

MULTNOMAH COUNTY OREGON

DEPARTMENT OF GENERAL SERVICES
PURCHASING SECTION
2505 S.E. 11TH AVENUE
PORTLAND, OREGON 97202
(503) 248-5111

GLADYS McCOY
COUNTY CHAIR

MEMORANDUM

TO: Jane McGarvin, Clerk of the Board

FROM: Franna Ritz, Acting Director, Purchasing Section

DATE: February 10, 1988

SUBJECT: FORMAL BIDS AND REQUESTS FOR PROPOSALS SCHEDULED FOR INFORMAL BOARD

The following Formal Bids and/or Professional Services Request for Proposals (RFPs) are being presented for Board review at the Informal Board on Tuesday, 2-16-88.

Bid/RFP No.	Description/Buyer	Initiating Department
RFQ#8S0771	IN-HOME RESPITE CARE FOR THE ELDERLY	DHS/Aging Svcs.
	Buyer: Franna Ritz Ex. 5111	Contact: Bill Grossie Phone: 3646
		Contact:
	Buyer: Ex. 5111	Phone:
		Contact:
	Buyer: Ex. 5111	Phone:

cc: Gladys McCoy, County Chair
Board of County Commissioners
Linda Alexander, Director, DGS

Copies of the bids and RFPs are available from the Clerk of the Board.



MULTNOMAH COUNTY OREGON

DEPARTMENT OF GENERAL SERVICES
PURCHASING SECTION
2505 S.E. 11TH AVENUE
PORTLAND, OREGON 97202
(503) 248-5111

GLADYS McCOY
COUNTY CHAIR

MEMORANDUM ***NOTE: THIS IS AN ADDITION TO RFQ#8S0771 ALREADY SENT
OVER (SHEET 2)

TO: Jane McGarvin, Clerk of the Board
FROM: Franna Ritz, Acting Director, Purchasing Section
DATE: February 10, 1988
SUBJECT: FORMAL BIDS AND REQUESTS FOR PROPOSALS SCHEDULED FOR INFORMAL BOARD

The following Formal Bids and/or Professional Services Request for Proposals (RFPs) are being presented for Board review at the Informal Board on Tuesday, February 16, 1988.

Bid/RFP No.	Description/Buyer	Initiating Department
B19-050-1909	ARTICULATED WHEEL LOADER	DES/Fleet Svcs.
	Buyer: Jan Goddard Ex. 5111	Contact: Tom Guiney Phone: X5353
		Contact: Phone:
	Buyer: Ex. 5111	Contact: Phone:
		Contact: Phone:
	Buyer: Ex. 5111	Contact: Phone:

cc: Gladys McCoy, County Chair
Board of County Commissioners
Linda Alexander, Director, DGS

Copies of the bids and RFPs are
available from the Clerk of the
Board.

TO: DAILY JOURNAL OF COMMERCE

Please run the following Classified Advertisement as indicated below, under your "CALL FOR BID" section

MULTNOMAH COUNTY

Proposals Due: March 10, 1988 at 2:00 P.M.

Proposal No. RFQ# 8S0771

Sealed proposals will be received by the Director of Purchasing, 2505 S.E. 11th Ave., Portland, OR 97202 for:

Statements of Qualifications to provide in-home respite care service for the elderly of Multnomah County. These qualification statements will establish the level of interest & necessary qualifications of organizations wishing to provide in-home respite care service to the elderly; recruit, hire & train respite care providers, complete in-home assessment of individual referred by district centers, assign & supervise respite workers, maintain required client's & program records. Applications will be rated pass/fail. Only those agencies pre-qualifying with this application will be allowed to submit proposals for contracts in response to the Request for Proposal to be issued at a later date.

***There will be a MANDATORY pre-proposal conference February 26, 1988, 1:00 PM, at 1120 S.W. 5th, Portland, OR 2nd floor hearing room.

The right is expressly reserved to reject any and all proposals. Late proposals will not be accepted.

Specifications may be obtained at: Multnomah County Purchasing Section

2505 S.E. 11th Avenue

Portland, OR 97202

(503) 248-5111

Franna Ritz, Acting Director,
Purchasing Section

PUBLISH: Feb. 18, 19 & 22, 1988

AD1



MULTNOMAH COUNTY, OREGON

INVITATION FOR BIDS # B19-050-1909 To be opened 2 P.M. Thursday, March 10, 1988.

