

# ANNOTATED MINUTES

Tuesday, January 13, 1998 - 12:00 PM  
Portland Building, 14th Floor - Conference Room A  
1120 SW Fifth Avenue, Portland

## WORK SESSION

- WS-1 Informal Work Session for Board of County Commissioners, County Elected Officials and Department Directors to Discuss Benchmark Sponsorship Assignments, Roles and Responsibilities. Facilitated by Bill Farver and Carol Ford.

*MEETING CANCELLED DUE TO WEATHER.*

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Thursday, January 15, 1998 - 9:30 AM  
Portland Building, Second Floor Hearing Room  
1120 SW Fifth Avenue, Portland

## REGULAR MEETING

*Chair Beverly Stein convened the meeting at 9:33 a.m., with Vice-Chair Sharron Kelley and Commissioners Gary Hansen and Dan Saltzman present, and Commission District 3 position vacant.*

### CONSENT CALENDAR

*UPON MOTION OF COMMISSIONER KELLEY,  
SECONDED BY COMMISSIONER SALTZMAN, THE  
CONSENT CALENDAR (ITEMS C-1 THROUGH C-6)  
WAS UNANIMOUSLY APPROVED.*

### NON-DEPARTMENTAL

- C-1 Appointments of Eloise J. Barry and Krista L. Griffith to the JOBS PLUS IMPLEMENTATION COUNCIL

### DEPARTMENT OF COMMUNITY AND FAMILY SERVICES

- C-2 Amendment 3 to Intergovernmental Agreement 103557 with Portland Public Schools for County and Affiliated Staff and Community Family Members-to-Participate-in-a-Conference on Assessment, Diagnosis and Intervention with Infants and Young Children with Developmental and Emotional Disorders

**DISTRICT ATTORNEY'S OFFICE**

- C-3 Amendment 1 to Intergovernmental Agreement 500446 with Multnomah Education Service District to Continue Funding the Child Support Rights and Responsibilities Program for Teens to Enhance the Existing Teen Pregnancy Curricula Focusing on Child Support and Long Term Parenting Responsibilities

**HEALTH DEPARTMENT**

- C-4 Budget Modification HD 13 Approving Increase of \$175,023 and .88 FTE in the HIV Block Grant Prevention Program Funded with Increased State Grant Revenue

**NON-DEPARTMENTAL**

- C-5 Appointment of Connie Theil to the ANIMAL CONTROL ADVISORY COMMITTEE

- C-6 Reappointment of Terri Naito to the LIBRARY ADVISORY BOARD

**REGULAR AGENDA**

**PUBLIC COMMENT**

- R-1 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

***NO ONE WISHED TO COMMENT.***

**DEPARTMENT OF SUPPORT SERVICES**

- R-2 RESOLUTION Adopting Uninsured Motorist Coverage Limit of Liability for Multnomah County

**COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF R-2. ~~JEAN MILEY SUBMITTED A~~ SUBSTITUTE RESOLUTION DELETING REFERENCES TO UNDERINSURED. MS. MILEY EXPLANATION. UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER SALTZMAN, SUBSTITUTE RESOLUTION 98-2 UNANIMOUSLY APPROVED.**

**DEPARTMENT OF JUVENILE AND ADULT COMMUNITY JUSTICE**

- R-3 Intergovernmental Agreement 700648 with Marion County to Rent 25 Secure Residential Substance Abuse Treatment Beds for Male and Female Offenders in the Marion County Corrections Facility

**COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF R-3. TICHENOR McBRIDE AND MICHAEL HAINES EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BOARD COMMENTS IN SUPPORT. AGREEMENT UNANIMOUSLY APPROVED.**

**SHERIFF'S OFFICE**

- R-4 Briefing on Status of Radio Tower Site. Presented by Sheriff Dan Noelle.

**SHERIFF DAN NOELLE PRESENTATION AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION. BOARD CONSENSUS THAT CHAIR STEIN SIGN LETTER TO DAVE LOHMAN OF THE PORT OF PORTLAND OUTLINING VARIOUS ISSUES.**

- R-5 Presentation of the Columbia River Gleason Boat Ramp/Broughton Beach Master Plan. Presented by MCSO River Patrol Unit, Facilities Management Staff, Oregon State Marine Board Representative and Metro Representative.

**DENNIS FITZ, CHARLIE CIECKO AND BERRIT  
STEVENSON PRESENTATION AND RESPONSE  
TO BOARD QUESTIONS AND DISCUSSION.**

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**NON-DEPARTMENTAL**

R-8 Budget Modification NOND 98-09 Requesting \$1,650 from General Fund Contingency to Extend the Teen Paternity Toolkit Implementation for Six Months

**COMMISSIONER SALTZMAN MOVED AND  
COMMISSIONER KELLEY SECONDED,  
APPROVAL OF R-8. COMMISSIONER SALTZMAN  
AND MICHAEL SCHRUNK EXPLANATION.  
SERENDIPTY LEARNING CENTER STUDENTS  
ROBERT HANSEN, NICHOLAS HADLEY, KRIS  
BARRETT, JUSTIN MYERS AND SIMONE  
FRANCIS TESTIMONY IN SUPPORT. IN  
RESPONSE TO A QUESTION OF CHAIR STEIN,  
JANICE ALLEN ADVISED THE TOOLKIT HAS  
BEEN TESTED IN 22 HIGH SCHOOLS TO DATE.  
BOARD COMMENTS IN SUPPORT. BUDGET  
MODIFICATION UNANIMOUSLY APPROVED.**

R-6 Amendment 4 to Intergovernmental Agreement 300818 with the City of Gresham to Transition Planning and Community Development Services, Establishing New Responsibilities for Completing Metro's Urban Growth Management Functional Plan and Urban Reserve Planning Work

**COMMISSIONER KELLEY MOVED AND  
COMMISSIONER SALTZMAN SECONDED,  
APPROVAL OF R-6. COMMISSIONER SALTZMAN  
AND SCOTT PEMBLE EXPLANATION AND  
RESPONSE TO BOARD QUESTIONS.  
AGREEMENT UNANIMOUSLY APPROVED.**

R-7 RESOLUTION Establishing the Child Abuse Center Planning Committee

**COMMISSIONER SALTZMAN MOVED AND  
COMMISSIONER KELLEY SECONDED,  
APPROVAL OF SUBSTITUTE RESOLUTION.**

**COMMISSIONER SALTZMAN EXPLANATION.  
BOARD COMMENTS AND DISCUSSION.  
SUBSTITUTE RESOLUTION 98-3 UNANIMOUSLY  
APPROVED.**

R-10 RESOLUTION Supporting the National Days of Dialogue On Race Relations January 14-19, 1998

**COMMISSIONER SALTZMAN MOVED AND  
COMMISSIONER KELLEY SECONDED,  
APPROVAL OF R-10. HELEN CHEEK  
EXPLANATION AND RESPONSE TO BOARD  
COMMENTS IN SUPPORT. RESOLUTION 98-4  
UNANIMOUSLY APPROVED.**

R-9 RESOLUTION Assigning Board of County Commissioner Benchmark Sponsorship Roles and Intergovernmental Committees for 1998

**COMMISSIONER KELLEY MOVED AND  
COMMISSIONER SALTZMAN SECONDED,  
APPROVAL OF R-9. CHAIR STEIN  
EXPLANATION. BOARD COMMENTS IN  
SUPPORT. RESOLUTION 98-5 UNANIMOUSLY  
APPROVED.**

**COMMISSIONER SALTZMAN COMMENTS IN  
APPRECIATION ON THE OCCASION OF HIS  
LAST BOARD MEETING.**

*There being no further business, the meeting was adjourned at 11:10  
a.m.*

OFFICE OF THE BOARD CLERK  
FOR MULTNOMAH COUNTY, OREGON

*Deborah L. Bogstad*

Deborah L. Bogstad



# MULTNOMAH COUNTY OREGON

**DEBORAH BOGSTAD, BOARD CLERK**  
 OFFICE OF BEVERLY STEIN, COUNTY CHAIR  
 1120 SW FIFTH AVENUE, SUITE 1515  
 PORTLAND, OREGON 97204-1914  
 TELEPHONE ▪ (503) 248-3277  
 FAX ▪ (503) 248-3013

<b>BOARD OF COUNTY COMMISSIONERS</b>			
BEVERLY STEIN ▪	CHAIR	▪	248-3308
DAN SALTZMAN ▪	DISTRICT 1	▪	248-5220
GARY HANSEN ▪	DISTRICT 2	▪	248-5219
VACANT ▪	DISTRICT 3	▪	248-5217
SHARRON KELLEY ▪	DISTRICT 4	▪	248-5213

## MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

# AGENDA

FOR THE WEEK OF  
JANUARY 12, 1998 - JANUARY 16, 1998

Tuesday, January 13, 1998 - 12:00 PM - Work Session ..... Page 2

Thursday, January 15, 1998 - 9:30 AM - Regular Meeting..... Page 2

Thursday meetings of the Multnomah County Board of Commissioners are \*cable-cast\* live and taped and can be seen by Cable subscribers in Multnomah County at the following times:

Thursday, 9:30 AM, (LIVE) Channel 30

Friday, 10:00 PM, Channel 30

Sunday, 1:00 PM, Channel 30

\*Produced through Multnomah Community Television\*

INDIVIDUALS WITH DISABILITIES MAY CALL THE BOARD CLERK AT (503) 248-3277, OR MULTNOMAH COUNTY TDD PHONE (503) 248-5040, FOR INFORMATION ON AVAILABLE SERVICES AND ACCESSIBILITY.

AN EQUAL OPPORTUNITY EMPLOYER

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## **WORK SESSION**

- WS-1      Informal Work Session for Board of County Commissioners, County Elected Officials and Department Directors to Discuss Benchmark Sponsorship Assignments, Roles and Responsibilities. Facilitated by Bill Farver and Carol Ford. 1.5 HOURS REQUESTED.
- 

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1120 SW Fifth Avenue, Portland

## **REGULAR MEETING**

### **CONSENT CALENDAR**

#### **NON-DEPARTMENTAL**

- C-1      Appointments of Eloise J. Barry and Krista L. Griffith to the JOBS PLUS IMPLEMENTATION COUNCIL

#### **DEPARTMENT OF COMMUNITY AND FAMILY SERVICES**

- C-2      Amendment 3 to Intergovernmental Agreement 103557 with Portland Public Schools for County and Affiliated Staff and Community Family Members to Participate in a Conference on Assessment, Diagnosis and Intervention with Infants and Young Children with Developmental and Emotional Disorders

#### **DISTRICT ATTORNEY'S OFFICE**

- C-3      Amendment 1 to Intergovernmental Agreement 500446 with Multnomah Education Service District to Continue Funding the Child Support Rights and Responsibilities Program for Teens to Enhance the Existing Teen Pregnancy Curricula Focusing on Child Support and Long Term Parenting Responsibilities

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- C-6 Reappointment of Terri Naito to the LIBRARY ADVISORY BOARD

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## **DEPARTMENT OF JUVENILE AND ADULT COMMUNITY JUSTICE**

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## **SHERIFF'S OFFICE**

- R-4 Briefing on Status of Radio Tower Site. Presented by Sheriff Dan Noelle. 15 MINUTES REQUESTED.
- R-5 Presentation of the Columbia River Gleason Boat Ramp/Broughton Beach Master Plan. Presented by MCSO River Patrol Unit, Facilities Management Staff, Oregon State Marine Board Representative and Metro Representative. 30 MINUTES REQUESTED.

**NON-DEPARTMENTAL**

- R-6            Amendment 4 to Intergovernmental Agreement 300818 with the City of Gresham to Transition Planning and Community Development Services, Establishing New Responsibilities for Completing Metro's Urban Growth Management Functional Plan and Urban Reserve Planning Work
- R-7            RESOLUTION Establishing the Child Abuse Center Planning Committee
- R-8            Budget Modification NOND 98-09 Requesting \$1,650 from General Fund Contingency to Extend the Teen Paternity Toolkit Implementation for Six Months
- R-9            RESOLUTION Assigning Board of County Commissioner Benchmark Sponsorship Roles and Intergovernmental Committees for 1998
- R-10          RESOLUTION Supporting the National Days of Dialogue On Race Relations January 14-19, 1998

MEETING DATE: JAN 15 1998  
AGENDA NO: C-1  
ESTIMATED START TIME: 9:30am

(Above Space for Board Clerk's Use ONLY)

**AGENDA PLACEMENT FORM**

SUBJECT: Appointments to JOBS Plus Implementation Council

BOARD BRIEFING: DATE REQUESTED: \_\_\_\_\_  
REQUESTED BY: \_\_\_\_\_  
AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING: DATE REQUESTED: January 15, 1998  
AMOUNT OF TIME NEEDED: Consent Calendar

DEPARTMENT: Nondepartmental DIVISION: Chair's Office

CONTACT: Delma Farrell TELEPHONE #: 248-3953  
BLDG/ROOM #: 106/1515

PERSON(S) MAKING PRESENTATION: \_\_\_\_\_

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL  OTHER

SUGGESTED AGENDA TITLE:

Appointment of Eloise J. Barry and Kris Griffith to the JOBS Plus Implementation Council both for terms ending 12/30/2001

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Beverly Stein  
(OR)  
DEPARTMENT  
MANAGER: \_\_\_\_\_

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
97 DEC 29 AM 8:06

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277

# MULTNOMAH COUNTY OREGON

## INTEREST FORM FOR CITIZEN ADVISORY BOARDS & COMMISSIONS

The purpose of this form is to obtain information for use in making appointments to Multnomah County Citizen Advisory Boards & Commissions, and to assist the County Chair in making inquiries concerning the qualifications of applicants for appointment. If you have a resume or supplemental information which further details your involvement in volunteer activities, public affairs, civic services, published writings or affiliations, please attach them to this form. Thank you for your interest.

A. Please list, in order of priority, any Multnomah County Citizen Advisory Board or Commission on which you would be interested in serving.

Jobs Plus Implementation Council

B. Name: Eloise Barry

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_

C. Current Employer: Fletcher Farr Ayotte

Address: 702 SW Third Ave, Suite 200

City/State/Zip: Portland, OR 97204

Work Phone/Extension: 503-222-1661 x303

Occupation: Business Owner

D. Affirmative Action Information (This section is voluntary. Under Federal Law, this information may not be used to discriminate against you.)

Sex: M  F

Racial/  
Ethnic Background:  African-American  Asian  Caucasian  
 Hispanic  Native American  Other

Date of Birth: Month \_\_\_\_\_ Date \_\_\_\_\_ Year \_\_\_\_\_

E. List major paid employment and volunteer activities which may related to service on boards and commissions.

DATES:

EMPLOYER/VOLUNTEER ACTIVITY

1991-1995

Board Member, Portland Baroque Orchestra

1988-1991

Board Member, Society for Marketing

Professional Services

F. Circle from the list below fields in which you have interest or ability:

- Aging/Elderly
- Agriculture
- Alcohol/Drug Treatment
- Animal Welfare
- Art
- Children and Families
- Civil Rights/Discrimination
- Corrections/Law Enforcement
- Economic Development/Trade
- Environment/Natural Resources
- Food Services

- Handicapped/Disabled Issues
- Health Care
- Housing
- Juvenile Justice Issues
- Labor/Labor Relations
- Land Use Planning
- Library Services
- Mental Health Services
- Minority Affairs
- Transportation
- Other \_\_\_\_\_

G. Conflict of Interest: Please list potential conflicts of interest between private life and public service which might result from service on a board or commission.

None

H. References: Please list names, addresses, and phone numbers of two people who may be contacted as references:

Dale Farr, 3264 A SW Fairmount Blvd, Portland, OR 97221, 248-9195

Hal Ayotte, 4404 SW Warriors Way, Portland, OR 97221, 227-5893

I. My signature affirms that all information is true to the best of my knowledge and I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration, or subsequent to appointment to a board or commission, may result in dismissal.

Signature: Elsie Barry Date: 11-14-97

Contact: Delma Farrell

Beverly Stein, Multnomah County Chair  
1120 SW Fifth Room 1515  
Portland, Oregon 97204 Tel. (503) 248-3308  
FAX: (503) 248-3093  
E-Mail: MultChair@aol.com

Delma

# MULTNOMAH COUNTY OREGON

## INTEREST FORM FOR CITIZEN ADVISORY BOARDS & COMMISSIONS

The purpose of this form is to obtain information for use in making appointments to Multnomah County Citizen Advisory Boards & Commissions, and to assist the County Chair in making inquiries concerning the qualifications of applicants for appointment. If you have a resume or supplemental information which further details your involvement in volunteer activities, public affairs, civic services, published writings or affiliations, please attach them to this form. Thank you for your interest.

A. Please list, in order of priority, any Multnomah County Citizen Advisory Board or Commission on which you would be interested in serving.

Jobs Plus Implementation Council

B. Name: Krista L Griffith

Address: 8122 SW 31st

City/State/Zip: Portland, OR 97219

Home Phone: 503-452-4631

C. Current Employer: IKON Document Services

Address: 1001 S.W. 5th Ave Ste 1050

City/State/Zip: Portland, OR 97204

Work Phone/Extension: 503-225-9066

Occupation: H.R. Coordinator (Recruiter/Trainer)

D. Affirmative Action Information (This section is voluntary. Under Federal Law, this information may not be used to discriminate against you.)

Sex: M  F

Racial/  
Ethnic Background:  African-American  Asi

Hispanic  Native Amer

Date of Birth: Month 7 Date 19 Year 71

KRISTA GRIFFITH  
Recruiter/Trainer

IKON Office Solutions, Inc.  
Document Services



1001 S.W. 5th Avenue  
Suite 1050  
Portland, Oregon 97204  
503 225 9066  
Fax: 503 225 1930



E. List major paid employment and volunteer activities which may related to service on boards and commissions.

DATES:

EMPLOYER/VOLUNTEER ACTIVITY

4/1996 to Private Industry Council (Y.E.I.)

Current Advisory Committee

many other volunteer activities as well, we can provide names & Dates as needed.

F. Circle from the list below fields in which you have interest or ability:

- Aging/Elderly
- Agriculture
- Alcohol/Drug Treatment
- Animal Welfare
- Art
- Children and Families
- Civil Rights/Discrimination
- Corrections/Law Enforcement
- Economic Development/Trade
- Environment/Natural Resources
- Food Services

- Handicapped/Disabled Issues
- Health Care
- Housing
- Juvenile Justice Issues
- Labor/Labor Relations
- Land Use Planning
- Library Services
- Mental Health Services
- Minority Affairs
- Transportation
- Other \_\_\_\_\_

G. Conflict of Interest: Please list potential conflicts of interest between private life and public service which might result from service on a board or commission.

none

H. References: Please list names, addresses, and phone numbers of two people who may be contacted as references:

(w) 293-0805 He is involved with Land Use and Planning for the State of Oregon

Jim Griffith (Father) 639-8629

(w) Job in the process of transferring to Seattle (Promotion) he can be contacted @ 1K55

Bob Oliver (employer) 206-233-9000 10915 SW Fairbairn Way Tigard, OR 97223

I. My signature affirms that all information is true to the best of my knowledge and I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration, or subsequent to appointment to a board or commission, may result in dismissal.

Signature [Handwritten Signature]

Date: 11/20/97

Contact: Delma Farrell

Beverly Stein, Multnomah County Chair  
 1120 SW Fifth Room 1515  
 Portland, Oregon 97204 Tel. (503) 248-3308  
 FAX: (503) 248-3093  
 E-Mail: MultChair@aol.com





# MULTNOMAH COUNTY OREGON

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES  
421 SW SIXTH AVENUE, SUITE 700  
PORTLAND, OREGON 97204  
PHONE (503) 248-3691  
FAX (503) 248-3379  
TDD (503) 248-3598

BOARD OF COUNTY COMMISSIONERS  
BEVERLY STEIN • CHAIR OF THE BOARD  
DAN SALTZMAN • DISTRICT 1 COMMISSIONER  
GARY HANSEN • DISTRICT 2 COMMISSIONER  
TANYA COLLIER • DISTRICT 3 COMMISSIONER  
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

TO: Board of County Commissioners

FROM: Lorenzo Poe, Director *Lorenzo Poe*  
Department of Community and Family Services

DATE: January 5, 1998

SUBJECT: Amendment to Agreement with Portland Public Schools

**I. Recommendation/Action Requested:**

The Department of Community and Family Services recommends approval of the attached agreement with Portland Public Schools, for the period January 1, 1998 through June 30, 1998.

**II. Background/Analysis:**

The Department of Community and Family Services is purchasing from Portland Public Schools (PPS) 40 non-refundable slots for County and affiliated staff and community family members to participate in a three-day conference on Assessment, Diagnosis and Intervention with Infants and Young Children with Developmental and Emotional Disorders. See Contractor Selection Statement attached.

