underlined) of Resolution 95-2145 which define the scope of work of the Council Finance Committee. The changes are being proposed in response to the filing of Ordinance 95-602 and Resolutions 95-2151 and 95-2152 by the Executive Officer which would create a new Department of Administrative Services. This department would include the old Finance and General Services Departments and the Personnel Office. The changes would provide that issues related to the new department would be within the purview of the Finance Committee, except those related to the management of Metro Regional Center which have historically been considered by the Regional Facilities Committee. The new sub (7) would clearly provide that issues related to the Office of the Auditor, Office of the Executive, Office of General Counsel and the Council Office would be considered by the Finance Committee.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REORGANIZING)
THE COUNCIL, MAKING APPOINTMENTS)
AND SETTING A MEETING SCHEDULE)

RESOLUTION NO. 95-2145A
Introduced by Presiding
Officer J. Ruth McFarland

WHEREAS, the Metro Council has annually adopted an organizing resolution since January 1988 which established standing committees of the Council, made appointments to committees and established meeting schedules; and

WHEREAS, there is a need to restore the level of legislative and policy oversight that can best be provided through a committee system:

BE IT RESOLVED,

1. That this resolution replaces Resolution No. 95-2070 and any other resolution adopted by the Council related to the organization of the Metro Council;
2. The Finance, Transportation Planning, Land Use Planning, Regional Facilities, and Solid Waste Committees are created.
3. The purpose of each standing committee shall be as described in Exhibit A attached hereto and that the Council confirms the Presiding Officer's appointment of standing committee members for the remainder of calendar year 1995 as described in Exhibit B attached hereto.
4. That the Metro Council acknowledges the Presiding Officer's appointment of members to other Council-related committees or positions as described in Exhibit C attached hereto; and,
5. That the meeting schedule for the Council and each standing committee shall be set as described in Exhibit D attached hereto, except for special meetings and changes necessary to respond to holiday scheduling and/or other needs as determined by the Presiding Officer.

ADOPTED by the Metro Council this _____ day of _____ 1995.

J. Ruth McFarland, Presiding Officer

EXHIBIT A

PURPOSE OF THE COUNCIL STANDING COMMITTEES

Finance Committee

The purpose of the Finance Committee shall be to:

1. Review and make recommendations to the Council on the process to follow to consider and act on the Executive Officer's Proposed Fiscal Year Budget and Appropriations Schedule.
2. Review and make recommendations to the Council on periodic requests for amendments to the annual Adopted Budget and Appropriations Schedule.
3. Review and make recommendations to the Council on the annual financial audit and investment and credit policies and practices of Metro.
4. Review and make recommendations to the Council on revenue proposals of Metro including property tax measures, excise tax measures, bond measures, other tax measures, service charges and fees, etc.
5. Review and make recommendations to the Council on long-range financial plans and policies of Metro and its various functions.
6. Review and make recommendations to the Council on the duties, functions and work of the [Finance] Department of Administrative Services, except those functions related to the management of Metro Regional Center, to insure that the adopted policies, program goals and objectives are carried out or met.
7. Review and make recommendations to the Council on the duties, functions and work of the Office of the Auditor, Office of the Executive, Office of General Counsel and the Council Office to insure that the adopted policies, program goals and objectives are carried out or met.
- [7]8. Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate administrative positions relating to Metro financial responsibilities.
- [8]9. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Land Use Planning

The purpose of the Land Use Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro growth management and land use planning activities including the Future Vision, Regional Framework Plan, local government planning coordination, urban reserves, urban growth boundary administration, transit station area planning, water resource planning and management, housing, earthquake preparedness planning and other matters related to Metro's growth management and land use planning activities.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs growth management and land use planning programs to ensure that the adopted policies, program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive appointments to the Metropolitan Policy Advisory Committee (MPAC) or other appropriate positions relating to the purpose of this assignment and for proposed changes to the MPAC Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Transportation Planning Committee

The purpose of the Transportation Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro Transportation planning activities including but not limited to the High Capacity Transit studies, Regional Transportation Plan, the Transportation Improvement Program, Urban Arterial Fund development, Public Transit Management Plan, Intermodal Management System Plan, Congestion Management System Plan, and Data Resource Center.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs transportation planning and data resource programs to ensure that the adopted policies, program goals and objectives are carried out or met.

3. Review and make recommendations to the Council on appointments to the Transportation Policy Alternatives Committee and other appropriate appointments to positions relating to the purpose of this assignment, and review and make recommendations to the Council on proposed changes to the Joint Policy Advisory Committee on Transportation (JPACT) Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Regional Facilities Committee

The purpose of the Regional Facilities Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the development, construction, renovation and operation of Metro facilities including the Metro Washington Park Zoo, the Oregon Convention Center, the Metro Regional Center, City of Portland facilities under Metro management responsibility according to the Consolidation Agreement with the City of Portland, and the Multnomah County Park and Exposition facilities under Metro management according to the transfer agreement with Multnomah County, and the Metropolitan Greenspaces Program.
2. Review and make recommendations to the Council on the duties, functions and work of the Zoo Department, the Parks and Greenspaces Department and the Metro Exposition-Recreation Commission (MERC) and any other administrative unit which is established to work on the development of regional facilities to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to: 1) the MERC, 2) any other committee or task force created to advise the Council on matters pertaining to the purpose of this assignment, and 3) appropriate administrative appointments.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Solid Waste Committee

The purpose of the Solid Waste Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the preparation, adoption and implementation of the Regional Solid Waste Management Plan (RSWMP), the development and operation of solid waste disposal facilities, and Metro's waste reduction responsibilities.
2. Review and make recommendations to the Council on the duties, functions and work of the Solid Waste Department to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate positions relating to Metro's solid waste responsibilities.
4. Review and make recommendations to the Council or other matters referred or requested by the Presiding Officer or Council.