SEALED BIDS will be received by the Purchasing Director of Multnomah County in the Ford Building Lobby, 2505 S.E. 11th Avenue, Portland, Oregon, 97202, until 2 P.M. Pacific Time and will be publicly opened and read for furnishing new current standard model 3 cubic yard articulated wheel loader w/ possible trade-in

in estimated quantities and as per specifications as indicated herein. To insure proper bid identification and handling, USE THE BID ENVELOPE, attached herewith.

Specifications are on file with the Purchasing Department and may be seen there, and copies thereof may be obtained at the office of the Purchasing Director, 2505 S.E. 11th Avenue, Portland, Oregon, 97202. Protests to the specifications will not be considered unless detailed in official correspondence to the Purchasing Director and received five (5) days or more prior to the opening date.

As required by ORS 279.021, Multnomah County shall always--price, fitness and quality being equal--prefer supplies, goods, wares, merchandise, manufacturers or produce that has been grown, manufactured or produced in this State and shall next prefer such as have been partially manufactured, grown or produced in this State.

Also the constitutional debt limitation for counties requires any county contract which extends beyond the current fiscal year to be executed subject to future appropriations to fund its provisions, and contract documents will reflect this condition.

Pursuant to Multnomah County Administrative Rules, the County may, in its discretion, waive the bid security requirements of ORS 279.033 for contracts other than those for public improvements. No proposal will be considered unless accompanied by a check payable to Multnomah County, certified by a responsible bank, or in lieu thereof a surety bond for an amount equal to ten percent of the aggregate proposal, unless otherwise specified in the space provided below. The successful bidder shall furnish a bond satisfactory to the Board in the full amount of the contract.

Surety Bond: WAIVED

The right is expressly reserved to reject any and all bids.

Dated at Portland, Oregon February 10, 1988.

Board of County Commissioners
MULTNOMAH COUNTY, OREGON

Publication Dates February 18, 19, & 22, 1988

By _____
Franna Ritz, Acting Director
Purchasing Section

(Continued on reverse)

Form PD 13
Rev. 12-84

DATE SUBMITTED February 10, 1988

(For Clerk's Use)

Meeting Date 2/16/88

Agenda No. # 2

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Road Transfer Request

Informal Only* February 16, 1988
(Date)

Formal Only _____
(Date)

DEPARTMENT Chair's Office

DIVISION _____

CONTACT Fred Neal

TELEPHONE 248-3308

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Mayor Dejo, Wally Douthwite, Greg DiLoretto

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

Request from the City of Gresham for transfer of responsibility to it of County roads inside city.

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

☒ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☐ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 30 Minutes

IMPACT:

☐ PERSONNEL
☐ FISCAL/BUDGETARY
☐ General Fund
☐ Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Gladys McCoy

BUDGET / PERSONNEL _____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.



Gresham: Road Warrior

Oregonian 12/12/87

The Gresham City Council's recent resolution asking for control of the city's roads does indeed create problems for Multnomah County, which has been holding many of them in trusteeship while Gresham matures. Currently, because of the pace of annexation and the county's continuing maintenance of many of Gresham's larger roads, the county controls — and receives state gas tax money for — more of Gresham's roads than Gresham does.

This gives Gresham, now the fourth-largest city in the state, less control over its own destiny than many far smaller ones have.

On the other side of mid-Multnomah County, Portland simply has been taking over the roads, and the accompanying revenues, as it takes over the neighborhoods. Now, the county also wants to renegotiate that agreement.

County officials say that if they maintain the present agreement with Portland, and make the same deal with Gresham, it will leave the county with insufficient revenues and road resources to maintain the roads it will be left responsible for, in Troutdale, Wood Village, Fairview and the unincorporated areas.

Very possibly true, and very possibly not Gresham's problem.

Throughout urban Oregon, road maintenance is a municipal responsibility, for understandable reasons. Road policy must be closely coordinated with planning, sewer and urban development policies, and it makes little sense to divide them up among different jurisdictions.

Moreover, it has been the consistent policy of all concerned that Multnomah County is getting out of the municipal service business, concentrating on the equally vital human services field. Making an exception here would turn the county government into a social services agency with a road crew.