**III. Financial Impact:**

Funds for this project are included in the Department budget.

**IV. Legal Issues:**

None.

**V. Controversial Issues:**

None.

**VI. Link to Current County Policies:**

This agreement continues the County's support of service integration.

**VII. Citizen Participation:**

None.

**VIII Other Government Participation:**

This agreement is between the County and Portland Public Schools.

# MULTNOMAH COUNTY CONTRACT APPROVAL FORM

(See Administrative Procedures CON-1)

Renewal

Contract # **103557**

Prior-Approved Contract Boilerplate:  Attached;  Not Attached

Amendment # **3**

<p style="text-align: center;"><b>CLASS I</b></p> <p><input type="checkbox"/> Professional Services under \$50,000</p> <p><input type="checkbox"/> Architectural &amp; Engineering under \$50,000</p> <p><input type="checkbox"/> Intergovernmental Agreement Under \$50,000</p> <p><input checked="" type="checkbox"/> Expenditure</p> <p><input type="checkbox"/> Revenue</p>	<p style="text-align: center;"><b>CLASS II</b></p> <p><input type="checkbox"/> Professional Services over \$50,000 (RFP, Exemption)</p> <p><input type="checkbox"/> Architectural &amp; Engineering over \$50,000</p> <p><input type="checkbox"/> PCRB Contract</p> <p><input type="checkbox"/> Maintenance Agreement</p> <p><input type="checkbox"/> Licensing Agreement</p> <p><input type="checkbox"/> Construction</p> <p><input type="checkbox"/> Grant</p> <p><input type="checkbox"/> Revenue</p>	<p style="text-align: center;"><b>CLASS III</b></p> <p><input checked="" type="checkbox"/> Intergovernmental Agreement over \$50,000</p> <p><input checked="" type="checkbox"/> Expenditure</p> <p style="text-align: center;"><b>APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS</b></p> <p>AGENDA # <u>C-2</u> DATE <u>1/15/98</u></p> <p style="text-align: center;"><u>DEB BOGSTAD</u></p> <p style="text-align: center;"><b>BOARD CLERK</b></p>
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Department: Community & Family Services Division: \_\_\_\_\_ Date: January 5, 1998

Originator: Susan Salkield Phone: 248-3999 ext.24432 Room 166/5th

Administrative Contact: Duane Brown Phone: 248-3691 ext 24563 Room 166/7th

Description of Contract:

**Purchases 40 non-refundable slots for County and affiliated staff and community family members to participate in a three-day conference on Assessment, Diagnosis and Intervention with Infants and Young Children with Developmental and Emotional Disorders.**

RFP/BID #: N/A IGA; see contractor selection statement of RFP/BID: \_\_\_\_\_ Exemption Expiration Date: \_\_\_\_\_

ORS/AR # \_\_\_\_\_ Contractor is:  JMBE  WBE  QRF  N/A  None *check all that apply*

Original Contract No. \_\_\_\_\_ (Only for Original Renewals)

<p>Contractor Name: <b>PORTLAND PUBLIC SCHOOLS</b></p> <p>Mailing Address: <b>2600 SE 71<sup>st</sup></b> <b>PORTLAND OR 97206</b></p> <p>Phone: <b>(503)916-5730</b></p> <p>Employer ID# or SS#: <b>93-6000830</b></p> <p>Effective Date: <b>January 1, 1998</b></p> <p>Termination Date: <b>June 30, 1998</b></p> <p>Original Contract Amount: <b>\$Requirements</b></p> <p>Total Amt of Previous Amendments: <b>sRequirements</b></p> <p>Amount of Amendment: <b>\$10,000</b></p> <p>Total Amount of Agreement: <b>\$10,000+Requirements</b></p>	<p>Remittance Address (if different) _____</p> <table style="width:100%;"> <tr> <td style="text-align: center;">Payment Schedule</td> <td style="text-align: center;">Terms</td> </tr> <tr> <td><input type="checkbox"/> Lump Sum \$ _____</td> <td><input type="checkbox"/> Due on Receipt</td> </tr> <tr> <td><input type="checkbox"/> Monthly \$ _____</td> <td><input type="checkbox"/> Net 30</td> </tr> <tr> <td><input checked="" type="checkbox"/> Other \$Lump Sum _____</td> <td><input type="checkbox"/> Other</td> </tr> </table> <p><input type="checkbox"/> Requirements contract - Requisition Required</p> <p>Purchase Order No. _____</p> <p><input type="checkbox"/> Requirements Not to Exceed \$ _____</p> <p>Encumber: Yes <input type="checkbox"/> No <input type="checkbox"/></p>	Payment Schedule	Terms	<input type="checkbox"/> Lump Sum \$ _____	<input type="checkbox"/> Due on Receipt	<input type="checkbox"/> Monthly \$ _____	<input type="checkbox"/> Net 30	<input checked="" type="checkbox"/> Other \$Lump Sum _____	<input type="checkbox"/> Other
Payment Schedule	Terms								
<input type="checkbox"/> Lump Sum \$ _____	<input type="checkbox"/> Due on Receipt								
<input type="checkbox"/> Monthly \$ _____	<input type="checkbox"/> Net 30								
<input checked="" type="checkbox"/> Other \$Lump Sum _____	<input type="checkbox"/> Other								

REQUIRED SIGNATURES:

Department Manager: *Lorenzo Poe*

Purchasing Director: \_\_\_\_\_

(Class II Contracts Only) County Counsel: *Katie Gutz*

County Chair/Sheriff: *Wiley Peck*

Contract Administration: \_\_\_\_\_

(Class I, Class II Contracts Only)

Date: 1/6/98

Date: \_\_\_\_\_

Date: 1/6/98

Date: 1/15/98

Date: \_\_\_\_\_

VENDOR CODE: <b>00285</b>				VENDOR NAME: <b>Portland Public Schools</b>				TOTAL AMOUNT: <b>\$10,000+Requirements</b>			
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT/REV SRC	SUB OBJ	REPT CATEG	LGFS DESCRIP	AMOUNT	Inc/Dec Ind.
									See attached.		

If additional space is needed, attach separate page. Write contract # on top of page.

DISTRIBUTION: Contracts Administration, Initiator, Finance

COMMUNITY AND FAMILY SERVICES DEPARTMENT  
 CONTRACT APPROVAL FORM SUPPLEMENT  
 Contractor : PORTLAND PUBLIC SCHOOLS-CLASS AIDES-CAP/CAP+

Vendor Code : 00285

Fiscal Year : 97/98

Numeric Amendment : 03

Contract Number : 103557

LINE	FUND	AGEN	ORG CODE	ACTIVIY CODE	OBJECT CODE	REPORTING CATEGORY	LGFS DESCRIPTION	ORIGINAL AMOUNT	AMENDMENT AMOUNT	FINAL AMOUNT	REQT'S ESTIMATE
01	156	010	1610	C00T	6110	9999L <input type="text"/>	County General Fund CMH Training	\$0.00	\$10,000.00	\$10,000.00	
TOTAL								\$0.00	\$10,000.00	\$10,000.00	\$0.00

Make DOWN

MULTNOMAH COUNTY  
CONTRACTOR SELECTION STATEMENT  
CLASS I (PROFESSIONAL SERVICES UNDER

ORIGINATING DEPARTMENT/OFFICE DCFS

Name of Contractor Portland Public Schools Contract # \_\_\_\_\_

1. Statement justifying need to enter into this professional service contract. (Check at least one statement).

- The specialized skills, knowledge, and resources are not available within the County. *(See attached)*
- The work cannot be done in a reasonable time with the County's own work force.
- An independent and impartial evaluation of a situation is required.
- It is less expensive to contract for the work.
- Other (Please Indicate) \_\_\_\_\_

2. Were at least 3 vendors contacted?  Yes  No

Were any of the vendors contacted M/WBE?  Yes  No

If you answered no to either above question, briefly explain why:

\_\_\_\_\_

3. List contractors considered:

Contractor:	Phone #:	M/WBE
_____	_____	<input type="checkbox"/> Yes/ <input type="checkbox"/> No
_____	_____	<input type="checkbox"/> Yes/ <input type="checkbox"/> No
_____	_____	<input type="checkbox"/> Yes/ <input type="checkbox"/> No
_____	_____	<input type="checkbox"/> Yes/ <input type="checkbox"/> No

**Contractor Selection Process: Portland Public Schools  
Additional Narrative**

This conference is being sponsored by three organizations: Portland Public Schools Early Intervention Service (the lead agency), Multnomah County Behavioral Health Division, and Clackamas County Education Services District. In response to expressed need for training and skill building for staff in the area of pervasive physical/psychiatric disorders in infants and young children, a steering committee was formed to select a trainer or trainers and to conduct a large scale training event for staff of all three organizations, as well as staff of community agencies and parents. A number of presenters were considered and Dr. Greenspan was unanimously selected.

Portland Public Schools was selected as the lead agency to coordinate the training event due to their contacts with Dr. Greenspan, the number of staff potentially attending the training, and their willingness to assume a central administrative role.

An exemption from the contractor selection process is requested due to this multi-organizational planning process.

MULTNOMAH COUNTY DEPARTMENT OF COMMUNITY AND FAMILY SERVICES  
CONTRACT #103557, AMENDMENT #3

DURATION OF AMENDMENT: FROM: January 1, 1998  
CONTRACTOR NAME: Portland Public Schools  
CONTRACTOR ADDRESS: 531 SE 14<sup>th</sup> Street  
Portland, OR 97214

TO: June 30, 1998  
TELEPHONE: (503) 916-5840  
IRS NUMBER: 93-6000830

This amendment is to that certain CAPCare contract dated April 1, 1996, between the Multnomah County Department of Community and Family Services, referred to as "COUNTY" and, Portland Public Schools, referred to as "CONTRACTOR." It is understood by the parties that all conditions and agreements in the original contract not superseded by the language of this amendment are still in force and apply to this amendment.

**PART I: CHANGES**

Amendment adds \$10,000 County General Fund to purchase from CONTRACTOR, 40 non-refundable slots for an Infancy and Early Childhood Training Course. This Training Course consists of a three-day conference on Assessment, Diagnosis and Intervention with Infants and Young Children with Developmental and Emotional Disorders.

**PART II: AMENDMENT NARRATIVE**

CONTRACTOR, in its role as lead agency sponsoring the above referenced conference, will make arrangements for training in accordance with the three-day program attached (Attachment B), and herein incorporated by reference as part of this contract.

CONTRACTOR will reserve for COUNTY, 40 non-refundable slots for participation in the conference referenced above. COUNTY may award these slots to COUNTY staff, affiliated staff of community agencies and community family members.

In witness whereof, the parties hereto have caused this contract to be executed by their authorized officers.

MULTNOMAH COUNTY

PORTLAND PUBLIC SCHOOLS

BY *Lolenz Poems* 1/6/98  
Director, Dept of Community & Family Services Date

BY \_\_\_\_\_  
Agency Authorized Signer Date

BY *Beverly Stein* 1/15/98  
Beverly Stein Date  
Multnomah County Chair

BY \_\_\_\_\_  
Agency Authorized Signer Date

REVIEWED:

BY *Katie Gault* 1/6/98  
Thomas Sponsler, County Counsel For Multnomah County, Oregon Date

**APPROVED MULTNOMAH COUNTY  
BOARD OF COMMISSIONERS**

AGENDA # C-2 DATE 1/15/98

DEB BOGSTAD  
BOARD CLERK

CONTRACT FOR SERVICES  
 MULTNOMAH COUNTY COMMUNITY AND FAMILY SERVICES DEPARTMENT

**Attachment A:  
 Service Elements and Contract Amounts**

Contractor Name : PORTLAND PUBLIC SCHOOLS-CLASS AIDES- CAP/CAP+	Vendor Code: 00285
Contractor Address : 531 SE 14TH AVE PORTLAND OR 97214	
Telephone : (503)916-5840	Fiscal Year : 97/98
	Federal ID # : 93-6000830

**Program Office Name : DBH Planning, Development & Operations**

*Service Element Name : CMH Training (C00T); Co-sponsor three-day conference*

<u>Mod. #</u>	<u>Begin Date</u>	<u>End Date</u>	<u>Payment Method</u>	<u>Payment Basis</u>	<u># of Units</u>	<u>Unit Description</u>	<u>Unit Rate</u>	<u>Amount</u>
3	1/1/98	6/30/98	Per Invoice	Lump Sum	40.00	Training Slots	250.00	\$10,000.00
Total					40.00			\$10,000.00

**Program Office Name : Mental Health Contracts C**

*Service Element Name : CC/CCPlus Childrens Mental Health (C11X); cc/cc+ classroom aides*

<u>Mod. #</u>	<u>Begin Date</u>	<u>End Date</u>	<u>Payment Method</u>	<u>Payment Basis</u>	<u># of Units</u>	<u>Unit Description</u>	<u>Unit Rate</u>	<u>Amount</u>
1	7/1/97	12/31/97	Per Invoice	Fee for Service	Req't's	15 minutes	6.63	Req't's
1	7/1/97	12/31/97	Per Invoice	Fee for Service	Req't's	15 minutes	6.63	Req't's
2	1/1/98	6/30/98	Per Invoice	Fee for Service	Req't's	15 minutes	6.63	Req't's
2	1/1/98	6/30/98	Per Invoice	Fee for Service	Req't's	15 minutes	6.63	Req't's
Total					Req't's			Req't's

Portland Early Intervention Program  
Portland Public Schools

*in cooperation with*

Multnomah County Behavioral Health Division  
and Clackamas County Education Service District

*Present a three day program taught by*

STANLEY I. GREENSPAN, M.D.  
Clinical Professor Psychiatry and Pediatrics,  
The George Washington University Medical  
School and Supervising Child Psychoanalyst,  
Washington Psychoanalytic Institute

---

ASSESSMENT, DIAGNOSIS AND  
INTERVENTION WITH  
INFANTS AND YOUNG CHILDREN  
WITH DEVELOPMENTAL AND  
EMOTIONAL DISORDERS

SPECIAL EMPHASIS ON SEVERE  
DISORDERS IN RELATING AND  
COMMUNICATING

Autism, Pervasive Developmental Disorders,  
Multisystem Developmental Disorders,  
Language, Learning, Motor and  
Sensory Processing Disorders

---

*Wednesday, Thursday and Friday*  
April 1-3, 1998

THE BENSON HOTEL  
PORTLAND, OREGON

INFANCY AND EARLY CHILDHOOD  
TRAINING COURSE

*Assessment, Diagnosis and Intervention with Infants and  
Young Children with Developmental and Emotional  
Disorders*

THE BENSON HOTEL  
309 SW Broadway, Portland, Oregon

Wednesday, April 1

7:00 - 9:00 p.m.

FOR PARENTS ONLY

Dr. Greenspan will present to parents a special overview of how children develop intelligence and emotional skills, with a special focus on overcoming challenges. No charge.

Thursday, April 2

8:00 a.m.

Registration and continental breakfast

9:00 a.m. - noon

Conference

1:30 - 4:30 p.m.

Conference

Friday, April 3

8:00 - 8:30 a.m.

Continental breakfast

8:30 - 12:30 p.m.

Conference

2:00 - 4:30 p.m.

Facilitated process for interdisciplinary networking, communication and planning

A limited number of rooms for conference participants have been reserved at The Benson Hotel at special conference room rates of \$130-160. To reserve a room, contact The Benson Hotel at 1-800-426-0670. Participants must make their own room reservations. Mention The Infancy and Early Childhood Training Course to receive this room rate.

## INTERVENTION APPROACHES

Presentations will focus on different subtypes of Pervasive Developmental Disorder and Multi-System Developmental Disorder, including discussions of a range of different communications, motor, sensory, cognitive, and relationship patterns. The new diagnostic classifications system for the 0-3 populations (DC 0-3) will be described and illustrated.

Interventions for special challenges will be addressed, including self absorption, aggression, avoidant behavior, aimless behavior, negativism, self-injurious behavior, echolalia, perseveration, compulsive rituals, fragmented thinking, inappropriate or embarrassing behavior, sleeping problems and difficulties with toilet training. We'll also focus on children with severe environmental or family challenges, including trauma and patterns of abuse and neglect. In addition, individual differences in children, as well as in family and cultural patterns will be discussed.

New findings about subtypes of Regulatory Disorders, including attention difficulties, motor, sensory, and behavior modulation problems, language difficulties, excessive fearfulness, defiant behavior, and tendencies toward self-absorption will also be discussed.

A developmentally-based intervention model, (Floor Time), specific to the child's unique developmental profile, will be presented and illustrated. A new educational model for use in classrooms, daycare, or group settings will also be presented. In this model, relationship-based, dynamic interactions foster multiple developmental capacities.

*There will be a focus on:*

- \* Different intervention approaches: strengths and weaknesses.
- \* Criteria for using different therapeutic approaches (floor time, behavioral, educational) for different disorders and challenges.
- \* Methods for combining floor time and behavioral approaches.
- \* Methods for integrating dynamic interactive floor time approaches with speech and language therapy, occupational and physical therapy, and special education.
- \* Discussion of the pros and cons of different clinical techniques for working with extreme withdrawal and self-absorption, avoidance, aimlessness, perseveration, compulsiveness, illogical thinking, aggression and "in and out" patterns of attention and relating.
- \* Dealing with patterns seen during improvement, including fearfulness, hyperideation, negativism, defiance, illogical thinking, and aggressive behavior.
- \* Clinical approaches to different processing difficulties: unique patterns of growth.
- \* Interventions to foster abstract thinking.
- \* Diagnosis and Intervention Study. New findings from a review of over 200 cases of relationship and communicative disorders including Pervasive Developmental Disorder, Multi-System Developmental disorder, cognitive deficits, language dysfunctions, sensory integration, sensory and motor problems. Findings will include data on subtypes, outcome, predisposing factors, early developmental patterns, variations in pathologic expression and stages in the therapeutic process.

Illustrative videotapes will be shown and question and answer sessions will encourage audience participation.

MEETING DATE: JAN 15 1998  
AGENDA NO: C-3  
ESTIMATED START TIME: 9:30am

(Above Space for Board Clerk's Use ONLY)

**AGENDA PLACEMENT FORM**

SUBJECT: Amended IGA with Multnomah Education Service District continues funding the Child Support Rights and Responsibilities Program for Teens to enhance teen pregnancy curricula focusing on child support and long term parenting responsibilities.

BOARD BRIEFING: DATE REQUESTED: \_\_\_\_\_  
REQUESTED BY: \_\_\_\_\_  
AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING: DATE REQUESTED: 1/22/98  
AMOUNT OF TIME NEEDED: 1 minute

DEPARTMENT: District Attorney DIVISION: Family Justice/SED

CONTACT: Tom Simpson TELEPHONE #: 248-3863  
BLDG/ROOM #: 101/600

PERSON(S) MAKING PRESENTATION: (consent calendar item)

ACTION REQUESTED:

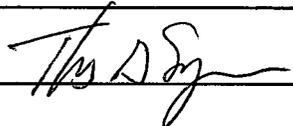
INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL  OTHER

SUGGESTED AGENDA TITLE:

Amended IGA with Multnomah Education Service District continues funding the Child Support Rights and Responsibilities Program for Teens to enhance the existing teen pregnancy curricula focusing on child support and long term parenting responsibilities.

1/16/98 ORIGINALS to Tom Simpson  
SIGNATURES REQUIRED:

ELECTED OFFICIAL: \_\_\_\_\_

(OR)  
DEPARTMENT MANAGER: 

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277

98  
JAN - 7 AM 11:37  
MULTNOMAH COUNTY  
OREGON  
BOARD OF  
COUNTY COMMISSIONERS



**MICHAEL D. SCHRUNK**, District Attorney for Multnomah County

600 County Courthouse • Portland, Oregon 97204 • (503) 248-3162 • FAX (503) 248-3643

## **SUPPLEMENTAL STAFF REPORT**

**TO:** Board of County Commissioners  
**FROM:** Michael D. Schrunk  
**DATE:** January 6, 1998

**REQUESTED PLACEMENT DATE:** JANUARY 22, 1998

**RE:** Amended IGA with Multnomah Education Service District continues funding the Child Support Rights and Responsibilities Program for Teens to enhance the existing Teen pregnancy curricula focusing on child support and long term parenting responsibilities.

1. **Recommendation/Action Requested:**  
Approval

2. **Background/Analysis:**  
The District Attorney's Office and the Multnomah Education Service District are developing and implementing a county-wide curriculum for use in the schools which enhances existing teen pregnancy curricula. The program emphasizes instruction to adolescents in the legal and financial responsibilities of parenthood.

3. **Financial Impact:**  
Budget modification before the Board on January 15, 1998 continues funding in the amount of \$4,986 for this program from February 1, 1998 through June 5, 1998.