EXHIBIT B

COUNCIL STANDING COMMITTEE MEMBERSHIP*

Finance Committee

Councilor Patricia McCaig, Chair
Councilor Rod Monroe, Vice Chair
Councilor Jon Kvistad
Councilor Ruth McFarland
Councilor Susan McLain
Councilor Don Morissette
Councilor Ed Washington

Land Use Planning

Councilor Susan McLain, Chair
Councilor Don Morissette, Vice Chair
Councilor Patricia McCaig

Regional Facilities

Councilor Ed Washington, Chair
Councilor Patricia McCaig, Vice Chair
Councilor Don Morissette

Solid Waste

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Vice Chair
Councilor Ruth McFarland

Transportation Planning

Councilor Rod Monroe, Chair
Councilor Jon Kvistad, Vice Chair
Councilor Ed Washington

*The Presiding Officer may serve as a member of a committee for which there is a vacancy as a result of a vacancy on the Council.

EXHIBIT C

COUNCILOR ANCILLARY APPOINTMENTS

Council Parliamentarian

Councilor Rod Monroe

Friends of the Washington Park Zoo Board of Directors

Councilor Jon Kvistad

Councilor Don Morissette

Future Vision Commission

Councilor Susan McLain, Vice Chair

Councilor Ed Washington

Joint Policy Advisory Committee on Transportation

Councilor Rod Monroe, Chair

Councilor Don Morissette

Councilor Susan McLain

Councilor Patricia McCaig, Alternate

Metro Policy Advisory Committee

Councilor Susan McLain

Councilor Ed Washington

Councilor Jon Kvistad

Councilor Don Morissette, Alternate

Greenspaces Citizens Advisory Committee

Councilor Ed Washington

Councilor Susan McLain, Alternate

Greenspaces Liaison

Councilor Susan McLain

Metro CCI Liaison

Councilor Susan McLain

Oregon Regional Council Association Board of Directors

Councilor Ruth McFarland

Councilor Patricia McCaig, Alternate

Regional Emergency Management Policy Advisory Committee

Councilor Rod Monroe

Councilor Don Morissette

Regional Water Services Leadership Group

Councilor Jon Kvistad

Councilor Susan McLain, Alternate

Smith and Bybee Lakes Management Committee

Councilor Ed Washington

Councilor Jon Kvistad

Solid Waste Enhancement Committees

-North Portland Councilor Ed Washington, Chair
-Metro Central Councilor Ed Washington, Chair
-Oregon City Councilor Don Morissette
-Forest Grove Councilor Susan McLain

Solid Waste Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain, Alternate

Solid Waste Rate Review Committee

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Alternate

SW Washington Regional Transportation Policy Committee

Councilor Rod Monroe

South/North Steering Committee

Councilor Rod Monroe

Special District Association of Oregon Board of Directors/
Legislative Committee

Councilor Ruth McFarland,
Councilor Rod Monroe, Alternate

Tri-Met Committee on Accessible Transportation

Councilor Ed Washington
Councilor Jon Kvistad, Alternate

Water Resources Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain
Councilor Patricia McCaig

Westside Corridor Project Steering Group

Councilor Jon Kvistad

Washington County Transportation Advisory Group

Councilor Jon Kvistad

Neighboring Cities Grant

Councilor Susan McLain
Councilor Don Morissette

Cascadia Task Force

Councilor Jon Kvistad
Councilor Rod Monroe

1% for Art

Councilor Ed Washington

Portland/Multnomah County Progress Board

Councilor Ruth McFarland

DEQ Parking Ratio Employee Policy Advisory Committee
Councilor Don Morissette

Portland State Institute of Urban Studies
Councilor Ed Washington
Councilor Jon Kvistad

Columbia Slough Watershed Council
Councilor Ed Washington

FOCUS Liaison
Councilor Susan McLain

EXHIBIT D

COUNCIL AND COMMITTEE MEETINGS

Council

The Metro Council meetings shall be regularly scheduled as outlined below except when the Presiding Officer finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during Thanksgiving, Christmas or other religious holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Regular Sessions: The Metro Council shall meet in Regular Session on each Thursday beginning at 2:00 P.M., except that on the fourth Thursday of each month the regular session shall begin at 7:00 P.M.

Committees

The Metro Council standing committee meetings shall be regularly scheduled as outlined below except when the Committee Chair finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Finance: At the call of the chair or the Presiding Officer.

Land Use Planning: Second and fourth Tuesdays of each month beginning at 1:30 P.M.

Regional Facilities: Second and fourth Tuesdays of each month beginning at 3:30 P.M.

Solid Waste: First and third Tuesdays of each month beginning at 1:30 P.M.

Transportation Planning: First and third Tuesdays of each month beginning at 3:30 P.M.