County officials are now calling for an overall reconsideration of road responsibilities and revenues. It is hard to disagree with an invitation to talk, as long as basic principles are clear:

1. Urban roads should be a city responsibility.
2. Gresham is the fourth-largest city in Oregon, and Portland the largest.
3. Multnomah County should be adjusting to a new role, not seeking to retain as much as possible of its old one.

Road transfer should proceed

Outlook 12/23/87

A proposal by the city of Gresham to take over the responsibility for all Multnomah County roads within the city limits is a plan that has come of age.

And while the topic is generally not the kind of issue that should draw much citizen interest, the public should take more than casual note. The proper or improper design, construction and maintenance of local roads affects as many people or more than police and fire services.

A transfer of the more than 120 county road miles to the city of Gresham makes good politics and business sense.

First of all, requiring Gresham to be responsible shortens the delivery of service and accountability between elected officials and the people. Second, Gresham being solely responsible for the roads would streamline a mismatch of planning that often occurs as zoning and public improvements sought by the city are heavily influenced or delayed by a third party — Multnomah County's road department. And third, the proposal is consistent with a 1984 road transfer agreement between the county and the city of Portland.

But such will likely not be reason enough to convince county officials to approve a road transfer. Politics and funding already imperil it.

Multnomah County already has transferred responsibility for most other urban services to the cities of Portland and Gresham, making the county a mere shadow of its former self and largely limiting its governmental role to corrections, library services, some countywide law enforcement and human services. County officials appear unwilling to further divest the county of even more responsibility or political turf by giving up county roads in Gresham.

As for funding, Gresham will not assume responsibility for the county roads — a \$4.2 million annual burden — unless the city can fund the program. To obtain such funding, Gresham will have to convince the county and the city of Portland to include Gresham in a funding plan that already gives Portland the largest share of new state gas tax funds available to be spent in Multnomah County for road improvements.

A solution to both the funding issue and the debate over whether Gresham should assume responsibility for county roads within the city cannot be made in a vacuum and cannot be achieved quickly.

The city of Gresham will carefully have to build its case for the transfer from the top down and the bottom up. In fact, as the city lobbies state, county and Portland leaders on its case, it must build a strong show of support from the average city resident, motorist and business person.

That process will take time. But it will allow the cities of Portland and Gresham and Multnomah County to sit down at the same table — at the same time — to discuss the best solution to building, maintaining and funding local road projects.

Such talks are not a two-party conversation. They must be concluded on a three-government party line.



Road repairs may raise sewer costs

by CHRISTY TRUE
of The Outlook staff

Outlook
12/16/87

The cost of sewer connections for some newly annexed Gresham residents may be higher than city officials estimated if the city has to share in the cost of repairing streets torn up during sewer installation.

The city will begin installing three miles of 10-inch diameter sewer lines in parts of Gresham early next year to comply with an order from the state Environmental Quality Commission.

While the city is responsible for installing the sewers, the county is responsible for maintaining the quality of the arterial roads where the sewers will be installed.

City and county officials disagree on how the streets should be repaired after they are cut for the installation of sewer lines, but both sides say they believe they can reach a satisfactory agreement.

Representatives of the two jurisdictions have met several times and will meet again in January to try to compromise on how road quality should be maintained and who should pay for it. City Engineer Greg DiLoreto said he does not know if the solution will cause the expected sewers' cost to the taxpayers to increase.

The county wants the streets that are torn up by sewer installations to be completely recovered with a new asphalt surface, while city officials said the quality of the street can be maintained by simply filling in the trenches where the sewer lines go.

The sewer project is expected to cost \$3 million, but about \$1 million will be paid by a grant from the Environmental Protection Agency, said Mel Miracle, project development engineer for Gresham. The remaining cost will be paid by local improvement districts and connection fees will be paid by residents who will use the sewer lines.

However, the \$3 million estimate assumed the city would not have to pay for any street overlays.

The county will propose that Gresham share in the cost of overlays that are necessary because of the sewer project but were not planned by the county, said Mike Gilsdorf, program staff assistant for

"Our feeling is that the city should share in the cost of the road if the life of the road was not fully lived," he said.