4. **Legal Issues:**  
None

5. **Controversial Issues:**  
None

6. **Link to Current County Policies:**  
N/A

7. **Citizen Participation:**  
N/A

8. **Other Government Participation:**  
Multnomah Education Service District

# MULTNOMAH COUNTY CONTRACT APPROVAL FORM

(See Administrative Procedures CON-1)

Renewal [ ]

Contract # 500446

Prior-Approved Contract Boilerplate: Attached:  Not Attached

Amendment # 1

<p style="text-align: center;"><b>CLASS I</b></p> <p><input type="checkbox"/> Professional Services under \$25,000</p> <p><input checked="" type="checkbox"/> Intergovernmental Agreement under \$25,000</p>	<p style="text-align: center;"><b>CLASS II</b></p> <p><input type="checkbox"/> Professional Services over \$25,000 (RFP, Exemption)</p> <p><input type="checkbox"/> PCRB Contract</p> <p><input type="checkbox"/> Maintenance Agreement</p> <p><input type="checkbox"/> Licensing Agreement</p> <p><input type="checkbox"/> Construction</p> <p><input type="checkbox"/> Grant</p> <p><input type="checkbox"/> Revenue</p>	<p style="text-align: center;"><b>CLASS III</b></p> <p style="text-align: center;">Intergovernmental Agreement</p> <p style="text-align: center;"><b>APPROVED MULTNOMAH COUNTY</b></p> <p style="text-align: center;"><b>BOARD OF COMMISSIONERS</b></p> <p style="text-align: center;">AGENDA # <u>C-3</u> DATE <u>1/15/98</u></p> <p style="text-align: center;"><u>DEB BOGSTAD</u></p> <p style="text-align: center;"><b>BOARD CLERK</b></p>
--	--	--

Department: District Attorney Division: Family Justice/SED Date: January 6, 1998  
 Contract Originator: Tom Simpson Phone: 248-3863 Bldg/Room: 101/600  
 Administrative Contact: Kathy Graham Phone: 248-5330 Bldg/Room: 101/600  
 Description of Contract: Amended IGA with Multnomah ESD continues funding the Child Support Rights and responsibilities Program for Teens to enhance the existing teen pregnancy curricula focusing on child support an and long term parenting responsibilities.

RFP/BID #: \_\_\_\_\_ Date of RFP/BID: \_\_\_\_\_ Exemption Expiration Date: \_\_\_\_\_  
 ORS/AR # \_\_\_\_\_ (Check all boxes that apply) Contractor is  JMBE  JWBE  ESB  QRF  N/A  None  
 Original Contract No. \_\_\_\_\_ (ONLY FOR ORIGINAL RENEWALS)

<p>Contractor Name: <u>Multnomah ESD</u></p> <p>Mailing Address: <u>1611 NE Ainsworth Circle</u> <u>Portland, OR 97220-9017</u></p> <p>Phone: <u>255-1841</u></p> <p>Employer ID# or SS#: _____</p> <p>Effective Date: <u>February 1, 1998</u></p> <p>Termination Date: <u>June 5, 1998</u></p> <p>Original Contract Amount: \$ <u>82,000</u></p> <p>Total Amt of Previous Amendments: \$ _____</p> <p>Amount of Amendment: \$ <u>4,986</u></p> <p>Total Amount of Agreement: \$ <u>86,986</u></p>	<p>Remittance Address (if different) _____</p> <p>Payment Schedule/Terms</p> <p><input type="checkbox"/> Lump Sum \$ _____ <input type="checkbox"/> Due on Receipt</p> <p><input type="checkbox"/> Monthly \$ _____ <input type="checkbox"/> Net 30</p> <p><input type="checkbox"/> Other \$ _____ <input type="checkbox"/> Other</p> <p><input type="checkbox"/> Requirements contract - Requisition Required</p> <p>Purchase Order No. _____</p> <p><input type="checkbox"/> Requirements Not to Exceed \$ _____</p> <p>Encumber: Yes <input type="checkbox"/> No <input type="checkbox"/></p>
--	--

**REQUIRED SIGNATURES:**

Department Manager: *Tom Simpson* Date: 1-6-98  
 Purchasing Manager: \_\_\_\_\_ Date: \_\_\_\_\_  
 (Class II Contracts Only)  
 County Counsel: *Sandra Duffey* Date: 1-7-98  
 County Chair/Sheriff: *Philip Allen* Date: January 15, 1998  
 Contract Administration: \_\_\_\_\_ Date: \_\_\_\_\_  
 (Class I, Class II Contracts Only)

VENDOR CODE				VENDOR NAME				TOTAL AMOUNT: \$			
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT/REV SRC	SUB OBJ	REPT CATEG	LGFS DESCRIP	AMOUNT	INC DEC
01	156	023	2432			6060		240B	pass-through	4,986	
02											
03											

If additional space is needed, attach separate page. Write contract # on top of page.

DISTRIBUTION: Original Signatures - Contract Administration, Initiator, Finance

AMENDMENT TO INTERGOVERNMENTAL AGREEMENT BETWEEN  
MULTNOMAH COUNTY (DISTRICT ATTORNEY OFFICE)  
AND  
MULTNOMAH EDUCATION SERVICE DISTRICT

Compensation

The parties agree to additional compensation of \$4,986. MULTNOMAH COUNTY shall pay MULTNOMAH EDUCATION SERVICE DISTRICT an additional \$4,986 for the period February 1, 1998 through June 5, 1998 to continue funding the Child Support Rights and Responsibilities Program for Teens.

MULTNOMAH COUNTY, OREGON

By: *Beverly Stein*  
Beverly Stein, County Chair

Date: January 15, 1998

MULTNOMAH ESD

By: \_\_\_\_\_  
Deputy Superintendent

Date: \_\_\_\_\_

DISTRICT ATTORNEY OFFICE

By: *Tom Simpson*  
Tom Simpson, Management Assistant

Date: 1-6-98

**REVIEWED:**

THOMAS SPONSLER, County Counsel  
for Multnomah County, Oregon

By: *Sandra Duffy*  
Assistant County Counsel

Date: 1-7-98

**APPROVED MULTNOMAH COUNTY  
BOARD OF COMMISSIONERS**

**AGENDA #** C-3 **DATE** 1/15/98  
DEB BOGSTAD  
**BOARD CLERK**

BUDGET MODIFICATION NO.

HD 13

JAN 15 1998

(For Clerk's Use) Meeting Date

Agenda No.

C-4

1. OR PLACEMENT ON THE AGENDA FOR

(Date)

DEPARTMENT

Health

DIVISION Disease Control

CONTACT

Kathy Innes

TELEPHONE 248-3056 x27027

3) OF PERSON MAKING PRESENTATION TO BOARD

Tom Fronk

SUGGESTED

AGENDA TITLE

(to assist in preparing a description for the printed agenda)

Approve an increase of \$175,023 and .88 FTE in the HIV Block Grant prevention Program funded with increased State grant revenue

(Estimated Time Needed on the Agenda)

2. DESCRIPTION OF MODIFICATION

(Explain the changes this Bud Mod makes. What budget does it increase? What do changes

come from? What budget is reduced? Attach additional information if you need more space.)

X Personnel changes are shown in detail on the attached sheet

The Oregon Health Division contract with the Health Division includes \$95,297 more in HIV Prevention/Community Based Organization funding than was budgeted and \$79,726 more in HIV Prevention Block.

This budget modification adds \$95,297 in pass through to be paid to community organizations providing services. It adds .5 Health educator and .13 Office Assistant to the HIV Prevention program. This action also corrects a job classification, cutting an Hlth Information Specs 2 and adding a Health Service Specialist, adds .5 Data Analyst Sr, and cuts .5 Prog Dev Spec.

3. REVENUE IMPACT

(Explain revenues being changed and reason for the change)

Adds \$175,023 to the Federal State Fund.
Adds \$1,411 of indirect to the General

BOARD OF COUNTY COMMISSIONERS
98 JAN 8 PM 4:04
MULTNOMAH COUNTY OREGON

4. CONTINGENCY STATUS

(to be completed by Budget & Quality)

Fund Contingency before this modification

Date

After this modification

Originated By

Tom Fronk

Date

1-8-98

Department Director

Tom Fronk

Date

1-8-98

Plan/Budget Analyst

[Signature]

Date

1-8-98

Employee Services

Susan Myers

Date

1/6/98

Board Approval

[Signature]

Date

1/15/98

**PERSONNEL DETAIL FOR BUDGET MODIFICATION NO.**

**HD 13**

**5. ANNUALIZED PERSONNEL CHANGES**

(Compute on a full-year basis even though this action affects only a part of the fiscal year (FY).)

Permanent Positions, Temporary, Overtime, or Premium	JCN	Org	Explanation of Change	BASE PAY Increase (Decrease)	ANNUALIZED		TOTAL Increase (Decrease)
					Increase/(Decrease)		
					Fringe	Ins.	
0.26	6001	0321	OA2	7,134	1,282	864	9,280
-1.00	6018	0321	HIS2	(35,620)	(6,396)	(3,836)	(45,852)
1.00	9696	0321	Health Serv Spec	50,835	9,130	5,370	65,335
1.00	6352	0321	Health Educator	45,816	8,228	4,183	58,227
-1.00	6021	0324	Prog Dev Spec	(36,572)	(6,568)	(4,194)	(47,334)
1.00	9696	0324	Health Serv Spec	44,044	7,910	5,158	57,112
-0.66	9696	0380	Health Serv Spec	(29,272)	(5,256)	(3,340)	(37,868)
0.66	9747	0380	Data Analyst Sr.	29,644	5,150	3,074	37,868
0.16	9747	0321	Data Analyst Sr.	7,410	1,330	768	9,508
0.16	9747	0322	Data Analyst Sr.	7,410	1,330	768	9,508
							0
1.58	TOTAL CHANGE (ANNUALIZED)			\$90,829	\$16,140	\$8,815	\$115,784

**6. YEAR PERSONNEL DOLLAR CHANGES**

(Calculate costs/savings that will take place this FY; these should explain the actual dollar amounts changed by this BudMod.)

Permanent Positions, Temporary, Overtime, or Premium	JCN	Org	Explanation of Change	BASE PAY Increase (Decrease)	CURRENT FY		TOTAL Increase (Decrease)
					Increase/(Decrease)		
					Fringe	Ins.	
0.13	6001	0321	OA2	3,567	641	432	4,640
-0.70	6018	0321	HIS2	(35,620)	(6,396)	(3,836)	(45,852)
0.80	9696	0321	Health Serv Spec	40,668	7,304	4,678	52,650
0.50	6352	0321	Health Educator	22,908	4,114	2,238	29,260
-0.50	6021	0324	Prog Dev Spec	(18,286)	(3,284)	(2,097)	(23,667)
0.50	9696	0324	Health Serv Spec	22,022	3,955	2,579	28,556
-0.33	9696	0380	Health Serv Spec	(14,636)	(2,628)	(1,670)	(18,934)
0.32	9747	0380	Data Analyst Sr.	14,636	2,628	1,670	18,934
0.08	9747	0321	Data Analyst Sr.	3,706	644	384	4,734
0.08	9747	0322	Data Analyst Sr.	3,706	644	384	4,734
0.88							
TOTAL CURRENT FISCAL YEAR CHANGES				\$42,671	\$7,622	\$4,762	\$55,055





# MULTNOMAH COUNTY, OREGON

BOARD OF COUNTY COMMISSIONERS  
BEVERLY STEIN  
DAN SALTZMAN  
GARY HANSEN  
TANYA COLLIER  
SHARRON KELLEY

HEALTH DEPARTMENT  
BUSINESS SERVICES  
McCOY BUILDING  
426 SW STARK  
PORTLAND, OR 97204  
PHONE (503) 248-3056

TO: Board of County Commissioners  
FROM:  Odgaard  
TODAY'S DATE: Dec. 30, 1997  
REQUESTED PLACEMENT DATE: Jan. 15, 1998  
SUBJECT: Health Budget Modification Number 13

## **I. Recommendation / Action Requested:**

Approve an increase of \$175,023 and .88 FTE in the HIV Block Grant Prevention Program funded with increased State grant revenue.

## **II. Background / Analysis:**

The Oregon Health Division contract with the County Health Division includes \$95,297 more in HIV Prevention/Community Based Organization funding than was budgeted and \$79,726 more in HIV Prevention Block Grant. This budget modification adds \$95,297 to pass through to be paid to community organizations providing services. The pass through funds will be paid to Phoenix Rising (\$12,113), CAP (\$45,213), OCHA (\$17,988), Outside In (\$12,704), and Urban League (\$23,127). This action adds .5 Health educator and .13 Office Assistant to the HIV Prevention program. This action also deletes .7 Health Information Specialist and adds .8 Health Service Specialist correcting an error in job classification. The action also cuts a Health Service Specialist and adds a Data Analyst Sr. in the HIV Clinic Program and replaces a Program Development Spec with Health Service Specialist in Ryan White.

## **III. Financial Impact: NA**

## **IV. Legal Issues: NA**

## **V. Controversial Issues: NA**

## **VI. Link to Current County Policies: NA**

## **VII. Citizen Participation: NA**

## **VIII. Other Government Participation: NA**

MEETING DATE: JAN 15 1998  
AGENDA NO: C-5  
ESTIMATED START TIME: 9:30am

(Above Space for Board Clerk's Use ONLY)

**AGENDA PLACEMENT FORM**

SUBJECT: Appointment to Animal Control Advisory Committee

BOARD BRIEFING: DATE REQUESTED: \_\_\_\_\_  
REQUESTED BY: \_\_\_\_\_  
AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING: DATE REQUESTED: January 15, 1998  
AMOUNT OF TIME NEEDED: Consent Calendar

DEPARTMENT: Nondepartmental DIVISION: Chair's Office

CONTACT: Delma Farrell TELEPHONE #: 248-3953  
BLDG/ROOM #: 106/1515

PERSON(S) MAKING PRESENTATION: \_\_\_\_\_

ACTION REQUESTED:

[ ] INFORMATIONAL ONLY [ ] POLICY DIRECTION [xx] APPROVAL [ ] OTHER

SUGGESTED AGENDA TITLE:

Appointment of Connie Theil to the Animal Control Advisory Committee, Neighborhood Association Member Position, for a term ending 1/30/2001

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
97 DEC 29 AM 8:06

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Beverly Steen  
(OR)  
DEPARTMENT  
MANAGER: \_\_\_\_\_

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277

# MULTNOMAH COUNTY OREGON

## INTEREST FORM FOR CITIZEN ADVISORY BOARDS & COMMISSIONS

The purpose of this form is to obtain information for use in making appointments to Multnomah County Citizen Advisory Boards & Commissions, and to assist the County Chair in making inquiries concerning the qualifications of applicants for appointment. If you have a resume or supplemental information which further details your involvement in volunteer activities, public affairs, civic services, published writings or affiliations, please attach them to this form. Thank you for your interest.

A. Please list, in order of priority, any Multnomah County Citizen Advisory Board or Commission on which you would be interested in serving.

~~Multnomah County Animal Control Advisory Committee~~

B. Name: Connie D. Theil

Address: 829 N.E. 93rd

City/State/Zip: Portland, OR 97201

Home Phone: 503-254-1234

C. Current Employer: U.S. West Communications 24 years

Address: 4200 SW Oak St., Portland, OR

City/State/Zip: Portland, Oregon 97204

Work Phone/Extension: 503-542-5000 (242-5928)

Occupation: service rep

D. Affirmative Action Information (This section is voluntary. Under Federal Law, this information may not be used to discriminate against you.)

Sex: M  F

Racial/  
Ethnic Background:  African-American  Asian  Caucasian  
 Hispanic  Native American  Other

Date of Birth: Month 1 Date 18 Year 54

E. List major paid employment and volunteer activities which may related to service on boards and commissions.

DATES:

EMPLOYER/VOLUNTEER ACTIVITY

~~94-95~~

~~Multnomah County Jail Volunteer at Justice Center and Inverness Jail~~

~~95 to present~~

~~Director of People For Animal Rights with over 200 members.~~

F. Circle from the list below fields in which you have interest or ability:

- Aging/Elderly
- Agriculture
- Alcohol/Drug Treatment
- Animal Welfare
- Art
- Children and Families
- Civil Rights/Discrimination
- Corrections/Law Enforcement
- Economic Development/Trade
- Environment/Natural Resources
- Food Services

- Handicapped/Disabled Issues
- Health Care
- Housing
- Juvenile Justice Issues
- Labor/Labor Relations
- Land Use Planning
- Library Services
- Mental Health Services
- Minority Affairs
- Transportation
- Other \_\_\_\_\_

G. Conflict of Interest: Please list potential conflicts of interest between private life and public service which might result from service on a board or commission.

none whatsoever

H. References: Please list names, addresses, and phone numbers of two people who may be contacted as references:

Marianne Melvin 968-7079 10395 S.W. Bonanza Way Tigard 972

Donna Steadman 620-~~02270~~ 4220 7633 S.W. 25th Portland 97219

I. My signature affirms that all information is true to the best of my knowledge and I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration, or subsequent to appointment to a board or commission, may result in dismissal.

Signature: Connie Heil

Date: 7-10-97

Contact: Delma Farrell

Beverly Stein, Multnomah County Chair  
1120 SW Fifth Room 1515  
Portland, Oregon 97204 Tel. (503) 248-3308  
FAX: (503) 248-3093  
E-Mail: MultChair@aol.com

Please excuse the typing - my type writing is on it's last legs!



MULTNOMAH COUNTY  
**LIBRARY**



205 N.E. Russell Street • Portland, OR 97212-3796 • PHONE: (503)248-5402 • FAX: (503)248-5441

Ginnie Cooper, Director of Libraries

**RECEIVED**

DEC 24 1997

December 23, 1997

**BEVERLY STEIN  
MULTNOMAH COUNTY CHAIR**

Beverly Stein, Chair  
Multnomah County Board of Commissioners  
1120 SW 5<sup>th</sup> Ave., Room 1515  
Portland, OR 97204

Dear Chair Stein:

Subject: Library Board Appointment

When we dealt with Library Board appointments last September, we erred by not including Terri Naito in the list of reappointments needed. Terri was originally appointed to complete Bill Naito's term. She is now eligible for her own appointment to the Library Board under the terms of Ordinance 649 which established the Library Board.

Terri is extremely eager to continue her service on the Library Board. I am very pleased she is willing to serve the County and the Library. I hope you will appoint Terri Naito as a Library Board member. We have much to do that needs her continued presence.

Sincerely,

*Ginnie*  
Ginnie Cooper  
Director of Libraries

1/30/2001

GC:rh

cc: Terri Naito





# MULTNOMAH COUNTY OREGON

BEVERLY STEIN  
COUNTY CHAIR

EMPLOYEE SERVICES  
FINANCE  
LABOR RELATIONS  
PLANNING & BUDGET  
RISK MANAGEMENT

(503) 248-5015  
(503) 248-3312  
(503) 248-5135  
(503) 248-3883  
(503) 248-3797

(503) 248-5170 TDD

PORTLAND BUILDING  
1120 S.W. FIFTH, 14TH FLOOR  
P.O. BOX 14700  
PORTLAND, OREGON 97293

PURCHASING, CONTRACTS  
& CENTRAL STORES

(503) 248-5111

2505 S.E. 11TH, 1ST FLOOR  
PORTLAND, OREGON 97202

## MEMORANDUM

TO: Board of County Commissioners

FROM: Department of Support Services - Risk Management Division

DATE: January 2, 1998

SUBJECT: Adopting Uninsured Motorist Coverage Limit of Liability for Multnomah County

1. Recommendation/Action Requested:

Adoption of the uninsured motorist coverage limit of liability for Multnomah County.

2. Background/Analysis:

Currently, there is no formal policy in place regarding the uninsured motorist coverage limit of liability for Multnomah County. We have an informal policy of limiting the County's liability by only providing uninsured motorist coverage at the minimum levels required by ORS 806.070. However, this policy needs to be adopted and formalized to better support and protect the best interests of the County. The only time this policy would be called upon is when we receive liability claims from people being transported in or driving a County vehicle which has been hit by an uninsured or underinsured driver. This is a fairly rare occurrence, but it is important to have a clear policy on it.

3. Financial Impact:

Adopting this policy has the potential to save the County claims costs by limiting the liability the County has regarding accidents involving uninsured motorists.

4. Legal Issues:

The County provides uninsured motorist coverage at the minimum levels required by ORS 806.070.

5. Controversial Issues:

None.

6. Link to Current County Policies:

This policy is already de facto in place based on past practice, however, there is no formal adopted policy(ies) on this issue at the current time.

7. Citizen Participation:

None.

8. Other Government Participation:

None.

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

Adopting Uninsured Motorist Coverage )  
Limit of Liability for Multnomah County )

RESOLUTION

WHEREAS, the County is obligated to provide uninsured motorist coverage as part of its self-insurance program as required by ORS 806.070, and

WHEREAS, the County has established the limits of its liability on uninsured motorist coverage losses, and

WHEREAS, the intent of the Multnomah County uninsured motorist coverage policy is to provide the minimum amount of coverage under the State of Oregon Financial Responsibility Law and not otherwise; now therefore

IT IS RESOLVED that the County has an established limit of liability on uninsured motorist coverage losses and that limit of liability is the maximum limit of liability for all damages, including damages for care, loss of services or death, arising out of bodily injury sustained by any one person in any one accident. Subject to this limit for each person, the limit of liability for each accident for uninsured motorist coverage is the maximum limit of liability for all damages for bodily injury resulting from any one accident. This is the most Multnomah County will pay regardless of the number of covered persons, claims made, or vehicles covered, and

the County does not provide personal injury protection (P.I.P.) benefits or coverage if the other party(ies) is/are under insured; and

IT IS FURTHER RESOLVED that this resolution shall constitute proof of compliance with the Financial Responsibility Requirement of the State of Oregon.

APPROVED this 15<sup>th</sup> day of January, 1998.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_  
Beverly Stein  
Multnomah County Chair

REVIEWED:  
THOMAS SPONSLER, COUNTY COUNSEL  
for MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

Adopting Uninsured Motorist Coverage )  
Limit of Liability for Multnomah County )

RESOLUTION  
98-2

WHEREAS, the County is obligated to provide uninsured motorist coverage as part of its self-insurance program as required by ORS 806.070, and

WHEREAS, the County has established the limits of its liability on uninsured motorist coverage losses, and

WHEREAS, the intent of the Multnomah County uninsured motorist coverage policy is to provide the minimum amount of coverage under the State of Oregon Financial Responsibility Law and not otherwise; now therefore

IT IS RESOLVED that the County has an established limit of liability on uninsured motorist coverage losses and that limit of liability is the maximum limit of liability for all damages, including damages for care, loss of services or death, arising out of bodily injury sustained by any one person in any one accident. Subject to this limit for each person, the limit of liability for each accident for uninsured motorist coverage is the maximum limit of liability for all damages for bodily injury resulting from any one accident. This is the most Multnomah County will pay regardless of the number of covered persons, claims made, or vehicles covered; and

the County does not provide personal injury protection (P.I.P.) benefits, specified under ORS 742.520 to 742.542; and

IT IS FURTHER RESOLVED that this resolution shall constitute proof of compliance with the Financial Responsibility Requirement of the State of Oregon.

APPROVED this 15<sup>th</sup> day of January, 1998.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By Beverly Stein

Beverly Stein  
Multnomah County Chair

REVIEWED:  
THOMAS SPONSLER, COUNTY COUNSEL  
for MULTNOMAH COUNTY, OREGON

By Thomas Spensler

MEETING DATE: JAN 15 1998

AGENDA NO: R-3

(Above Space for Board Clerk's Use Only)

9:35 am

**AGENDA PLACEMENT FORM**

SUBJECT: Intergovernmental Agreement (IGA) with Marion County, Oregon

BOARD BRIEFING

DATE REQUESTED: \_\_\_\_\_

REQUESTED BY: \_\_\_\_\_

AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING:

DATE REQUESTED: 1/15/98

AMOUNT OF TIME REQUESTED: 5 minutes

DEPARTMENT: Juvenile and Adult Community Justice

DIVISION: Adult

CONTACT: Tichenor McBride

TELEPHONE #: 248-3653

BLDG/ROOM#: 311

PERSON(S) MAKING PRESENTATION: Tichenor McBride

ACTION REQUESTED:

INFORMATIONAL ONLY     POLICY DIRECTION     APPROVAL     OTHER

SUGGESTED AGENDA TITLE:

*Intergovernmental Agreement #700648 between the Department of Juvenile and Adult Community Justice and Marion County, Oregon to rent 25 secure substance abuse treatment beds for male and female offenders in the Marion County Corrections Facility.*

*1/16/98 ORIGINALS TO TICHENOR MCBRIDE*

SIGNATURES REQUIRED:

ELECTED OFFICIAL: \_\_\_\_\_

OR

DEPARTMENT MANAGER: *Joanne Felt*

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk 248-3277

98 JAN - 7 AM 8:45  
MULTNOMAH COUNTY  
OREGON  
BOARD OF  
COUNTY COMMISSIONERS



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF JUVENILE AND ADULT COMMUNITY JUSTICE  
JUVENILE COMMUNITY JUSTICE  
1401 N.E. 68TH  
PORTLAND, OREGON 97213  
(503) 248-3460  
TDD 248-3561

BOARD OF COUNTY COMMISSIONERS  
BEVERLY STEIN • CHAIR OF THE BOARD  
DAN SALTZMAN • DISTRICT 1 COMMISSIONER  
GARY HANSEN • DISTRICT 2 COMMISSIONER  
TANYA COLLIER • DISTRICT 3 COMMISSIONER  
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

## MEMORANDUM

TO: Board of County Commissioners

FROM: Elyse Clawson, Director  
Department of Juvenile and Adult Community Justice

DATE: January 6, 1998

SUBJECT: Approval of an Intergovernmental Agreement between Marion County, Oregon  
and the Multnomah County Department of Juvenile and Adult Community Justice

### I. RECOMMENDATION/ACTION REQUESTED:

The Department of Juvenile and Adult Community Justice (DJACJ) recommends the Board's approval of an Intergovernmental Agreement (IGA) between DJACJ and Marion County to rent up to 25 secure residential substance abuse treatment beds for male and female offenders at the cost of \$90.00 per day per offender. The length of this IGA will be from February 1, 1998 through January 31, 1999 unless terminated prior to that date by the mutual consent of both parties or by written notification by Multnomah County at least sixty days prior to the termination. The services include secure jail beds in the Marion County Correctional Facility and residential substance abuse treatment services. These are part of the 75 substance abuse treatment beds added by the Multnomah County Commissioners with Jail Levy Funds to DJACJ's budget for Fiscal Year 1997/98.

### II. BACKGROUND/ANALYSIS:

DJACJ staff have access to residential substance abuse treatment services in the community but do not currently have access to secure treatment beds. When the new jail and adjacent DJACJ 300-bed secure residential substance abuse treatment facility is sited and built, DJACJ will no longer need to purchase these beds from Marion County. Marion County is fully aware that Multnomah County only wants to rent these beds until DJACJ has its own secure facility.

III. FINANCIAL IMPACT:

The total cost of these 25 beds for the initial year of this agreement is \$821,250.00. These beds are part of the approved 75 substance abuse beds funded through the Jail Levy. DJACJ currently has 26 of the 75 beds with local providers and currently has 24 secure beds with Yamhill County, Oregon. Since the per day rate for secure beds is more costly than non-secure beds, DJACJ will need an additional \$291,000.00 (approximately) in Fiscal Year 1998/99 to rent all 75 beds if we do not have our own facility by March 31, 1999. Since we were unable to obtain 75 beds for the full current Fiscal Year, DJACJ will be able to cover the higher cost of these beds within constraint in Fiscal Year 1997/98. When the specifics of DJACJ's new secure facility are clarified, we will be approaching the Board to request permanent funding sources for that facility.

IV. LEGAL ISSUES:

N/A

V. CONTROVERSIAL ISSUES:

Marion County has the full support of its County Commissioners to enter into this agreement, thus there are no controversial issues involved with this IGA.

VI. LINK TO CURRENT COUNTY POLICIES:

This agreement is linked directly to the County's benchmarks of 1) reducing crime, 2) reducing recidivism, and 3) increasing the percentage of offenders needing drug and alcohol treatment who receive it.

VII. CITIZEN PARTICIPATION:

N/A

VIII. OTHER GOVERNMENTAL PARTICIPATION:

N/A other than Multnomah County and Marion County

# MULTNOMAH COUNTY CONTRACT APPROVAL FORM

(See Administrative Procedures CON-1)

Renewal [ ]

Contract # 700648

Prior-Approved Contract Boilerplate:  Attached:  Not Attached

Amendment # \_\_\_\_\_

<p style="text-align: center;"><b>CLASS I</b></p> <p><input type="checkbox"/> Professional Services under \$50,000</p> <p><input type="checkbox"/> Intergovernmental Agreement under \$50,000</p>	<p style="text-align: center;"><b>CLASS II</b></p> <p><input type="checkbox"/> Professional Services over \$50,000 (RFP, Exemption)</p> <p><input type="checkbox"/> PCRB Contract</p> <p><input type="checkbox"/> Maintenance Agreement</p> <p><input type="checkbox"/> Licensing Agreement</p> <p><input type="checkbox"/> Construction</p> <p><input type="checkbox"/> Grant</p> <p><input type="checkbox"/> Revenue</p>	<p style="text-align: center;"><b>CLASS III</b></p> <p><input checked="" type="checkbox"/> Intergovernmental Agreement over \$50,000</p> <p style="text-align: center;"><b>APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS</b></p> <p>AGENDA # <u>R-3</u> DATE <u>1/15/98</u></p> <p style="text-align: center;"><u>DEB BOGSTAD</u> <b>BOARD CLERK</b></p>
---	--	---

Department: Juvenile and Adult Community Justice Division: Adult Date: 1-6-98

Contract Originator: Tichear McBride Phone: 248-3653 Bldg/Room: 101/600

Administrative Contact: Tichear McBride Phone: 248-3653 Bldg/Room: 101/600

Description of Contract:  
 The purpose of this Intergovernmental Agreement (IGA) is to allow the Department of Juvenile and Adult Community Justice to rent up to 25 secure residential substance abuse treatment beds for male and female offenders at the Marion County Corrections Facility.

RFP/BID #: N/A Date of RFP/BID: N/A Exemption Expiration Date: \_\_\_\_\_

ORS/AR #: \_\_\_\_\_ (Check all boxes that apply) Contractor is  MBE  WBE  QRF  N/A  None

Original Contract No. \_\_\_\_\_ (ONLY FOR ORIGINAL RENEWALS)

<p>Contractor Name: <u>Marion County</u></p> <p>Mailing Address: <u>4000 Aumsville Highway Salem, Oregon 97301-9112</u></p> <p>Phone: <u>1-503-588-8512</u></p> <p>Employer ID# or SS#: <u>9360022307</u></p> <p>Effective Date: <u>2-1-98</u></p> <p>Termination Date: <u>1-31-99</u></p> <p>Original Contract Amount: \$ <u>821,250.00</u></p> <p>Total Amt of Previous Amendments: \$ <u>N/A</u></p> <p>Amount of Amendment: \$ <u>N/A</u></p> <p>Total Amount of Agreement: \$ <u>821,250.00</u></p>	<p>Remittance Address (if different) _____</p> <p>Payment Schedule <span style="float: right;">Terms</span></p> <p><input type="checkbox"/> Lump Sum \$ _____ <input type="checkbox"/> Due on Receipt</p> <p><input type="checkbox"/> Monthly \$ _____ <input type="checkbox"/> Net 30</p> <p><input checked="" type="checkbox"/> Other \$ <u>90.00 per day</u> <input type="checkbox"/> Other</p> <p><input type="checkbox"/> Requirements contract - Requisition Required</p> <p>Purchase Order No. _____</p> <p><input type="checkbox"/> Requirements Not to Exceed \$ _____</p> <p>Encumber: Yes <input type="checkbox"/> No <input type="checkbox"/></p>
--	---

**REQUIRED SIGNATURES:**

Department Manager: Joanne Fahn Date: 1/6/98

Purchasing Manager: \_\_\_\_\_ Date: \_\_\_\_\_  
 (Class II Contracts Only)

County Counsel: Sandra Duff Date: 1-7-98

County Chair/Sheriff: Wally Stein Date: 1/15/98

Contract Administration: \_\_\_\_\_ Date: \_\_\_\_\_  
 (Class I, Class II Contracts Only)

VENDOR CODE				VENDOR NAME				TOTAL AMOUNT: \$			
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT/REV SRC	SUB OBJ	REPT CATEG	LGFS DESCRIP	AMOUNT	INC DEC
01	<u>DS</u> 169	022	2312			6110				821,250	
02											
03											

If additional space is needed, attach separate page. Write contract # on top of page.

DISTRIBUTION: Original Signatures - Contract Administration, Initiator, Finance

**INTERGOVERNMENTAL AGREEMENT**  
**between**  
**MARION COUNTY,**  
**acting through the MARION COUNTY DEPARTMENT of CORRECTIONS**  
**and**  
**MULTNOMAH COUNTY,**  
**acting through the DEPARTMENT of JUVENILE & ADULT COMMUNITY JUSTICE**  
**providing**  
**ALCOHOL-DRUG TREATMENT BED RENTALS**  
**at the MARION COUNTY CORRECTIONS FACILITY**

This agreement is between Multnomah County acting by and through its Department of Juvenile and Adult Community Justice, hereafter called DEPARTMENT, and Marion County, by and through its Marion County Department of Corrections, hereafter called COUNTY.

**I. PURPOSE OF THE AGREEMENT:**

To establish the duties and responsibilities of the DEPARTMENT and COUNTY with regard to the COUNTY housing DEPARTMENT offenders at the Marion County Corrections Facility and performing necessary services to provide Alcohol-Drug Treatment for said offenders.

**II. AUTHORITY/PROVISIONS:**

**1. Authority**

This agreement is adopted by Multnomah County (DEPARTMENT) and Marion County (COUNTY) under authority of ORS 203.010 which allows a county to make all necessary contracts, and ORS 190.010, which allows one county to perform services under contract for another county.

**2. Duration**

This agreement shall become effective February 1, 1998, and shall remain in effect unless or until termination by either party in accordance with the following paragraph titled "termination".

**3. Termination**

This agreement shall be in full force and effect for the time period of February 1, 1998, through January 31, 1999. After the end of the initial one-year period the agreement will be automatically renewed for one year increments, unless terminated or amended sooner by the mutual consent of the Department and/or County or by written notification without cause by the Department or the County at least 60 days prior to termination of this agreement.

**4. Administration of Agreement**

Unless otherwise specified in this agreement, the DEPARTMENT designates the Director and his/her designee as its spokesperson and agent in the administration of this agreement. The COUNTY likewise designates the Jail Commander as its agent and spokesperson.

**5. Description of Services**

The COUNTY agrees to confine and supervise up to 25 male or female offenders (5-10 females and 15-20 males) referred by the DEPARTMENT and to provide said offenders with the opportunity to

participate in an Alcohol/Drug Treatment Program. The COUNTY agrees to provide for their physical needs, to maintain proper discipline and control, and to retain offenders in safe, supervised custody.

6. Right of Inspection

The DEPARTMENT shall have the right to inspect, at all reasonable times, the COUNTY Corrections Facility to determine if that facility maintains standards of care and discipline compatible with those of the DEPARTMENT and that DEPARTMENT offenders therein are treated equitably regardless of race, creed, religion, or national origin.

7. Delivery of Offenders

The DEPARTMENT will make arrangements, and pay any costs associated with the delivery of offenders to the COUNTY. The DEPARTMENT will also provide information and necessary documents relating to the offender which shall include authority to hold, related court orders, and any other reports prepared by DEPARTMENT staff relating to the present sanction.

8. Medical Services

The COUNTY will provide access to routine medical services as may be necessary to safeguard health.

The cost of any routine medical services, medication, equipment, or nursing care shall be the responsibility of the COUNTY. Any offender needing medical care or services outside of the COUNTY'S facility will be returned to DEPARTMENT unless a medical emergency is involved.

Emergency Services: DEPARTMENT shall pay to COUNTY all expenses reasonably incurred by COUNTY to provide emergency medical, dental, or psychological services, including transportation for such services if provided by a third party, on behalf of any offender placed under this agreement. In no event shall COUNTY bill DEPARTMENT for more than COUNTY'S out-of-pocket expenses incurred in providing emergency services.

Extraordinary Care: Upon prior notification by COUNTY and approval by DEPARTMENT in a timely manner, DEPARTMENT shall reimburse COUNTY for any expenses reasonably incurred in the care and supervision of a placed offender which would exceed the level of care and supervision customarily furnished to detained offenders, including but not limited to specially tailored clothing or footwear, prosthesis, remedial tutoring, eyeglasses, dentures, hearing aids, and similar devices. DEPARTMENT shall not unreasonably withhold approval of COUNTY'S expenses.

9. Discipline

The COUNTY shall have physical control of the offenders in its care and custody. The COUNTY reserves the right to exercise disciplinary authority over such offenders. However, nothing contained herein shall be construed to authorize the imposition of a type of discipline prohibited by the laws of the State of Oregon.

The COUNTY may return offenders to the DEPARTMENT who have violated COUNTY facility rules or the Treatment Program Agreement. Return of offenders unless otherwise agreed by the parties shall be in accordance with Section 17 of this agreement, "Return of Offenders." COUNTY disciplinary reports and Unusual Incident Reports will be forwarded to DEPARTMENT staff and

may form the basis for termination of placement at the COUNTY. The COUNTY disciplinary process will be followed for all offenders housed at the COUNTY facility, including those referred by the DEPARTMENT.

10. Release of Information or Photographs of Offenders

The COUNTY shall not release information or photographs of DEPARTMENT offenders without prior approval from the DEPARTMENT. Routine requests for offender histories, personal information, photographs, and interviews by reporters shall be referred to the DEPARTMENT'S spokesperson, identified in the Administration Section (#4) of this agreement.

The COUNTY may photograph DEPARTMENT offenders as a means of identification for official use only. Photographs and other offender information in the COUNTY'S possession may be released to law enforcement officials in the event of an emergency requiring such information or should the offender escape.

11. Records and Reports

The COUNTY shall keep all necessary and pertinent records concerning DEPARTMENT offenders. During the offender's confinement at the COUNTY, the DEPARTMENT shall be entitled to receive, and upon request, be furnished with copies of such records.

12. Escape

In the event a DEPARTMENT offender escapes from the custody of the COUNTY, the escape shall be reported immediately to the DEPARTMENT and the local authorities. The DEPARTMENT shall have the primary responsibility for and authority to direct the pursuit and retaking of offenders. The COUNTY will supply a copy of any disciplinary reports or unusual incident reports regarding the escape to the DEPARTMENT.

13. Death of Offender

In the event of the death of an offender, the medical examiner, coroner or other official having the duties of such officer shall be notified.

The COUNTY shall immediately notify the DEPARTMENT of the death of an offender, furnish information as requested, and follow the instructions of the DEPARTMENT with regard to the disposition of the body. The body shall not be released except on order of the appropriate officials of the DEPARTMENT. All expenses relative to any necessary preparation of the body and/or shipment or express charges shall be paid by the DEPARTMENT. The provisions of this paragraph shall govern only the relations between the COUNTY and the DEPARTMENT and shall not affect the liability of any relative or other person for the disposition of the deceased or for any expenses connected therewith.

14. Responsibility for Legal Proceedings Involving the Custody of Inmates

The DEPARTMENT undertakes to fend any action or proceeding involving the custody of any of its offenders.

15. Indemnify/Hold Harmless

The DEPARTMENT shall, to the extent permitted by Article XI, Section 7 of the Oregon Constitution and by the Oregon Tort Claims Act, protect and hold harmless the COUNTY and its

employees, officers and commissioners from any and all claims, suits or actions resulting from or arising out of the activities of the DEPARTMENT, except that the DEPARTMENT shall not be responsible for the negligent, willful or intentional acts, failures to act or for actions taken by the COUNTY, its employees, officers agents or commissioners which are outside the scope of this agreement.

The COUNTY shall, to the extent permitted by Article XI, Section 7 of the Oregon Constitution and by the Oregon Tort Claims Act, protect, defend and hold harmless the DEPARTMENT and their division, employees, officers, agents and members from any and all claims, suits or actions resulting from or arising out of the activities of the COUNTY, its officers, subcontractors, agents, employees and commissioners under this contract.

16. Right of Refusal

Notwithstanding any of the above provisions of this agreement should a limit be set by statute, judicial, or administrative decision on the number of offenders which the COUNTY may lawfully house in its facility, the COUNTY may, at its discretion:

- a. reduce the total number of available bed spaces for DEPARTMENT offenders, or,
- b. temporarily suspend receiving of the DEPARTMENT'S offenders, or,
- c. cancel this agreement within the termination provision set forth within this agreement.

The COUNTY may refuse to accept any offender who is not eligible for a general population or treatment bed. This includes disciplinary offenders who need to be housed in the disciplinary unit. This also includes offenders with medical or psychological needs that must be housed in the infirmary or special units.

17. Return of Offenders

In the event the COUNTY is required to close or otherwise limit the availability of the facility, the COUNTY may, at its option, refuse to house DEPARTMENT offenders and may return offenders already housed pursuant to this agreement.