For example, the expected life of an arterial road overlay is 12 years, Gilsdorf said. If the city cuts into the road to install sewers when it is only six years old, then the city should pay for half of the cost of the overlay, he said.

In the past, when the county has been in the same situation with Portland, Portland has paid a share of the cost, Gilsdorf said. The county will ask Portland for the same agreement when Portland tears up roads still in the county's jurisdiction, he said.

County officials are concerned that unless the roads are completely repaved, the filled trenches will cause a bumpy surface when the asphalt settles.

DiLoreto said the city can eliminate a rough surface caused by filled trenches by frequently inspecting them and making repairs when needed.

Some of the roads where sewers will be installed were scheduled for overlays in the next two years anyway.

County and city officials are cooperating so that when possible, city crews can install the sewer lines before the county repaves the road and save the cost of a second overlay, DiLoreto said.

The sewers will serve three main areas, all of which will be connected to the Gresham sewer plant at Northeast Sandy Boulevard and 201st Avenue, and an area in Rockwood near 174th Avenue and Division Street.

Construction is expected to start in early 1988 and the connections to the sewer line should be completed in 1989.

The local improvement district assessments will be levied near the end of 1989 and residents have until March 1990 to connect. The connection fee is paid when the resident connects to the sewer line.

Keep sewer cost within reason

Outlook 12/16/87

Multnomah County and city of Gresham officials ought to be deeply concerned by the chance that a disagreement over road repairs required during construction of the midcounty sewer project will result in higher sewer connection costs for homeowners.

At issue is whether the city of Gresham will be required to fully resurface county roads that are torn up as sewer interceptors are installed. The city will soon begin installing three miles of the sewer lines as part of a state-ordered project that will bring sewers to areas of midcounty now served by septic tanks and cesspools.

Installation of the sewer interceptors is expected to cost \$3 million, of which about \$1 million will be funded through a federal grant. The balance of the project will have to be paid by property owners being assessed charges through the formation of local improvement districts. These property owners also can expect to pay several thousands of dollars more to connect their residences' sewer systems to the sewer lines. In all, the midcounty sewer project will cost in excess of \$350 million.

The dispute over whether or not full street overlays should be required is pertinent because the city of Gresham budgeted to resurface only the area of a street disturbed by construction. County officials believe the full surface width of road should be restored to meet county road standards for smoothness.

Full resurfacing of affected streets may be more visually appealing and may limit the chance of any uneven settling of a road surface, but at what cost to whom?

Residents of midcounty who are being required to hook up to sewers already face huge individual connection and overall project costs. It is neither fair nor appropriate business practice to continually amend the range of costs that homeowners may be required to pay because two governments cannot agree on policies.

We recognize that the county is responsible for protecting the public's investment in local roads, but some concessions on full maintenance may be required because of the extraordinary costs that midcounty residents will be required to bear because of the sewer project.

It is imperative for city of Gresham and county officials to quickly work out their differences while keeping an eye focused on what is both best and affordable for the

Continued on page 1



CITY OF GRESHAM

PROPOSAL FOR ASSUMING JURISDICTION OVER ALL ROADS WITHIN GRESHAM CITY LIMITS

PREPARED FOR

MULTMOMAH COUNTY COMMISSIONERS

Gladys McCoy, Chair
Polly Casterline, Vice Chair
Pauline Anderson
Gretchen Kafoury
Caroline Miller

BY

GRESHAM CITY COUNCIL

LARRY DEYO, MAYOR
RODGER CLAWSON
TOM GRIFFITH
JO MORDELL
DENNIS SCOTT
BARBARA SULLIVAN
MARY WALKER



CITY OF GRESHAM

**PROPOSAL FOR ASSUMING JURISDICTION
OVER ALL ROADS WITHIN GRESHAM CITY LIMITS**

January 1988

The following City staff contributed to this proposal:

City Manager	F. Wallace Douthwaite
Assistant City Manager	
for Community and Economic Development	Diane Jones
City Engineer	Gregory E. DiLoreto
Transportation Engineer	Dave Rouse
Transportation Planner	Richard Ross
Superintendent of Operations and Maintenance	Ray Perkins

For the past several months the City of Gresham has been studying the impacts of acquiring jurisdiction of the County roads within the Gresham City limits. In addition, we have looked at the necessary revenue required to perform this function and an implementation plan. This report summarizes our findings.

BACKGROUND

In March 1983, Multnomah County resolved to phase out its delivery of urban services normally provided by municipalities. These services were to be assumed by the incorporated municipalities. One element was the provision of road services to County residents.

In 1983, Don Barony & Associates conducted a study for Multnomah County's Department of Environmental Services which discussed who should have jurisdiction over roads in the Mid-Multnomah County area. The study was to determine the best future approach of those activities among the County's jurisdictions. The study concluded that agreement should be reached between the City of Portland and Multnomah County transferring road responsibilities to the City of Portland. Additionally, the study concluded that at such time when Gresham had annexed the majority of the area within its Urban Services Boundary, it too should become the primary transportation service provider of roads within its boundary. In February 1984, the City of Portland negotiated an agreement with Multnomah County in which Portland assumed jurisdiction over County roads within its Boundary. In conjunction with accepting those roads, Portland received a share of the County's State and Local Gas Tax revenues to offset the costs of operating and maintaining that system.

In 1984, the City of Gresham received a memorandum from Earl Blumenauer, then Multnomah County Commissioner, in which he indicated that through informal conversations with staff representatives from each jurisdiction in Multnomah County discussion had ensued regarding the possibility of a single public works transportation organization for the balance of County roads East of the Portland Urban Services Boundary. The proposal was that the County would reconfigure its service delivery approach as a consortium with the County as the lead agency. The cities of Gresham, Troutdale, Maywood Park, Fairview and Wood Village were invited to explore the concept of a consortium and examine related transportation policy, budgeting and resource allocation. Participation in the consortium would be voluntary leaving open the options of cities continuing with their own public works transportation activities or reaching an agreement with the County on an individual basis. An additional element of the proposal was that within five years the County would transfer the lead of the consortium to the operation and management of Gresham with the County becoming a participant in the consortium.

At the time the proposal was formulated, no one knew how quickly the annexations in the Gresham area would occur and when the Gresham Urban Services Boundary would become the city limits. Therefore, work began on the feasibility of a roads consortium. After nearly 19 months of study, it was concluded in October

PROPOSAL FOR ASSUMING JURISDICTION OVER ALL ROADS WITHIN GRESHAM CITY LIMITS

January 1988

Page 2 of 7 Pages

1986 that no significant benefit was to be realized from a roads capital improvement consortium because of current funding arrangements; however, there was still the issue of whether operations and maintenance could be cost effective with the consortium approach.

In January 1987, after careful review of the consortium proposal, the City of Gresham staff prepared a report recommending to the City Council that the City of Gresham no longer continue its participation in the road consortium. The City Council adopted that recommendation and Gresham formally ended its discussions.

Following that, several issues regarding road jurisdiction began emerging in the City. With the expansion of Gresham's City limits corresponding to the inclusion of those County roads within the City's boundaries, it became increasingly difficult and yet more critical to reach consensus with the County over numerous policy issues on transportation. As a result, City staff formed a study group to research the possibility of the City of Gresham assuming road responsibilities for County roads within the Gresham City limits.

COUNTY ROADS: AN URBAN SERVICE ISSUE, JUSTIFICATION FOR ASSUMING JURISDICTION

Problems that the City of Gresham faces when an outside jurisdiction controls road services within a city limits can be broken into two areas: development and capital improvement projects. Since the City controls the land use process and the County controls the roads, the efficient resolution and coordination of land use and transportation issues are hindered because the City does not control the timing, content or consistency of County review and decisions affecting vital City interests.

With respect to development projects, the issue of jurisdiction is significant in the overall planning and development of an economic strategy for the City. An outside single purpose road agency will not share the same priorities or concerns that the City of Gresham would have with respect to its transportation system.

Coordination of capital improvement projects also presents a problem. The City of Gresham forms a Technical Committee each year to review its capital improvement projects list. The Technical Committee consists of City staff from various departments throughout the City whose responsibility is to review all capital improvement projects so that a coordinated effort can be devised and a priority ranking established. With an outside jurisdiction controlling roads, other public facility improvements can be driven by the improvement to those roads without regard for Council priorities. In addition, application of outside jurisdiction road standards may be different than the City of Gresham standards. In order to provide consistent public improvement standards for developers to follow, uniform ownership of the roads is desired. Management of multi-utility construction projects is also cumbersome when the road provider is a jurisdiction other than the City. This is manifested in utility design and construction conflicts as well as inconsistent or non-existent public information.