The DEPARTMENT shall be given at least 48 hours notice prior to return of refusal to lodge offenders in order to provide time to find an alternative program.

18. Compensation and Reimbursement of Costs

Bed space provided by the COUNTY under this agreement will be reimbursed at a fixed daily rate of \$2250.00 (\$90.00 per inmate x 25 inmates), regardless of the actual number of DEPARTMENT offenders housed at the COUNTY facility, unless the COUNTY has to reduce the total number of available beds for offenders. COUNTY agrees to house a maximum of 25 offenders at Marion County Corrections Facility which may include, but not exceed 5-10 females and 15-20 males. DEPARTMENT may exercise its discretion in determining male or female bed usage within the above limits.

19. Release Services

COUNTY shall release inmates placed under this agreement only upon notification by persons authorized by DEPARTMENT or pursuant to court order, provided however, that COUNTY, upon written notice to the DEPARTMENT may act to require release of any offender whom it reasonably

believes has been detained in excess of any statutory period prescribed for custody. No provision contained in this agreement is intended to relieve DEPARTMENT from the duty to monitor the period that an offender is detained. DEPARTMENT agreement to defend and hold COUNTY harmless from any claim of detention in excess of lawful limits brought by or on behalf of any offender placed as provided above.

20. Alcohol and Drug Treatment Services

DEPARTMENT offenders shall be afforded the opportunity to participate in the COUNTY'S Alcohol and Drug Treatment Program during their incarceration at COUNTY facility. The program provided by COUNTY will meet intensive out-patient A & D treatment standards established by the Oregon State Office of Alcohol and Drug Abuse Program. DEPARTMENT offenders are to follow the treatment agreements and personal contract required of all program participants. Failure to do so may result in an offender's removal from the program. COUNTY will notify the DEPARTMENT spokesperson that the offender is no longer participating in treatment. The DEPARTMENT will advise COUNTY if they wish the offender to remain in COUNTY facility in a general population bed, or be returned to the DEPARTMENT. COUNTY reserves the right to refuse to continue housing a DEPARTMENT offender who has been removed from the program but does agree to consult with the DEPARTMENT spokesperson about retaining the offender in COUNTY custody.

Substance abuse and criminality issues will be addressed through an intensive program combining substance abuse diagnosis and treatment, identification of criminal thinking errors, and cognitive restructuring on the thinking processes leading to substance abuse, relapse, and criminal behavior. Length of stay is expected to average 60 days in the unit. Treatment activities will be concentrated into Monday through Friday. Homework-type activities (e.g., Journal writing and self-monitoring, study of substance abuse and criminality materials, meditation and self-help participation) will be required each Saturday and Sunday.

See attached typical schedules for specifics of COUNTY treatment program.

Treatment will consist of approximately 40 hours per week of group education and counseling. Additionally, there will be family workshops for adult family members at an off site location. The major goal of treatment will be to interrupt the addictive/criminal cycle through (1) education on addiction and its interrelationship with criminality to allow accurate self-diagnosis; (2) personal identification of thinking errors and obstructive tactics that interfere with treatment and recovery; (3) cognitive restructuring, and (4) implementing the recovery process and a personal plan to prevent relapse in substance abuse and criminality.

21. Department and County shall comply with all applicable Federal, State and local laws, rules and regulations.

This instrument contains the entire agreement between the parties and no statement made by any party hereto, or agent thereof, not contained in this written agreement shall be valid or binding. This agreement may not be enlarged, modified or altered except in writing, signed by the parties, and attached hereto.

Multnomah County  
BOARD OF COMMISSIONERS

Marion County  
BOARD OF COMMISSIONERS

DATE: January 15, 1998

DATE: \_\_\_\_\_

*Beverly Stein*  
Beverly Stein, Chair

\_\_\_\_\_  
Randall Franke, Chair

**APPROVED MULTNOMAH COUNTY  
BOARD OF COMMISSIONERS**  
AGENDA # R-3 DATE 1/15/98  
DEB BOGSTAD  
**BOARD CLERK**

\_\_\_\_\_  
Mary Pearmine

\_\_\_\_\_  
Gary Heer

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: *Sandra Duff*  
Multnomah County Counsel

By: \_\_\_\_\_  
Mike Hansen, Marion County Counsel

MULTNOMAH COUNTY CORRECTIONS

MARION COUNTY CORRECTIONS

Date: 1/6/98

Date: \_\_\_\_\_

By: *Joyanne Ju*  
Elyse Clawson, Director  
Juvenile and Adult Community Justice

By: \_\_\_\_\_  
Billy Wasson, Director  
Marion County Department of Corrections

MARION COUNTY SHERIFF

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Raul Ramirez, Sheriff

Accepted by Marion County  
Board of Commissioners on \_\_\_\_\_

By Board Order # \_\_\_\_\_

Men's	Treatment	Team	Schedule	1145	Program		
Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7:00 to 7:30	Breakfast and Chores	Breakfast and Chores	Breakfast and Chores	Breakfast & Chores	Breakfast and Chores	Breakfast & Chores	Breakfast & chores
7:30 to 8:00	Showers and newspaper	Showers and newspaper	Showers & Newspaper	Showers & Newspaper	Showers & Newspaper	Showers and Newspaper	Showers & Newspaper
8:00 to 8:30	Rec Yard for Exercise	Rec yard for Exercise	Rec yard for Exercise	Domestic	Rec yard for Exercise	Rec yard for exercise	Rec yard for exercise
8:30 to 9:00	Meditations	Meditations	Meditations	Violence	Meditations	Meditations	Meditations
9:00 to 10:00	Community Group w/ G	Tx, Video	Anger Management With Barb	with	Community Group w/Barb	Issues (9 to 10:30)	Church or Spirituality Assignment (9 to 10:30)
10:00 to 11:00	Spirituality w/ Glenda	Community Group	Confrontation W/ Barb	Barb	Clarification letters/ Barb	Free Time (10:30 to 11)	Free time (10:30 to 11:00)
11:00 to 11:30	Lunch	Lunch	Lunch	Lunch	Lunch	Lunch	Lunch
11:30 to 1:15	Framework OR Process Group w/ AI for Framework Grads	Framework OR Process Group w/ AI for Grads of Framework	Framework OR Process Group w/ AI for Grads of Framework	Framework OR Process Group w/ AI for Grads	Visits or Rec Yard	Therapy	Issues Group w/ CO
1:15 to 1:30	Commissary	Process continued	Commissary	Process Cont.	Free Time	Free time	Homework
1:30 to 2:30	Criminality Workshop w/ Barb	Alcohol and Drug Ed / AI	Thinking Reports & confrontation w/ Barb	Community Group w/ AI	Relationships in Recovery w/ AI	Free time	Homework
2:30 to 3:30	Lock down	Lock down	Lock down	Lock down	Lock down	Lock down	Lock down
3:30 to 5:00	Shame & Guilt with AI	Relapse Prevention	Steps and Autos with AI	Parenting with Jenna	Visits or Fun in Recovery with AI	Law Library sign up	Free time 1 <sup>st</sup> & 3 <sup>rd</sup> 1 on 1's with West
5:00 to 5:30	Dinner	Dinner	Dinner	Dinner	Dinner	Dinner	Dinner
5:30 to 6:30	Free time or individuals	Free time or individuals	Free time or individuals	Free time or individuals	Free time or individuals	Free time or individuals	Free time or individuals
6:30 to 7:00	Journal Writing	Journal Writing	Journal Writing	Journal Writing	Journal Writing	Journal Writing	Journal Writing
7:00 to 8:30	Parenting or Big book	12 step Meeting	Parenting GED or Big Book	Life Planning Group	Parenting or Big Book	Big Book Study	12 Step Mtg. R/V Inds. W/ Prison Fellowship
8:30 to 8:45	Lock down	Lock down	Lock down	Lock down	Lock down	Lock down	Lock down
8:45 to 9:30	Clothing Exchange or Free Time	Free time	Clothing exchange Free time	Free time	Clothing exchange Free time	Free time	Clothing Exchange or Free time

9:30 to 10:00	Pod Clean up						
10:00 to 10:30	Watch News Journals						
10:30 to 7:00 am	Lights out Sleep						

**\*\* Church Services:**

- 1<sup>st</sup> Sunday:** Keizer Faith Center, Ole Klegseth
- 2<sup>nd</sup> Sunday:** People's Church , Dave Dalton
- 3<sup>rd</sup> Sunday:** Willamette Baptist Church, Pastor McKelroy
- 4<sup>th</sup> & 5<sup>th</sup> Sunday:** Salvation Army, Dave West

## WOMEN'S TREATMENT SCHEDULE CONNECTIONS II

TIME	MON	TUE	WED	THUR	FRIDAY	SAT	SUN
7:00-8:00	Breakfast & Chores	Breakfast & Chores	Breakfast & Chores	Breakfast & Chores	Breakfast & Chores	Breakfast & Chores	Breakfast & Chores
8:00-8:15	*	To Multi A	To Multi A	To Multi A	To Multi A	Free Time	Free Time
8:15-8:45	Meditation	Meditation	Meditation	Meditation	Meditation	Meditation	Meditation
8:45-9:15	Exercise	Exercise	Exercise	Exercise	Exercise	Exercise	Exercise
9:15-10:45	Issues Group with Barb	Process Group	Process Group	Process Group	Process Group	Women In Recovery TX. Project	Finish TX. Movie & Paper
10:45-11:00	Back to WQ	Back to WQ	Back to WQ	Back to WQ	Back to WQ	Homework	Paper
11:00-11:30	Lunch	Lunch	Lunch	Lunch	Lunch	Lunch	Lunch
11:30-12:00	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown
12:00-12:15	Law Library	Back to Multi-A	Back to Multi-A	Back to Multi-A	Back to Multi-A	Lockdown	Lockdown
12:15-1:00	or homework	Recovery Workshop	Anger Mang. W/ Barb	Parenting w/ Jenna	Fun In Recovery	Lockdown	Lockdown
1:00-1:15	To Multi A	Break	Break	Break	Break	Lockdown	Lockdown
1:15-2:00	Orientation Group with Billie	Domestic Violence w/ Kathy	Community Group	Relapse Prevention	Spirituality In Recovery	Start Tx. Movie and paper	Church or Spirituality paper
2:00-2:15	Back to WQ	Back to WQ	Back to WQ	Back to WQ	Back to WQ	Back to WQ	Back to WQ
2:15-3:45	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown
3:45-4:00	Back to Multi-A	Back to Multi-A	Back to Multi-A	Back to Multi-A	Back to Multi-A	AA Big	Individual Big
4:00-4:45	Sexuality Recovery	Criminality	Steps and Auto's	Relationships Recovery	Art Therapy	Book Study and	Book Reading
4:45-5:00	Back to WQ	Back to WQ	Back to WQ	Back to WQ	Back to WQ	Write Report	Write Report
5:00-5:30	Dinner	Dinner	Dinner	Dinner	Dinner	Dinner	Dinner
5:30-7:00	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown	Lockdown
7:00-8:30	AA Meeting	Choice: 1.Recreation 2. Prison Fellowship 3. Homework	Choice: 1.Recreation 2. Church. 3.Homework	Choice: 1.Recreation 2. Homework	Choice: 1.Recreation 2. Homework 3. Parenting	Choice: 1.Recreation 2.Homework	NA mtg. 1 <sup>st</sup> & 3 <sup>rd</sup> / NA Book Study 2 <sup>nd</sup> & 4 <sup>th</sup>
8:30-9:00	Lock down	Lock down	Lock down	Lock down	Lock down	Lock down	Lock down
9:00-10:15	Homework, Showers, Journal and Rec Yard	Homework, Showers, Journal and Rec Yard	Homework, Showers, Journal & Rec Yard	Homework, Showers, Journal & Rec Yard	Homework, Showers, Journal & Rec Yard	Homework, Showers and Journal and Rec Yard	Homework, Showers, Journal & Rec Yard
10:15	Lights out	Lights out	Lights out	Lights out	Lights out	Lights out	Lights out

\*Note: Anytime, while in Multi-A, if there is no counselor listed, the counselor is Glenda.

\*First Monday of Each Month. Wise Choices from 8 to 9:30

\*Date Revised July 16, 1997

MEETING DATE: JAN 15 1998  
AGENDA NO: R-4  
ESTIMATED START TIME: 9:40am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Radio Tower Site

BOARD BRIEFING:

DATE REQUESTED: \_\_\_\_\_

REQUESTED BY: \_\_\_\_\_

AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING:

DATE REQUESTED: January 15, 1997

AMOUNT OF TIME NEEDED: 15 minutes

DEPARTMENT: SHERIFF'S OFFICE

DIVISION: Executive

CONTACT: Barbara Simon

TELEPHONE #: 251-2503

BLDG/ROOM #: \_\_\_\_\_

PERSON(S) MAKING PRESENTATION: Sheriff Dan Noelle

ACTION REQUESTED:

INFORMATIONAL ONLY    POLICY DIRECTION    APPROVAL    OTHER

SUGGESTED AGENDA TITLE:

*Briefing on status of Radio Tower Site.*

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Dan Noelle

(OR)

DEPARTMENT

MANAGER: \_\_\_\_\_

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

BOARD OF  
COUNTY COMMISSIONERS  
98 JAN - 8 AM 11: 20  
MULTI-NOMAH COUNTY  
OREGON

Any Questions: Call the Board Clerk @ 248-3277

**BOGSTAD Deborah L**

---

**From:** FORD Carol M  
**Sent:** Friday, January 09, 1998 3:56 PM  
**To:** BOGSTAD Deborah L  
**Subject:** FW: Radio Towers site

FYI

-----  
**From:** FARVER Bill M  
**Sent:** Friday, January 09, 1998 9:16 AM  
**To:** FORD Carol M  
**Subject:** FW: Radio Towers site

fyi

-----  
**From:** FARVER Bill M  
**Sent:** Thursday, January 08, 1998 4:50 PM  
**To:** SALTZMAN Dan R; HANSEN Gary D; KELLEY Sharron E  
**Cc:** OBERST Robert J; SIMON Barbara M; MOYER Catherine M; TYLER Cameron V; DELMAN Mike H; TRACHTENBERG Robert J  
**Subject:** Radio Towers site

The Sheriff will be briefing the Board on the status of the Radio Towers site on Thursday, Jan. 15th.

I will send you a copy of the letter I received today that the Sheriff drafted to Dave Lohman, Port of Portland, from the Sheriff and me outlining the agreement we believe we have reached with the Port. Attached are documents which provide further explanation. I am prepared to sign the letter.

Because you will be asked to approve an intergovernmental agreement with these terms, I wanted you see the terms in advance of our sending the letter. Questions should be directed to the Sheriff.



# Multnomah County Sheriff's Office

12240 N.E. GLISAN ST., PORTLAND, OREGON 97230

DAN NOELLE  
SHERIFF

(503) 255-3600  
TTY (503) 251-2484

January 7, 1997

Mr. David Lohman  
Port of Portland  
Box 3529  
Portland OR 97208

Dear Dave:

We are pleased that we are near an agreement defining ways in which the Port is willing to help us with acquisition and mitigation of the Radio Towers site. We hope to bring an intergovernmental agreement to that effect before the Board of County Commissioners in January 1998.

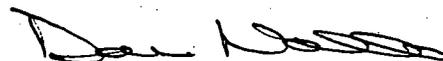
The major points of our agreement are as follows:

- The Port will pay fair market value for the property rights necessary to carry out its mitigation efforts at the Radio Towers site. This will probably be done through an easement and the Port will enter into a separate agreement with the County for design, construction and maintenance of that acreage. The fair market value may be impacted by the legal work done by Steve Pfeiffer and will be reduced accordingly. The Port will need a minimum of ten acres for its mitigation needs.
- Steve Pfeiffer will provide legal assistance to Multnomah County for obtaining wetland fill permits for the Radio Towers site. Mr. Pfeiffer's legal fees for obtaining the wetland fill permits will be divided equally between the County and the Port. In addition, Port staff will lead in obtaining the necessary permits for placing of the dredge fill at the Radio Towers site.
- If the fill is obtained as part of normal Corps of Engineers maintenance dredging, the fill itself can be provided without cost. The difference between the cost of getting dredged material from the dredge site to the least-cost disposal site and the cost of getting the fill to the Radio Towers site will be covered by the County. As many variables that affect the amount of fill needed are still to be decided, the Port's attachment "A" outlines the various possible scenarios.

We look forward to receiving a draft intergovernmental agreement from you so that we can give it to County Counsel to review. We are anxious to move forward with acquiring the necessary permits for Radio Towers so that construction of the new jail and alcohol and drug facility can begin.

Sincerely,

Bev Stein,  
County Chair

  
Dan Noelle,  
Sheriff



# Multnomah County Sheriff's Office

12240 N.E. GLISAN ST., PORTLAND, OREGON 97230

DAN NOELLE  
SHERIFF

(503) 255-3600  
TTY (503) 251-2484

## MEMORANDUM

---

TO: Chair Bev Stein

FROM: Sheriff Dan Noelle 

DATE: January 7, 1998

RE: Intergovernmental Agreement with the Port of Portland

---

I believe that we are nearer a final agreement with the Port of Portland regarding their involvement with the Radio Towers site. The most significant change in their proposal, since we spoke a few weeks ago, is in the area of dredge fill. They are now willing to provide fill from the Vancouver Turning Basin. The County would remain responsible for the cost difference of moving the dredged material to the least-cost disposal site and the cost of getting that fill to Radio Towers. My staff is meeting with the Port staff on Friday, January 9, to verify the Port's more recent cost estimates that show the Vancouver Turning Basin as the dredge source. If those estimates hold, the County would save an additional \$500,000 over earlier figures.

The proposal that I am supporting breaks down as follows:

- Steve Pfeiffer's legal fees to be shared by both the Port and the County. However, the port will deduct these fees from the purchase price of the conservation easement. *(Cost to the Port: \$17,500 to \$27,000, but may reduce to zero with the fee deduction from purchase price.)*
- Port will purchase a conservation easement for no less than ten acres for mitigation purposes. The Port will pay fair market value for the easement. About thirty acres should be available for the Port's mitigation needs. *(Cost to the Port: \$300,000, based on \$10,000 per acre.)*
- Port will enter into a separate agreement with the County for design, construction and maintenance of their mitigation acreage. *(Cost to the Port: \$1.5 million, based on thirty acres.)*
- Port provides dredge fill with County paying moving cost from least-cost disposal site. *(Cost savings to County: will be between \$1 to \$1.8 million, depending upon quantity and location.)*

I would like to send the attached joint letter to Dave Lohman so we can move forward with the beginning of the permitting process for Radio Towers.

**COST ESTIMATE FOR RADIO TOWER  
FILL SITE PROJECT  
300,000 CUBIC YARDS**

**ASSUMPTIONS:**

Development of these estimates is based on the assumption that material will be available in the Vancouver Turning Basin and will be dredged by Corps during the annual maintenance dredging cycle. It is also based on the assumption that channel material will be available between the I-5 bridge and the railroad bridge for a separate mining operation not related to normal channel maintenance. Cost of the hydrographic survey of the area between the bridges is not included in the estimate. It is assumed that if material is pumped into the site, the Diking District will install additional pumping capacity for the excess 20,000 gpm return water to Columbia Slough. Also assumed that 65,000 cubic yards will come from the Port's stock pile at the Pole Yard and 35,000 cubic yards from a stock pile at T-6.

It is also assumed that the following permits will be obtained by others:

- Permit from the Corps to mine material from the area between the railroad bridge and the I-5 bridge.
- Right of entry permits from PGE and Burlington Northern to cross Hayden Island.
- Right of entry permit from Ross Island Sand and Gravel for pipelining crossing in area between Oregon Slough and Marine Drive levee.
- Permit from Diking District and from the Corps for pipe sleeve penetration in Marine Drive levee.
- Permit from ODOT for pipe sleeve under Marine Drive.
- Right of entry permit from Metro to cross parking area in the vicinity of the Expo Center.

COST EVALUATIONS:

Dredge "Oregon" \$40,000.00/day

Booster "Mt. St. Helens" \$9,500.00/day

Radio Tower Fill Site Preparation

Diking \$ 8,900.00

Spillway purchase & install \$16,500.00

Culvert replacement \$22,400.00

Fuel \$ 1,600.00

\$49,400.00

Land Side Pipe Run

Bore through dike & under Marine Drive

\$240,000.00

Plastic pipe through sleeve \$ 42,500.00

Fusion welding \$ 3,500.00

Assist fusion welding \$ 2,900.00

Pipe welding \$ 9,800.00

Pipe transport \$ 16,700.00

\$315,400.00

Sand Haul

100,000 cubic yards/400 yds/hr = 250 hrs

cost per hour \$1020.00

250 hrs x \$1020.00/hr = \$255,000.00

Fuel & Maintenance \$ 9,500.00

\$264,500.00

Pole Yard Site Preparation

Spillway purchase & install \$16,500.00

Pipe across Hayden Island \$ 4,900.00

\$21,400.00

**ALTERNATIVE #1 300,000 CY from Turning Basin**

Costs:	Dredge "Oregon"	- 0 -
	Booster "Mt. St. Helens" 12 days x \$9500/day	\$114,000.00
	Radio Tower Fill Site Preparation	\$ 49,400.00
	Land Side Pipe Run	<u>\$315,400.00</u>
		\$478,800.00
	Contingency 15%	<u>\$ 71,800.00</u>
	Cost Alternative #1	\$550,600.00
	Cost per cubic yard	\$1.835

**ALTERNATIVE #1a 100,000 CY from Turning Basin**

Costs:	Dredge "Oregon"	- 0 -
	Booster "Mt. St. Helens" 4 days x \$9500/day	\$ 38,000.00
	Radio Tower Fill Site Preparation	\$ 49,400.00
	Land Side Pipe Run	<u>\$315,400.00</u>
		\$402,800.00
	Contingency 15%	<u>\$ 60,500.00</u>
	Cost Alternative #1a	\$463,300.00
	Cost per cubic yard	\$4.63

**ALTERNATIVE #2 100,000 CY from Pole Yard Replaced from Turning Basin, 200,000 CY from Turning Basin**

Costs:	Dredge "Oregon"	- 0 -
	Booster "Mt. St. Helens" 12 days x \$9500/day	\$114,000.00
	Sand Haul	\$264,500.00
	Pole Yard fill Site Preparation	\$ 21,400.00
	Radio Tower Fill Site Preparation	\$ 49,400.00
	Land Side Pipe Run	<u>\$315,400.00</u>
		\$764,700.00
	Contingency 15%	<u>\$114,700.00</u>
	Cost Alternative #2	\$879,400.00
	Cost per cubic yard	\$2.93

**ALTERNATIVE #2a 100,000 CY from Pole Yard Replaced from Turning Basin**

Costs:	Dredge "Oregon"	- 0 -
	*Booster "Mt. St. Helens" 4 days x \$9500/day	\$ 38,000.00
	Pole Yard Site Preparation	\$ 21,400.00
	Sand Haul	<u>\$264,500.00</u>
		\$324,800.00
	Contingency 15%	<u>\$ 48,700.00</u>
	Cost Alternative 2a	\$373,500.00
	Cost per cubic yard	\$3.735

**ALTERNATIVE #3 100,000 CY from Pole Yard Replace from Turning Basin, 200,000 CY from Between the Bridges**

Costs:	Dredge "Oregon" 8 days x \$40,000/day	\$320,000.00
	**Booster "Mt. St. Helens" 12 days x \$9500/day	\$114,000.00
	Sand Haul	\$264,500.00
	Pole Yard Site Preparation	\$ 21,400.00
	Radio Tower Fill Site Preparation	\$ 49,400.00
	Land Side Pipe Run	<u>\$315,400.00</u>
		\$1,084,700.00
	Contingency 15%	<u>\$162,700.00</u>
	Cost Alternative #3	\$1,247,400.00
	Cost per cubic yard	\$4.158

\* Material dredged from Turning Basin to replace 100,000 cubic yards removed from Pole Yard will require 4 booster days paid by Sheriff's Department. Because material will be coming from channel maintenance dredging dredge "Oregon" costs will be borne by Corps.

\*\* Requires 12 days of dredging all with the use of the booster. Four days of dredging into the Pole Yard from the Turning Basin have no dredge cost associated with it because the initial 100,000 cubic yards from the Turning Basin will be channel maintenance material with the cost borne by the Corps.

MEETING DATE: JAN 15 1998  
AGENDA NO: R-5  
ESTIMATED START TIME: 9:55 am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Columbia River Gleason Boat Ramp/Broughton Beach

BOARD BRIEFING: DATE REQUESTED: \_\_\_\_\_  
REQUESTED BY: \_\_\_\_\_  
AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING: DATE REQUESTED: January 15, 1998  
AMOUNT OF TIME NEEDED: 30 minutes

DEPARTMENT: SHERIFF'S OFFICE DIVISION: Enforcement

CONTACT: River Patrol TELEPHONE #: 288-6788  
BLDG/ROOM #: \_\_\_\_\_

PERSON(S) MAKING PRESENTATION: Member(s) from River Patrol Unit, Facilities Management, OR State Marine Board, and Metro

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL  OTHER

SUGGESTED AGENDA TITLE:

*Presentation of the Columbia River Gleason Boat Ramp/  
Broughton Beach Master Plan.*

SIGNATURES REQUIRED:

ELECTED OFFICIAL: \_\_\_\_\_  
(OR)  
DEPARTMENT  
MANAGER: Mel Hedgcock

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
98 JAN - 8 AM 11:03

Any Questions: Call the Board Clerk @ 248-3277

## COLUMBIA RIVER MANAGEMENT UNIT DRAFT MASTER PLAN SUMMARY

The management goals and master plan recommendations listed below will allow Metro to continue to provide a safe and efficient boater access to the Columbia River at the existing M. James Gleason Boat Ramp, while also providing quality, family-oriented beach recreation opportunities at adjacent Broughton Beach.

Management Goals
<p><b>Facilities</b></p> <ol style="list-style-type: none"> <li>1. Provide upgraded boat launching facilities</li> <li>2. Develop new day use facilities and amenities</li> <li>3. Enhance the existing bicycle path amenities</li> <li>4. Improve transient boat tie up facilities</li> <li>5. Develop new Marine River Patrol facilities</li> </ol>
<p><b>Resource Enhancement</b></p> <ol style="list-style-type: none"> <li>1. Reestablish the riparian vegetation</li> <li>2. Create a riverfront pedestrian experience</li> <li>3. Mitigate the hardscape improvements with landscaping and enhance the existing natural vegetation</li> </ol>
<p><b>Revenue</b></p> <ol style="list-style-type: none"> <li>1. Balance revenues and operating costs to assure a self-supporting facility</li> <li>2. Structure user fees to accommodate the wide range and frequency of site use</li> <li>3. Identify and incorporate as many new revenue sources (enterprise activity) as feasible</li> </ol>
<p><b>Crime Prevention</b></p> <ol style="list-style-type: none"> <li>1. Enhance park personnel visibility</li> <li>2. Coordinate site monitoring and patrol with the City of Portland Police department</li> <li>3. Foster an atmosphere of self-policing by site users</li> <li>4. Maintain River Patrol presence on the site</li> <li>5. Improve the River Patrol's response to emergencies</li> </ol>
<p><b>Operations &amp; Maintenance</b></p> <ol style="list-style-type: none"> <li>1. Foster an atmosphere that promotes user maintenance</li> <li>2. Establish maintenance standards for the boat ramp, beach and day use facilities</li> <li>3. Establish Management Unit operational standards</li> </ol>
<p><b>Transportation</b></p> <ol style="list-style-type: none"> <li>1. Provide additional site parking for day use</li> <li>2. Solve pedestrian/vehicle conflicts along Marine Drive</li> <li>3. Redesign the site and boat ramp access to eliminate queuing problems</li> <li>4. Provide mass transit on a seasonal basis</li> <li>5. Improve access from Marine Drive into the site</li> </ol>

Recommendations
<ol style="list-style-type: none"> <li>1. Upgrade existing boating facilities. Specifically provide new -               <ul style="list-style-type: none"> <li>&gt; 5 lane ramp</li> <li>&gt; Transient boat dock</li> <li>&gt; Sanitary holding tank pump-out station</li> <li>&gt; Debris boom</li> <li>&gt; Public restroom</li> </ul> </li> </ol>
<ol style="list-style-type: none"> <li>2. Provide new recreational beach improvements which will promote family-oriented day use. Specifically provide -               <ul style="list-style-type: none"> <li>&gt; On site day use parking</li> <li>&gt; Picnic shelters</li> <li>&gt; Public restroom</li> <li>&gt; Accessible fishing pier</li> <li>&gt; Beach loop trail</li> </ul> </li> </ol>
<ol style="list-style-type: none"> <li>3. Provide new River Patrol building and related facilities on Portage Marina site</li> </ol>
<ol style="list-style-type: none"> <li>4. Improve facility access by providing new access / egress along Marine Drive</li> </ol>
<ol style="list-style-type: none"> <li>5. Improve site vehicle circulation and parking facilities by providing new parking lot with a more efficient layout</li> </ol>
<ol style="list-style-type: none"> <li>6. Enhance the facility's natural resources by providing site landscaping and enhanced riparian vegetation</li> </ol>
<ol style="list-style-type: none"> <li>7. Work with local law enforcement agencies to deter criminal activity and promote family-orientation</li> </ol>
<ol style="list-style-type: none"> <li>8. Enhance existing bike facilities by coordinating with on-going BES project to extend 40 mile trail to site</li> </ol>
<ol style="list-style-type: none"> <li>9. Work with PDOT to solve pedestrian/vehicle conflicts along Marine Drive</li> </ol>
<ol style="list-style-type: none"> <li>10. Develop strategies with appropriate agencies that encourage and provide mass transit and shared parking arrangements</li> </ol>

# Columbia River Gleason Boat Ramp/Broughton Beach

## MasterPlan



DRAFT



**Columbia River Management Unit  
M. James Gleason Boat Ramp  
and Broughton Beach Area**

**Draft Master Plan**

October, 1997

## **Acknowledgments**

### **Metro**

Mike Burton, Executive Officer

### **METRO COUNCIL**

Jon Kvistad, Presiding Officer  
Patricia McCaig, Susan McLain, Ruth McFarland  
Don Morisette, Lisa Naito, Ed Washington

### **Regional Parks and Greenspaces Department**

Charles Ciecko, Director  
Dan Kromer, Manager, Operations and Maintenance Division  
Janelle Geddes, Regional Park Supervisor

### **General Services Department**

Berit Stevenson, Project Manager

### **PORT OF PORTLAND**

Mike Thorne, Executive Director

### **OREGON STATE MARINE BOARD**

Paul Donheffner, Director

### **MULTNOMAH COUNTY**

Board of County Commissioners

### **PROJECT ADVISORY COMMITTEE**

Berit Stevenson, Dan Kromer, Janelle Geddes,  
Rick Scrivens and Kelly Green, Metro Staff  
Tim Van Wormer, Port of Portland  
Dave Obern, Oregon State Marine Board  
Terry Jones, Multnomah County Sheriff's River Patrol  
Gary Kunz, East Columbia Neighborhood Association

# **MASTER PLAN**

## **Prepared for:**

**Metro Regional Parks and Greenspaces  
600 N.E. Grand Avenue  
Portland, Oregon 97232**

## **Funded by:**

**Metro Regional Parks and Greenspaces  
Oregon State Marine Board  
Port of Portland**

## **Prepared by:**

**The Benkendorf Associates Corp.  
522 S.W. 5<sup>th</sup> Avenue, Suite 703  
Portland, Oregon 97204**

## **In Association with:**

**Richard Ragland, AIA, Architects  
Hobson Johnson & Associates, Inc.  
Odgen Beeman & Associates, Inc.  
Kittelson & Associates, Inc.**

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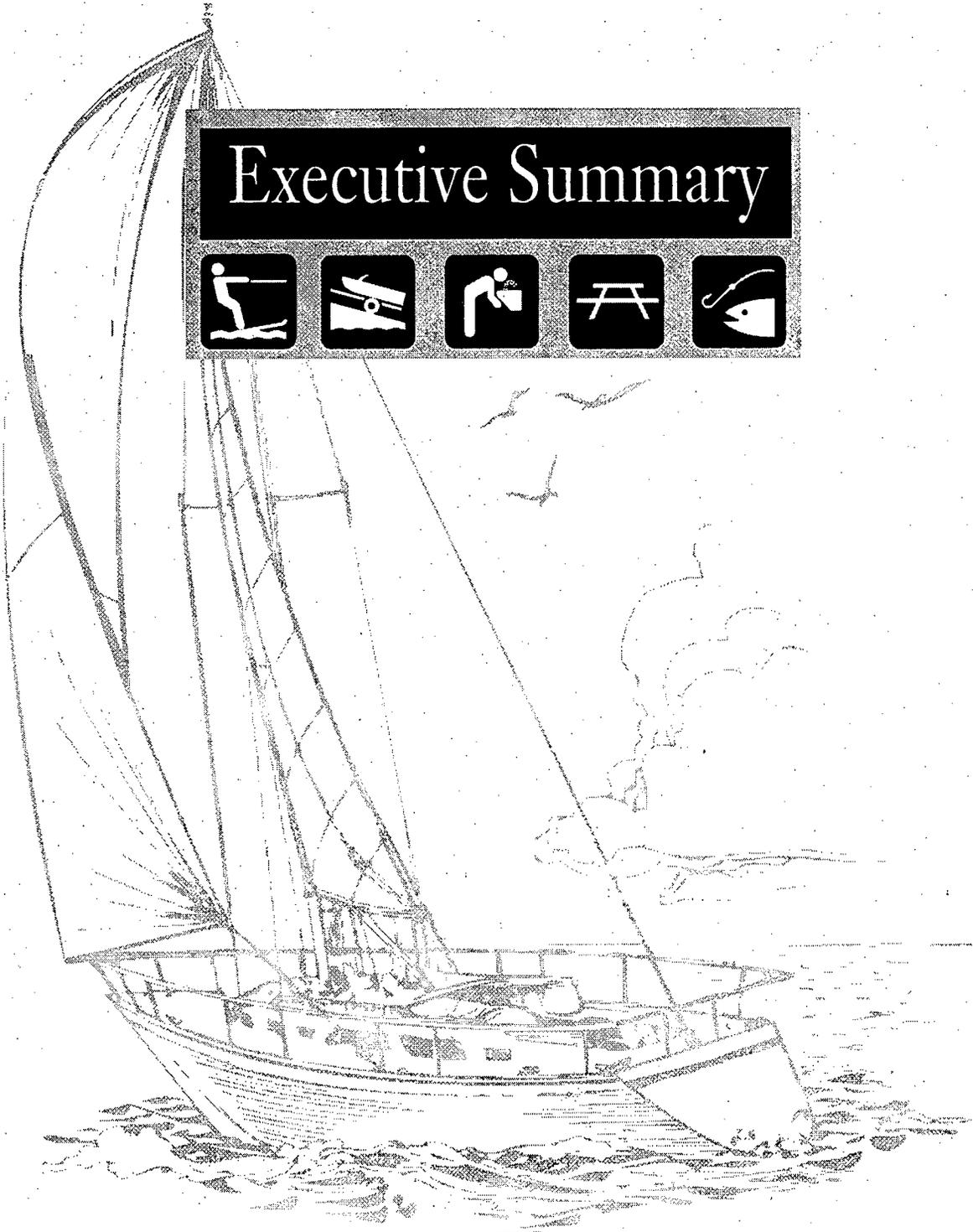
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# Executive Summary



## **Executive Summary**

The Columbia River Management Unit is located on N.E. Marine Drive between 42<sup>nd</sup> Avenue and the SeaScout Moorage on the Columbia River. The unit is comprised of the M. James Gleason Boat Ramp, the Portage Marina site and Broughton Beach.

**Purpose:** The purpose of the Master Plan is to provide design and management guidelines for the redevelopment of the existing Boat Ramp Facilities and development of a new Day Use Recreation area. These recommendations are based on the overall mission of the Management Unit which is "to provide a family-oriented day-use area for water-based recreation on the Columbia River."

**Current Use:** There are currently three primary categories of recreational use: motorized and non-motorized recreation boating, day use of beach area and non-related uses that have a commercial aspect. The primary site users are recreational boaters with boats 26 feet or less in length. The non-related uses include commercial launching of private yachts, boat sale demonstrations, unloading equipment and supplies for river related construction, towing and salvage operation and guide-type services.

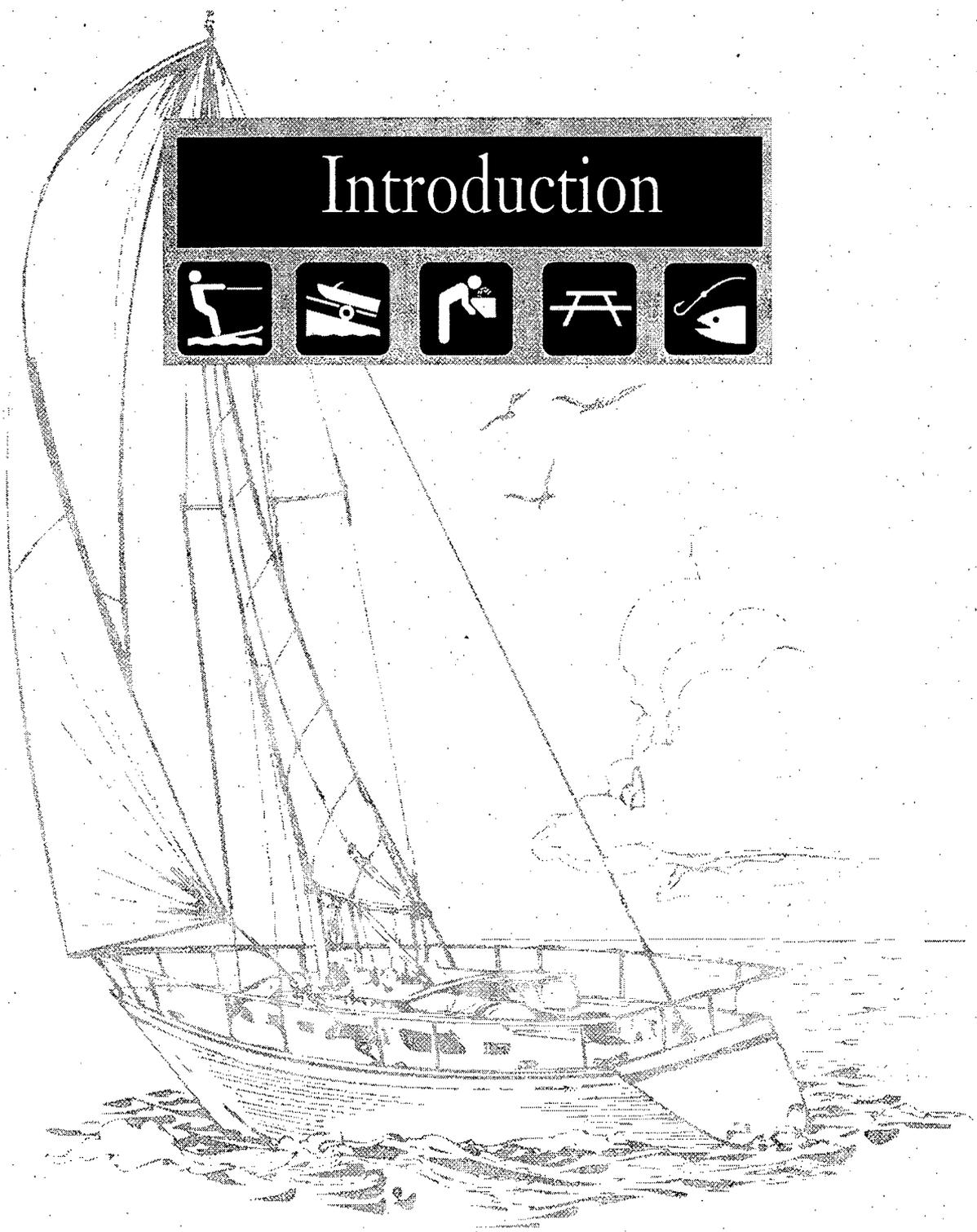
**Public Input:** A public involvement program was formulated as a part of the Master Planning process. Three public workshops, two meetings with non-recreation related businesses, attendance at the Bridgeton Neighborhood Association, press coverage in the Oregonian and the Freshwater News. A Technical Advisory Committee which included staff members of Metro, Port of Portland, Oregon State Marine Board (OSMB), East Columbia Neighborhood Association, and Multnomah County Sheriff's River Patrol provided guidance to the consulting team lead by The Benkendorf Associates Corporation.

**Master Plan:** The Master Plan proposes to improve the site over a period of ten years by providing a new five lane boat ramp, a day use beach area, new vehicular access and circulation system, expanded facilities for boat trailer and single car parking and enhancement of the natural shoreline areas east to the SeaScout Dock. Specific components of these elements include the following:

- **Five lane boat ramp** including a ready and tie-down area, a transient boat dock, an improved sanitary holding tank pump out station, public restrooms, relocation of the River Patrol building and provision of multi-space boathouse and fueling station and trailer storage facility.
- **Day use area** organized to provide a range of facilities to encourage an improved picnicking and beachfront experience. The facilities include: two small picnic shelters, covered picnic benches, sand volley ball court, accessible fishing pier, pedestrian trails and an area for seasonal concessionaires.
- **Parking areas** designed to accommodate boat trailers and improve circulation for ease of access and egress to the launch ramp. In addition, a new parking area serving the day use area is proposed east of the existing parking lot area.