PROPOSAL FOR ASSUMING JURISDICTION OVER ALL ROADS WITHIN GRESHAM CITY LIMITS

January 1988

Page 3 of 7 Pages

If Gresham is to provide a full range of services to all of its citizens, the City should be in control of its road services. This would allow Gresham to plan transportation in conjunction with other capital improvements and land uses as well as respond to citizen requests for pothole patching, signing, striping and traffic control requests, snow removal services and formation of Local Improvement Districts (LIDs). It also allows the City to provide transportation planning within its city--planning that is consistent and complementary to land use goals.

There can be no doubt that difficulties are created by overlapping responsibilities and conflicting jurisdictional goals of the street system within Gresham's boundary. With the City's commitment to provide a full range of urban services, it is no longer effective or efficient for the City to be responsible for land use, sewer and water lines and the ability to create LIDs along our streets without assuming full responsibility and control of the street system. Without full authority of the street system within our services boundary, the City does not control its own destiny in achieving and integrating the goals of economic development, improved traffic flow and coordinated land use planning.

Full Acquisition of County Roads - The Proposal

Following the acceptance and full annexation of County roads by the City of Portland, Multnomah County will have 384 miles of County roads remaining. Of those 384 miles, 122 miles will be within the Gresham Urban Services Boundary.

At present the City of Gresham has 94.7 miles of City streets under its jurisdiction. Of those 94.7 miles, only two miles are classified arterial--Eastman Parkway and Highland Drive.

Of the 122 miles of County roads within the Gresham Urban Services Boundary, 36 miles are classified as arterials, 35 miles as collectors and 51 miles as local streets. To assume the responsibility for the operation, maintenance and capital improvements for the additional 122 miles, City staff has estimated the following additional staff will be needed:

Engineering

- (1) Traffic Engineer responsible for design and review of traffic control devices on City CIP projects as well as reviewing traffic control devices required as a result of development.
- (1) Design Engineer responsible for design and construction administration of City CIP projects.
- (3) Engineering Technicians responsible for drafting and surveying of City CIP projects.
- (1) Permit Technician responsible for issuance of permits for road openings and street closures due to utility work.
- (1) Office Assistant II responsible for secretarial and filing required in the transportation group.

PROPOSAL FOR ASSUMING JURISDICTION OVER ALL ROADS WITHIN GRESHAM CITY LIMITS

January 1988

Page 4 of 7 Pages

Planning

- (1) Transportation Planner for planning, citizen involvement and environmental impact work for arterial and collector street improvement projects, preparing a program for local road improvements of substandard residential streets, and developing a transportation-traffic data base system and map.

Operations

- (1) Electrical Supervisor and one (1) Electrical Technician responsible for maintenance of traffic lights.
- (1) Street Maintenance Supervisor and eight (8) Utility Workers responsible for repair and maintenance of City streets including pothole patching, sign installation, traffic markings, street sweeping and roadside weed control.
- (.5) Office Assistant II responsible for secretarial work and answering phones.

In addition, we would need to acquire certain pieces of construction and maintenance equipment. Those pieces are:

- Medium trucks, 6-10 yard dump (3)
- Light trucks, 1/2 ton, 3/4 ton, 1 ton (6)
- Signal truck (1)
- Sign truck (1)
- Paint truck (1)
- Sweeper (1)
- Vac-All (1)
- Flusher truck (1)
- Road grader (1)
- Tractor and mower (1)
- Backhoe (1)
- Small paver (1)
- 5-ton vibratory paving roller (1)
- Sanders for snow removal (3)
- Snowplows (4)
- Air compressor (1)
- Pavement saw (1)
- Tar pot (1)
- Crack seal pot (1)
- Heavy trailer (1)
- Excavator (1)

We have reviewed the County's capital improvement and overlay program for the next five years and have identified those facilities which the County plans to improve in the Gresham Urban Services Boundary. We have identified what Federal funding is expected to be available for those projects, and estimated City match requirements. From this, the estimated budget including the existing City street budget would be as follows assuming control of County roads within the Gresham City Limits July 1, 1988.