**Implementation** - The Master Plan is intended to be implemented in five phases. The first phase will begin in 1998 to complete the engineering and gain the necessary federal, state and city permits. The subsequent four phases will begin with a new entrance to the site and conclude with the development of the day use area in Phase V. All implementation activities will be subject to the availability of funds from OSMB, Multnomah County and METRO. The METRO Council will review the planned improvements annually in the budget process.

# Introduction



## **I. INTRODUCTION**

For decades, access to the Willamette and Columbia Rivers has played a vital role in the quality of life in the metropolitan region. Through the 1960's, the city of Portland was the primary population center and primary parks provider in the region. With continuing growth through the 1970's, suburban communities outside the central city established new and expanded parks and recreation programs.

The State of Oregon requires that all cities, counties and Metro show that their plans are consistent with State Land Use Planning Goals including: Goal 5, Open Spaces, Scenic and Historic Areas and Natural Resources; Goal 6, Air, Water and Land Resources Quality and Goal 8, Recreational needs. In 1990, Metro Council established a Greenspaces Policy Advisory Committee consisting of elected officials from local jurisdictions in the region, to oversee development of the Metropolitan Greenspaces Master Plan, which the Metro Council adopted in 1992.

In 1995, Metro referred a \$135.6 million bond measure to voters of the region that identified 14 regional target acquisition areas, 6 regional greenway and trail projects and 90 local natural area acquisition and development projects that supported the goals of the Metropolitan Greenspaces Master Plan. Metro identified the long term recreational needs of the metropolitan region in preparation for the 1995 Ballot Measure 26-26, Open Space, Parks and Streams. These needs are intended to be met over the long term by the Metropolitan Greenspaces Master Plan and the Regional Parks Target Area Strategy. The Greenspaces program includes Policy 2.57 which states: "Promote access to river systems for recreation, education and the enjoyment of these regional resources by the public in a manner consistent with protection of natural resource values." In addition, to the Greenspaces plan, Metro's Regional Framework Plan is being developed at the present time. The Framework Plan will include a chapter specifically dealing with recreation facilities and how to manage and plan these metropolitan resources in the future.

The Columbia Shoreline was identified as one of the target areas where an additional 95 acres was proposed for purchase by Ballot Measure 26-26. Acquisition of Broughton Beach and Portage Marina from the Port of Portland totaling 36.3 acres is consistent with the shoreline acquisition and recreation strategy. The M. James Gleason Boat Ramp improvements were specifically identified as Project 51 in the ballot measure's project list for Multnomah County. In addition, the Oregon State Marine Board's 1993-1999 Six-Year Facilities Plan identified the Gleason Boat Ramp as a priority project.

Metro operates and maintains other water oriented parks and launch ramp facilities in the Columbia South Shore. In addition to the M. James Gleason Boat Ramp, these include Chinook Landing, a relatively new launch ramp facility on the Columbia River near the Sandy River and Blue Lake Park, a major day use and family oriented recreation facility at the intersection of N.E. Marine Drive and 223<sup>rd</sup> Avenue.

**Master Plan Purpose** - The purpose of the Master Plan is to provide the design and management recommendations to guide the redevelopment and development of the Boat Ramp Facilities and a new Day Use Recreation area. The site consists of three parcels which include the M. James Gleason Boat Ramp, Broughton Beach and Portage Marina. Metro is in the process of acquiring the beach and marina from the Port of Portland and have identified all three of these parcels as the Columbia River Management Unit. As such, it is the only public access location to the Columbia River between Kelley Point Park and Rooster Rock State Park to the East. The master planning process was designed to specifically involve the wide range of users of this facility and the final Master Plan displayed in Section IV represents many of the viewpoints expressed.

**Mission Statement** - The mission of the Columbia River Management Unit is to provide a family-oriented day-use area for water-based recreation on the Columbia River. The primary site attraction will be a financially self-supporting boat launching facility, complete with on-site parking appropriate for the number of launch ramps and the capacity of the river. Secondary site attractions will include a day use area and parking that will include a trail head for the forty mile bicycle loop and some amenities for picnicking, and fishing, consistent with a balanced use of the site as a natural resource.

**Management Unit Goals** - A Technical Advisory Committee made up of the Oregon State Marine Board, Port of Portland, Metro Regional Parks and Greenspaces management and operational staff, Multnomah County River Patrol and the adjacent Neighborhood Association formulated the following Management Goals for the site. The Goals are organized into the categories of facilities, resource enhancement, revenue, crime prevention operations and maintenance and transportation.

#### **Facilities**

1. Provide upgraded boat launching facilities.
2. Develop new day use facilities and amenities.
3. Enhance the existing bicycle path amenities.
4. Improve transient (day use) boat tie up facilities
5. Develop new marine river patrol facilities.

#### **Resource Enhancement**

1. Reestablish the riparian vegetation.
2. Create a riverfront pedestrian experience.
3. Mitigate the hardscape improvements with landscaping and enhance the existing natural vegetation.

## **Revenue**

1. Balance revenues and operating costs to assure a self-supporting facility.
2. Structure user fees to accommodate the wide range and frequency of site use.
3. Identify and incorporate as many new revenue sources (enterprise activity) as feasible.

## **Crime Prevention**

1. Enhance park personnel visibility.
2. Coordinate site monitoring and patrol with the City of Portland Police department.
3. Foster an atmosphere of self-policing by site users.
4. Maintain River Patrol presence on the site.
5. Improve the River Patrol's response to emergencies.

## **Operations & Maintenance**

1. Foster an atmosphere that promotes user maintenance.
2. Establish maintenance standards for the boat ramp, beach, and day use facilities.
3. Establish Management Unit operational standards.

## **Transportation**

1. Provide additional site parking for day use.
2. Solve pedestrian/vehicle conflicts along Marine Drive
3. Redesign the site and boat ramp access, to eliminate queuing problems.
4. Provide mass transit service on a seasonal basis
5. Improve access from Marine Drive into the site.

**Public Participation** - A public participation program was formulated as a part of the planning process for the Master Plan. The program included representation of the adjacent neighborhood association on a Technical Advisory Committee, three public workshops, attendance at the Bridgeton Neighborhood Association meeting and press coverage in the Oregonian and the Freshwater News, a monthly boating newspaper, serving Oregon and Southwest Washington.

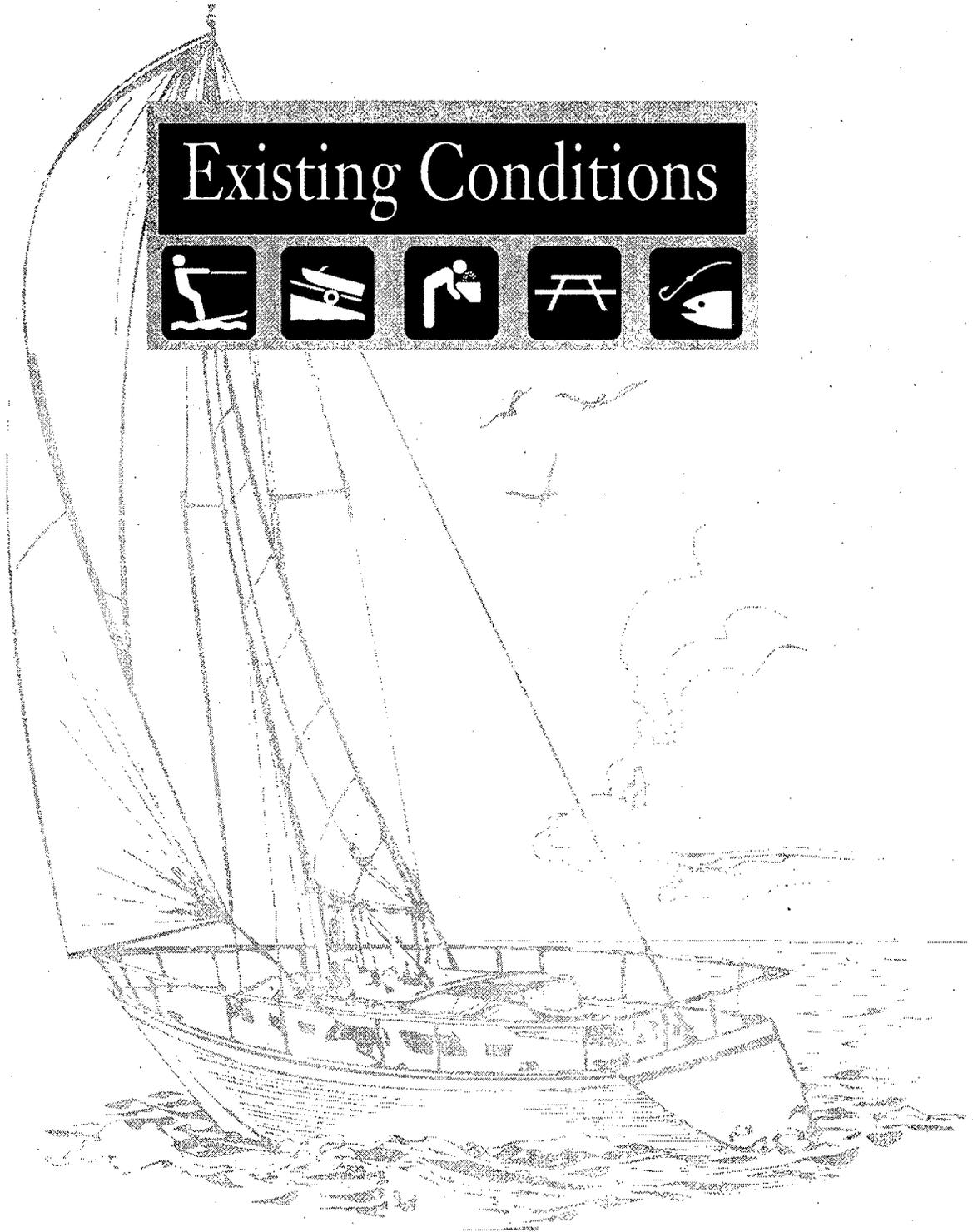
Approximately 3000 notices were distributed to the general public advising them of the master planning program and the workshops. The first workshop was conducted on April 29, 1997 and was designed to review the thrust of the planning program, discuss the problems and opportunities at the site and describe two alternative master plan concepts. Based on the comments received at the workshop the alternatives were refined and a conceptual site plan was presented at the second workshop on June 3, 1997. The draft Master Plan was presented at a third workshop which was held on July 31, 1997. The public comment period was open from August 1 to September 19, 1997.

The Boat Ramp facility is also utilized by businesses and individuals for commercial purposes such as: providing sales demonstrations, undertaking construction projects on the river and providing guide-type services. These users have been utilizing the boat ramp for many years and provide

services to a range of users on and adjacent to the river. During the planning process there was a concern by the businesses that the new plan would "design" them off the site in the future. In order to respond to these concerns, two meetings were held on June 2<sup>nd</sup> and June 27<sup>th</sup>, 1997 with these business representatives. The purpose of these meetings was to review the draft plans and to gain an understanding of their needs relative to the redesign of the site and future operational policies affecting these uses. In addition to the meetings a "commercial user survey" was prepared and returned by the majority of those in attendance at the meetings. A summary of the survey results is included in the Appendix.

The Oregon Ocean Paddling Society representing the mostly non motorized shallow draft vessels such as kayaks, canoes, rowboats and small sailboats also provided comment on the Concept Plan.

# Existing Conditions



## II. EXISTING CONDITIONS

**Location** - The Columbia River Management Unit is located on N.E. Marine Drive between 42<sup>nd</sup> Street and the Seascout Moorage on the Columbia River. The site is on the north side of Marine Drive immediately across from Portland International Airport. Beach access to the Columbia River, at this location, represents the only major public access to the river between Kelley Point Park and Rooster Rock Park, a distance of thirty miles, with a few minor exceptions. The site is bordered on the east by the SeaScout Moorage and on the west by two restaurants. See Exhibit 1.

**Site Users** - There are three primary categories of site users: motorized and non-motorized recreation boaters, day use recreationists utilizing the beach area and boating related and non-related uses that have a commercial aspect. The primary site users are motorized recreation boaters with boats 26 feet or less in length. These boaters utilize the launch facility for access to the Columbia River and nearby island destinations. There are conflicts along the shoreline between the boaters, personal water craft, water ski enthusiasts and day use recreationists. The non-motorized recreation boaters include kayaks, canoes, rowboats and small sailboats.

In addition to being utilized by recreation boaters, the launch ramp has been utilized for many years for other boating related and non-related uses, all of which include a commercial aspect. These activities were identified as a part of the site research but the full scope of these activities has not been thoroughly explored. These activities include:

- Launching large boats for permanent moorage in nearby or distant marinas and following repairs or maintenance.
- Boat Sale demonstrations where boat brokers demonstrate a particular boat to a potential buyer.
- Unloading equipment, materials, supplies or construction debris for river related construction including docks, piers, boat houses and house boats.
- Loading or unloading cattle and feed which utilize grazing areas on some of the nearby islands.
- Commercial towing and salvage operations.
- Guide-Type services (fishing, sightseeing, etc.).

In addition, there may be other uses or activities that have not been identified to date.

**Site Use** - During the last fiscal year attendance was 42,000. Attendance fluctuates widely primarily due to the weather. "Where the Boats are in Oregon", published by the Oregon State Marine Board, indicates that there are over 195,000 registered boats in the state and a full third of those are registered in Washington, Multnomah and Clackamas Counties. The population is expected to grow by 497,000 in the tri-county area by the year 2017. Utilizing the State Marine Board's rate of one boat per 16 people, boat ownership is expected to grow by over 29,000 by 2017, an increase of 45%.

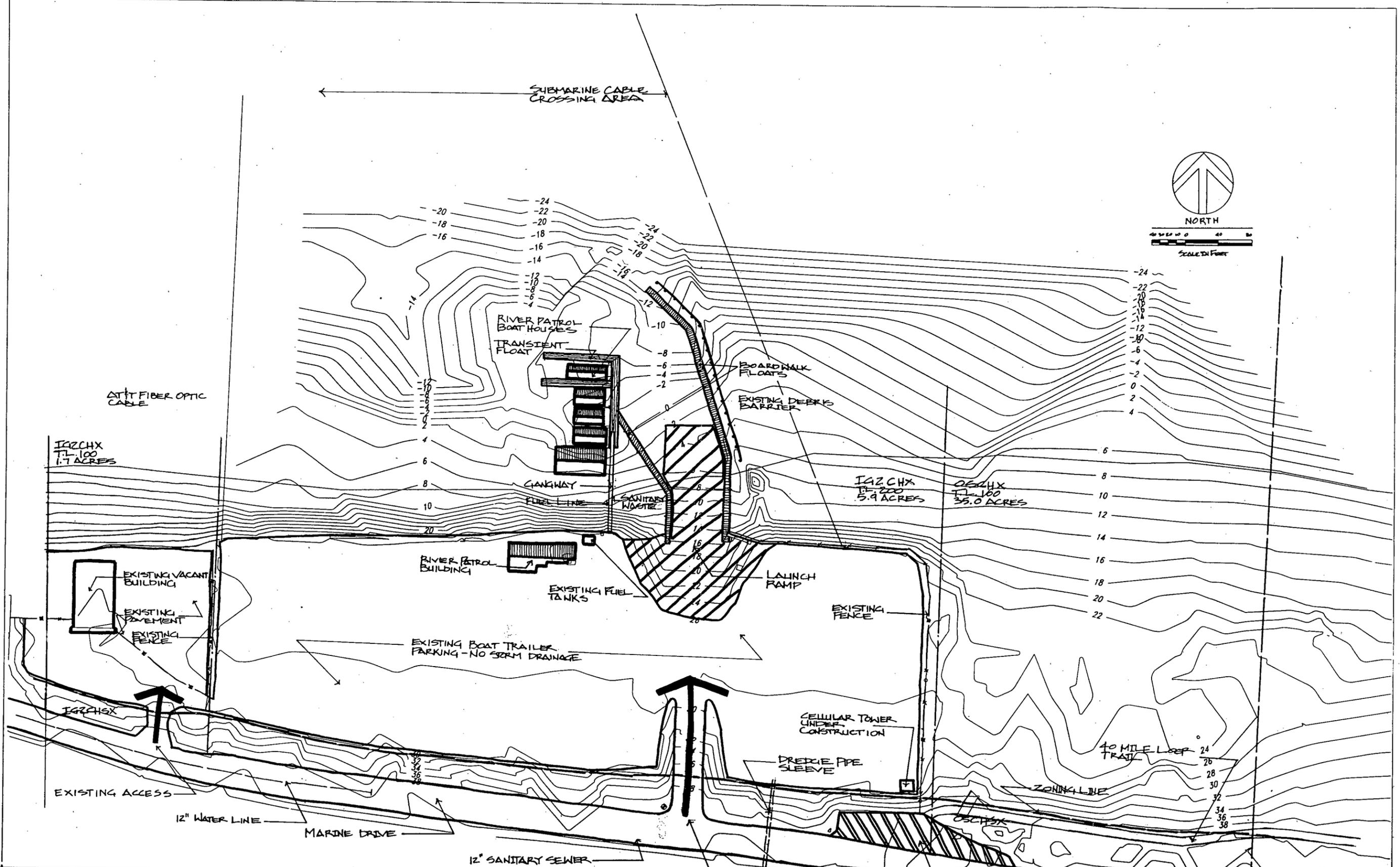
The Columbia River is the busiest waterway within the region and the state. The Oregon State Marine Board's 1996 Boating Survey indicates that the Gleason Boat Ramp is the second busiest launch site with over 33,000 trips per year. These trips are for Oregon boaters only, however, a

recently completed facility user survey indicated that a considerable amount of usage comes from Clark County residents as well.

The Oregon State Parks and Recreation Department's 1991 Recreational Needs Bulletin indicated that Region 7 which is comprised of Clackamas, Washington, Multnomah and Columbia counties contains 11 per cent of the statewide supply of launch lanes. This region however, experiences 30 per cent of the statewide demand for these facilities. This discrepancy in demand versus supply clearly indicates additional capacity is needed to meet the current and future demand. The Regional Need Ranking illustrates that Region 7 has and is projected to continue with the highest use per lane - by the year 2000 reaching 38,125 users per lane.

There was a decrease in users at the Gleason facility beginning in fiscal year 1991-92. This decrease is directly attributable to the opening in that year of Chinook Landing. This ramp is located 9.3 river miles further east on the Columbia and is also a Metro facility. According to the boater information referenced above, Chinook is the busiest facility on the Columbia, followed by Gleason as the second most popular launch site. The shift in use from Gleason to Chinook Landing clearly establishes a preference by users of a new facility laid out in an efficient manner. It should be noted that Chinook Landing has begun to experience some very significant over-use problems and that the proposed improvements to Gleason will provide some needed relief to the Chinook facility.

**Facility Condition** - The Facilities Manager for the Oregon State Marine Board (OSMB) has a long-standing knowledge of the facility's condition due to the Marine Board's funding participation for operating and capital expenses. The Facility manager was a member of the master planning advisory committee where there was considerable discussion regarding the facility's condition. The OSMB Facilities Manager and the Facility Manager of Metro's Regional Parks suggested and the advisory committee agreed that a complete refurbishing of the facility was in order. The dilapidated condition and the inefficient layout were the primary factors in this determination. A Survey of Existing Conditions is included as Appendix A.



**COLUMBIA RIVER MANAGEMENT UNIT EXISTING CONDITIONS**

The Benkendorf Associates Corporation  
 522 S.W. Fifth Street  
 Portland, Oregon 97204

METRO  
 600 N.E. Grand Avenue  
 Portland, Oregon

Richard E. Ragland, AIA  
 Hobson Johnson & Associates  
 Ogden Beeman & Associates  
 Kittelson & Associates, Inc.

INFORMAL PAVED PARKING  
 EXISTING ACCESS

**Natural Resources** - The site is a long narrow strip of land north of Marine Drive and adjacent to the south shore of the Columbia River. The boat ramp site and the Portage Marina site are fully developed with asphalt parking lots and two existing buildings. The Broughton Beach area is undeveloped and in its natural condition with the exception of the flood protection dike on the southern boundary line and the 40 Mile Loop Bicycle and Hiking Trail which is also paved. The natural conditions of the site are illustrated by the river conditions and Flood plain, the topography, the soils and the existing vegetation.