PROPOSAL FOR ASSUMING JURISDICTION OVER ALL ROADS WITHIN GRESHAM CITY LIMITS

January 1988

Page 5 of 7 Pages

Estimated expenditures:

<u>Engineering</u>	\$ 570,600
<u>Planning</u>	129,500
<u>Operations</u>	1,614,000
<u>Equipment</u> (lease per year)	203,000
<u>Capital</u>	2,116,000
<u>Space</u> (lease per year)	<u>100,000</u>
Total	\$4,733,100

It should be noted that the capital line item can be adjusted to fit the revenues available. In addition, a transfer of equipment from Multnomah County to the City of Gresham would offset the \$203,000 equipment lease per year.

In determining the revenue required to balance the budget, our projected FY88-89 revenue for streets is \$1,610,000, which would require a transfer from Multnomah County of \$3,123,100. A formula for determining this amount on a yearly basis must be adopted. The formula must take into account the effect of inflation, and additional funds that the County would receive. The current funding arrangement between Multnomah County and the City of Portland, while considered unfair by some, comes closest to equating the resources available to the road-mile responsibility.

The advantages and disadvantages with respect to the City of Gresham assuming jurisdiction of all roads within its City Limits would be as follows:

1. Advantages

- o Improved coordination of land use and transportation policies.
- o Authority to establish transportation policies and implementation strategies for the entire roadway system as opposed to only certain segments.
- o Eliminates different standards of maintenance.
- o Coordinated system of maintenance and capital priorities.
- o We can respond directly to citizen and business inquiries and complaints regarding road services.
- o Continuation of joint planning on a regional basis.

2. Disadvantages

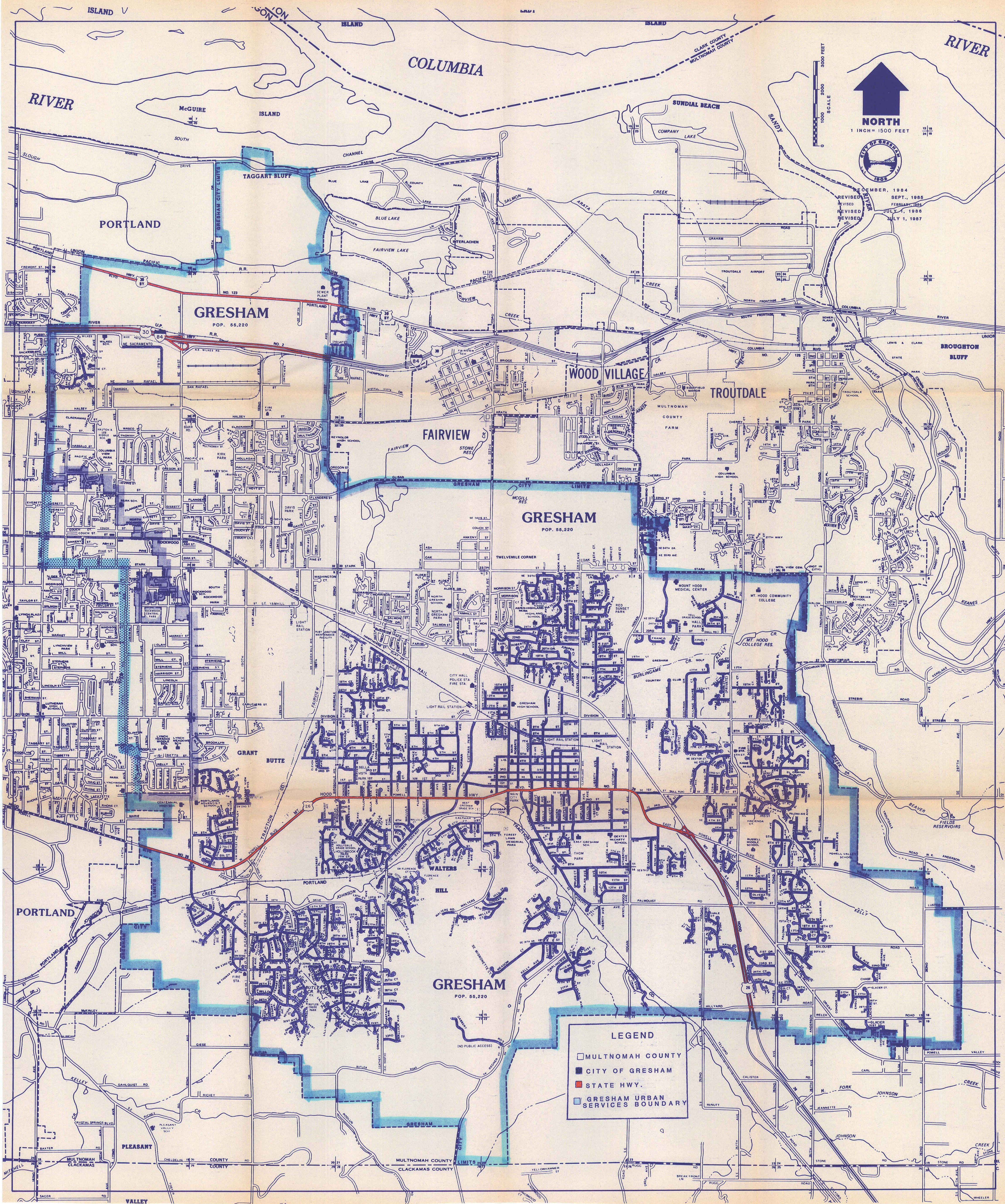
- o County may oppose based on their position that the arterial system is a regional system; however, the County is turning over the entire road system in Portland's urban services area to the City of Portland.

- o City Operations has inadequate space and storage; however, this must be solved whether or not we take over the County roads, and in fact, some monies are budgeted in our proposed FY88-89 budget.
- o Without a funding agreement between the City and County, the City cannot financially implement acquisition of additional road responsibilities.

CONCLUSION

The City has been unable to identify any significant disadvantages with respect to the City of Gresham assuming jurisdiction of all County roads within its services boundary. Therefore, the Gresham City Council on November 21, 1987 unanimously approved the City of Gresham to begin negotiations with Multnomah County for Gresham to assume full jurisdiction over all County roads within the services boundary.

Again, the advantages would be the coordination of land use and transportation policies, the authority to establish transportation policies and implementation strategies for the entire roadway system within our services boundary as opposed to only certain segments within the City, elimination of different standards of maintenance, coordination of system and maintenance and capital priorities and ability to respond directly to all citizen inquiries and complaints. As stated in the beginning of this report, in 1983, Multnomah County resolved to phase out its delivery of urban services normally provided by municipalities. To date, the City is supplying full police and fire service, land use and building inspection, development and maintenance of parks and sewer to all Gresham city residents. We believe that Multnomah County in keeping with its philosophy should agree to the transfer of road services to the City of Gresham.



ISLAND

ON

ISLAND

COLUMBIA

ISLAND

CLARK COUNTY
MULTNOMAH COUNTY

RIVER

RIVER

McGUIRE

ISLAND

PORTLAND

GRESHAM
POP. 55,220

WOOD VILLAGE

TROUTDALE

FAIRVIEW

GRESHAM
POP. 55,220

GRANT BUTTE

GRESHAM
POP. 55,220

PORTLAND

PLEASANT

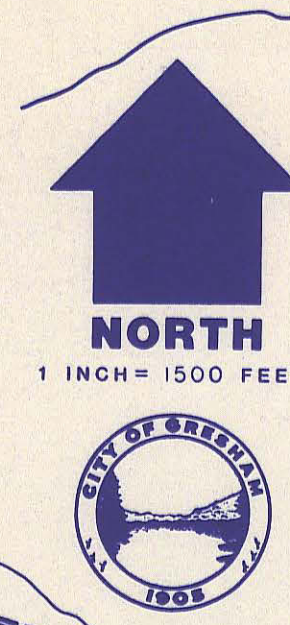
VALLEY

MULTNOMAH COUNTY
CLACKAMAS COUNTY

LEGEND

- MULTNOMAH COUNTY
- CITY OF GRESHAM
- STATE HWY.
- GRESHAM URBAN SERVICES BOUNDARY

3000 FEET
2000
1000
0
SCALE



REVISIONS
DECEMBER, 1984
REVISOR
SEPT., 1985
REVISOR
JULY 1, 1986
REVISOR
JULY 1, 1987