- **River Conditions & Flood plain** - The site runs from approximately River Mile 111 to River Mile 109.2 at the downstream property line. There are two existing Pile Dikes along this reach of the river at River Mile 110.2 and River Mile 109.7 that have been placed to direct the current into the Navigation Channel. The river area north of the pile dikes and at the boat ramp have experienced considerable changes indicating a dynamic system due to natural and man-made activities. The dredging activities create "traps" that tend to fill in rather quickly compared to outlying, more equilibrium depth areas. Areas directly riverward of the pile dikes are rather dynamic as the scour holes change with various hydrologic events. See Ogden Beeman & Associates memo dated April 14, 1997 in the Appendix for more additional river condition related information.

The 100 year flood plain at the boat ramp river mile location is 29 feet. The Ordinary High Water is 18 feet and the Ordinary Low Water is 2.1 feet with all measurements based on National Geodetic Vertical Data/Mean Sea Level (NGVD/MSL). The Portage Marina site is above the flood plain but all of the parking lot for the boat ramp and a large portion of the Broughton Beach area is within the flood plain boundary. The flood plain boundary in the boat ramp parking lot is along the southern boundary of the lot.

- **Topography** - The topography has been altered by the construction of the flood protection dike. Marine Drive has been constructed on top of the dike for that section that adjoins the Boat Ramp and the Portage Marina properties. The dike continues east north of Marine Drive for the remainder of Broughton Beach. The topography slopes naturally north to the river shoreline from the top of the dike. The parking areas for the boat ramp and the Portage Marina site are relatively flat and at the northern boundary of these lots there is a steep bank down to the river's edge.
- **Soils** - The soils are generally Columbia River sand that has been placed on the site to replenish the site from river flood erosion. There are some sections of the Broughton area that are rocky where the wake of the river has washed away the Columbia River sand.
- **Vegetation** - The existing vegetation consists primarily of typical Columbia River flood plain riparian vegetation. This consists of native grasses, wild flowers such as Ladies Mantle, Buttercup, and small shrubs such as native wild roses. There is an excellent opportunity to supplement the existing vegetation with a variety of flowers and shrubs.

**Boat Ramp Facilities** - The M. James Gleason Boat Ramp was built in the late 1950's to provide access for recreation boaters and commercial users to the Columbia River and nearby islands. The facility has served the community well, but with the continued increase of recreational boaters within the last ten years especially, the facility no longer functions efficiently given the volume of users during heavy use periods. As one example there are no permanent public restroom facilities on the site. Permanent restrooms were available in the River Patrol Building until 1995 when they were closed due to vandalism and safety concerns. Portable toilets are now provided during the peak summer season.

- **Waterside Improvements** - The major waterside improvements include the existing five lane boat ramp, the adjacent transient docks, marine sewage pump out station, a trash rack which functions as a debris barrier and the docks anchoring the River Patrol boat houses. The Port of Portland maintains an Emergency Response Boat next to the boat houses that is used for aircraft crashes that may occur in the river. There are a few piles and the remains of a dock in the river in front of the Portage Marina property. As mentioned earlier there are also training dikes up stream of the boat ramp site and one dike immediately down stream. The existing boat ramp is inadequate to serve the number of launches during the busy summer season. In addition, the in-water design of the ramp is difficult to use because of an incomplete ramp section on the west side. This condition effectively limits the capacity of the ramp to four lanes.
- **Access and Parking** - Access into the site and egress from the site onto Marine Drive is very difficult during peak summer periods. Marine Drive is heavily traveled, especially with large trucks traveling at speeds approaching 50 miles per hour. Because Marine Drive is only two lanes, site users seeking to make a left turn into the site from the West delays through traffic traveling East. Exiting the site is equally difficult particularly for vehicles seeking to head in an Easterly direction. Because of the drop in grade of Marine Drive, the sight distance is below accepted standards. See Technical Memorandum #1, dated March 6, 1997, prepared by Kittelson & Associates, Inc. in the Appendix for additional information.

One of the major problems with the existing facility is the alignment of the only access drive from Marine Drive into the property. The driveway lines up directly with the boat ramp launch lanes. Absent any physical or pavement striping to direct the flow of traffic, the typical boat and trailer vehicle utilizes as much of the paved parking area as necessary to properly approach the ramp. During heavy use this condition causes considerable congestion and as a result reduces the efficiency of boat launches

The existing parking lot is designed to serve the boat ramp only. The lot is comprised of 181 boat and trailer spaces and 59 single car parking spaces. The few single car spaces not being utilized by the boat launch users are available to people utilizing Broughton Beach. In reality however, there are no single car parking spaces specifically dedicated to day use recreational activities on the site. There is an unimproved parking area on the south side of Marine Drive that can accommodate approximately 50 automobiles for day use activities. The remainder of the people interested in using Broughton Beach, park on the shoulders of Marine Drive, especially the north side. These users access the beach both through the existing parking

area and over the levee. Considerable damage is done to the levee system when users access the beach in this manner, which results in excessive maintenance and repair costs to the Drainage District.

- **Structures** - Currently there are two primary structures located at this site, they are the River Patrol Building and the Portage Marina Building(including related boathouses). A building condition analysis was prepared for these structures:

#### **River Patrol Building and Boathouse Condition Analysis**

- **DATE BUILT:** 1969
- **SIZE:** 36'-0" x 82'-0" offices, not including generator shed & boat houses
- **OFFICE AREA:** 2,732 sq. ft. (includes generator shed & attic storage 2,407 sq. ft. without)
- **BOATHOUSE**
- **AREA:** 4,117 sq. ft. (5 boathouses, including Port fireboat)
- **VALUE 96/97**
- **Building:** \$324,600 (\$47.39/sq. ft. includes offices & boathouses)

#### **Overview**

The River Patrol Office Building was built in 1969 and was originally designed to hold six male staff. As boating activity has increased over the last 28 years, the current summer staff now exceeds 13, including both male and female officers. As shown on the Program Area Summary, the current open office area needs to approximately triple in size, the combined lunch/locker room functions need to be separated, with separate male and female locker/shower areas. An additional boat service bay needs to be added because the number of boats has increased along with the maintenance requirements for the boats. New functions would include an interview room which would double as a small conference room.

The four River Patrol boathouses are very old and need continual maintenance. Newer boats used by Marine Patrol are larger and taller. The single boathouses don't provide as much flexibility as a single larger combined house.

#### **Recommendations**

Because the cost of expanding and bringing the building up to both structural building and accessibility codes, the location in the 100 year flood plain, and it's poor location relative to the overall ramp and site use, it is recommended to build a new, larger facility above the 100 year flood plain at the Portage site. It has been suggested separating the office and service bay functions might be necessary if the Portage property is not adequate to accommodate both functions. This would be possible, by relocating the service bays into a new boat storage building off site.

**The Sheriff's Patrol needs additional boathouse space. Rather than adding one more single house, a new larger facility that could hold 6 boats is recommended. This should be located near the new River Patrol Offices to accommodate response time in emergency situations.**





## Portage Building Condition Analysis

- DATE BUILT: 1966
- SIZE: 50'-8" X 80'-0", not including west side covered area
- AREA: 4,054 sq. ft.
- SITE: 1.285 acres (55,975 sq. ft.)
- VALUE 96/97
  - Property: \$279,700 (\$5.00/sq. ft.)
  - Building: \$73,200 (\$18.06/sq. ft.)

### Overview

In 1991 the Port of Portland conducted an in-depth maintenance audit on the building. This study, conducted by a team of architects and engineers, evaluated the building, noted deficiencies and prepared a cost analysis to make immediate code repairs, and included a 5 year and 15 year maintenance program. These repairs were to keep the building as it was to minimum code and maintenance condition. The immediate cost was \$44,248; 5 year cost was \$22,734 and the 15 year cost was \$36,090 for a total of \$103,072 (1991 dollars). None of the proposed work was ever done.

Projecting these costs to current dollars, a 5.0% per year average increase was used because over the last two to three years construction costs in the Portland Metro region has been increasing at a dramatic rate due to the very 'hot' building market. If the code repairs and maintenance costs were to be done next year in 1998 a total cost of \$145,033 could be expected.

If the Sheriffs River Patrol offices were to relocate to the facility it would mean having to bring the building up to meet "essential facility" requirements for seismic and wind loads (This means a 25% increase above current seismic zone 3 standards due to the emergency response requirement of the facility), as well as normal tenant improvement work, these costs would be in addition to the above maintenance costs. It is estimated that to remodel the existing building would run \$608,100.00 (4,054 sq. ft. x \$158/sq. ft.) and to add the additional area needed by the River Patrol \$244,500.00 (1,956 sq. ft. x \$125/sq. ft.), for a total project cost of \$852,600.00

### Recommendations

The existing building is incompatible with the needs of the River Patrol because it would be less costly to tear down the existing building and build a new facility meeting current building codes, than to repair the building and remodel it to fit the needs of the River Patrol and Metro.



- **Utilities** - Potable water and sanitary sewer service are provided by the City of Portland and available at the site. There is a 12 inch water line in Marine Drive which serves the River Patrol and Portage Marina buildings. The line does not extend further east of the Boat Ramp site. There is also a 12 inch sanitary sewer line in Marine Drive which serves these two buildings and the Sewage Pump Out Station. There is no storm water drainage in either parking lot.
- **Other Site Improvements** - There are several smaller improvements that have been made on these properties. The improvement most directly related to the proposed expansion of the recreational opportunities on the site is the 40 Mile Loop Trail. The trail currently terminates at the southeast corner of the Boat Ramp parking lot where a small unimproved parking area is provided.

The most visible non-recreation related improvement is the Cellular Tower in the southeast corner of the existing parking lot. In addition, there is a small Coast Guard Auxiliary Shed utilized by the auxiliary to provide water safety education and inspection services. The Boat Ramp site and the Portage Marina property are both partially fenced with cyclone fencing.

**Zoning** - The site is in the City of Portland and the zoning regulations promulgated by the city apply to this site. Two primary zoning designations have been assigned to this property. The existing boat ramp site, Tax Lot 200 @ 5.9 acres, and the Portage Marina property, Tax Lot 100 @ 1.7 acres, are zoned General Industrial 2 (IG2). The Broughton Beach area, Tax Lot 100 @ 35.0 acres, is zoned Open Space (OS).

- **General Industrial 2** - This zone is generally restricted to light industrial uses but also allows commercial and community service with some restrictions. A Conditional Use Permit is required for Community Services uses over 3,000 square feet such as the River Patrol Offices.
- **Open Space** - The Open Space zone is intended to preserve public and private open and natural areas identified in the Comprehensive Plan. The functions of the zone identified in Title 33 that are applicable to this site include: providing opportunities for outdoor recreation; providing scenic qualities; and protecting sensitive or fragile environmental areas.

There are three additional overlay zones on all of the tax lots and a fourth overlay zone on a part of the Broughton Beach area. The three zones common to all of the property include:

- **Environmental Conservation zone (C)** - which places restrictions on natural resource impacts, reduces allowable lot coverage, and requires added submittal and reviews.
- **Aircraft Landing zone (H)** - which limits the height buildings and trees.
- **PDC Noise Impact zone (X)** - which requires additional sound insulation in buildings and acknowledges the noise impacts of aircraft landings and takeoffs.

**A Runway Protection Zone Plan**, prepared by the Port of Portland limits the height of structures on parts of the Broughton Beach area immediately under Runways 10L/28R and 3-21. The two areas are within the approach and departure zones of these two runways. The drawings illustrating these zones are in the Appendix.

### Financial Operating History

The following table illustrates the operating history of the boat ramp for the last five fiscal years.

**TABLE 1**  
**SUMMARY OF RECENT OPERATING HISTORY**  
**M. JAMES GLEASON BOAT RAMP**  
**1991-1997**

	91-92	92-93*	93-94	94-95	95-96	96-97
Attendance/Persons 1/	66,432	42,042	44,349	48,863	37,530	42,424
Day Use Fee/Vehicle	\$2.00	\$2.00	\$3.00	\$3.00	\$3.00	\$3.00
Day Use Fee	\$39,373	\$24,917	\$39,428	\$43,424	\$33,534	\$36,867
Marine Fuel Tax	\$0	\$10,305	\$1,678	\$550	\$13,587	\$10,391
Maintenance Assistance Program Funds	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000
<b>Revenues</b>	<b>\$43,373</b>	<b>\$39,222</b>	<b>\$45,106</b>	<b>\$47,974</b>	<b>\$51,121</b>	<b>\$51,258</b>
<b>Expenditures</b>						
<i>Personnel Services</i>	\$15,517	\$24,016	\$28,485	\$31,288	\$33,185	\$34,776
<i>Maintenance &amp; Service</i>	\$10,835	\$15,206	\$16,621	\$16,686	\$16,328	\$16,482
<i>Basin Dredging 2/</i>	\$0	\$0	\$0	\$0	\$1,608	\$0
<i>Pile Replacement/Log Boom Repair</i>	\$17,021	\$0	\$0	\$0	\$0	\$0
<b>Net Operating Revenue</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

\* Chinook Landing opened prompting a shift in users.

1/ Attendance is calculated using a formula based on revenue collected and the number of people per vehicle.

2/ Total project cost was \$41,297, paid by State Marine Board, Metro, Multnomah County and Port.

SOURCE: Metro and Hobson Johnson & Associates

**Management Roles and Responsibilities** - There are four public agencies with responsibility for managing various aspects of the Columbia River Management Unit. These include the following:

#### **Metro**

- The Boat Ramp, associated waterfront structures and the parking lot. User fees are collected for day use only.
- Six acres of Broughton Beach are leased from the Port of Portland with a minimum amount of maintenance required.
- Management of a cellular telephone tower lease with AT&T.
- Metro is currently in the process of acquiring the Portage Marina property and Broughton Beach from the boat ramp to the SeaScout Base from the Port of Portland.

#### **Multnomah County**

- The sheriff's department operates the River Patrol from a building that is leased on ground from Metro. The Patrol provides law enforcement and emergency protective services on the Columbia River. The existing ground lease is a "no payment" instrument.
- The Patrol also provides a measure of law enforcement due to its visibility on the property.

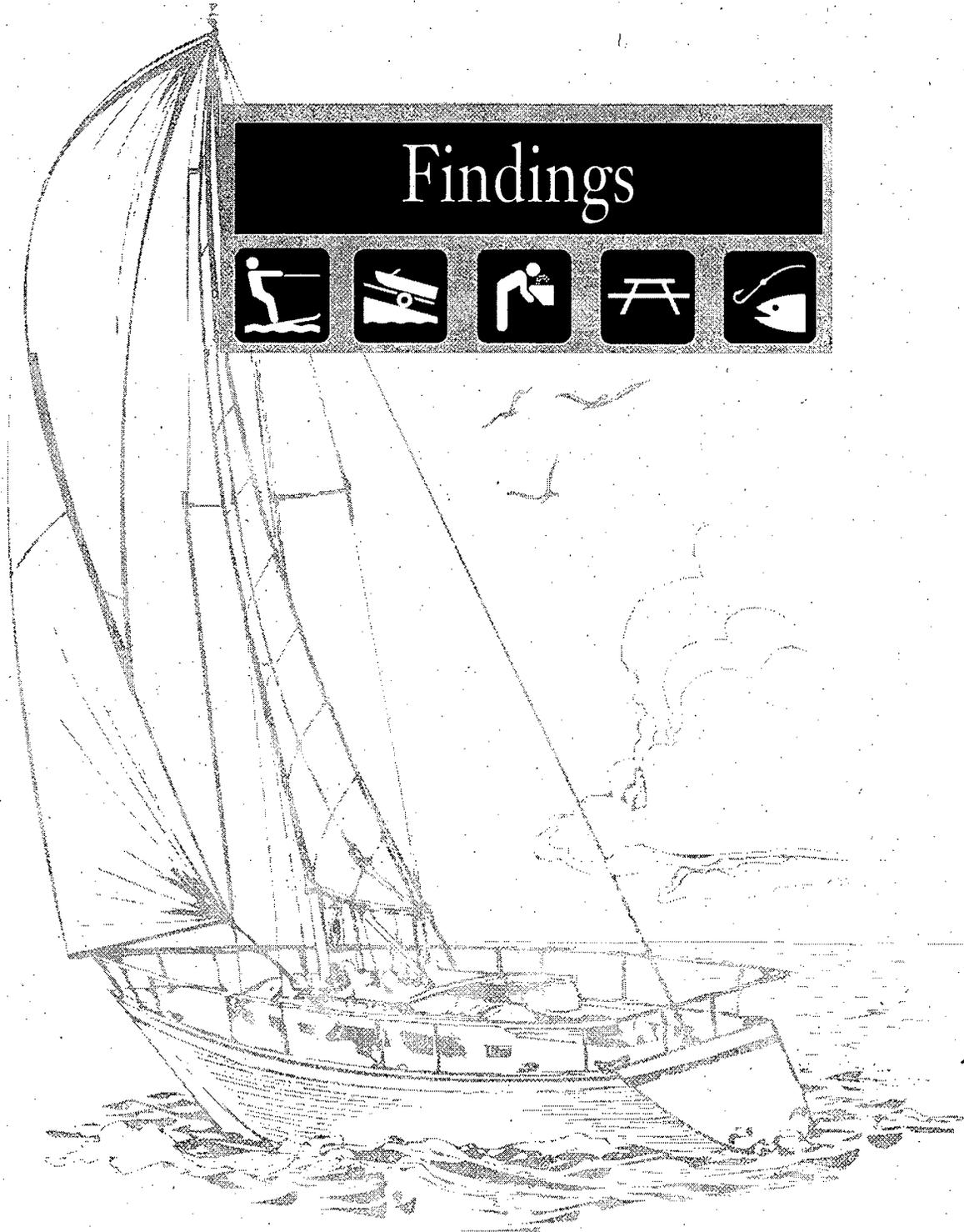
#### **Port of Portland**

- Operates an Emergency Response Boat for in-water aircraft emergencies.
- Owns the Portage Marina Property and Broughton Beach.
- Maintains a dredge pipe for transporting dredged material to Port Property south of Marine Drive.

#### **Multnomah County Drainage District**

- Maintains the existing flood control dike which traverses the southern boundary of the property.

# Findings



### **III. FINDINGS**

#### **Natural Resources**

1. Broughton Beach contains an unimproved shoreline and beach that has the potential to provide an improved day use experience.
2. The Broughton Beach site has existing natural vegetation that should be enhanced to stabilize the site conditions, and reduce wind erosion and irritation to site users from blowing sand particles.

#### **Facilities**

1. The Boat Ramp and related parking was constructed in the late 1950's and is not designed to efficiently accommodate the volume of boaters desiring to launch their boats.
2. The existing floating docks are in disrepair
3. The existing sewage waste pump out facility functions improperly.
4. There is inadequate vehicle/trailer queuing space, ready and tie down areas and adequate maneuvering space.
- 5.. The existing River Patrol building is inadequate for several reasons:
  - The building is two small for current functional requirements.
  - Within the 100 year Flood plain.
  - There is considerable deferred maintenance.
  - It does not meet current code requirements for ADA and essential services.
  - The building's location inhibits redevelopment of the parking and circulation which will maximize boat launch efficiency.
6. There is no on-site maintenance facility for Metro maintenance personnel.
7. There are no permanent public rest rooms.
8. There is inadequate queuing space to make left turns from Marine Drive into the facility and from the facility onto Marine Drive. In addition, there is inadequate sight distance for vehicles to the east.
9. The parking for day use on the south side of Marine Drive is inadequate and fosters a dangerous condition for pedestrians seeking to cross at unsignalized locations.
10. The current method of tracking the use of the facility is inefficient and does not provide the detailed information required to properly manage the facility

#### **Recreation**

1. The recreation potential of Broughton Beach is not being fully utilized because of the lack of day use facilities.
2. Broughton Beach is the only public access to the Columbia River between Kelley Point Park and Rooster Rock Park a distance of 30 miles and should be improved to accommodate the recreational demand close to the urban center.
3. There is an absence of permanent public restrooms, trails, picnic tables and related site furniture and picnic shelters.

4. Signing is nonexistent to alert day users of the dangers to tugboat and barge wake, and for interpretive purposes along the Columbia Shoreline.
5. There is a conflict between motorized and non-motorized boaters, personal water craft and day use activities along the shoreline area.

### **Operations and Maintenance Funding**

1. The revenues currently generated by the user fees are inadequate to fund the operating and maintenance activities required at this site.
2. The current user fee structure does not recognize the wide variety of boat ramp users and further research is required to implement a more equitable fee system.
3. Based on comments from many commercial users of the facility, it is apparent that some commercial users are not paying the day use fees currently required. This may be the result of a misunderstanding on the part of the commercial users who believe that the fee only applies to those actually parking at the facility. This misconception should be clarified and, at a minimum, commercial users should pay the same posted fee paid by typical recreational boaters.
4. There is no current evidence to support a conclusion that commercial users have significantly interfered with recreational boaters' uses of the facility. Commercial use should be monitored to determine if conflicts exist. If conflicts are identified, Metro should implement time restrictions to resolve the problem.
5. There is no current evidence to support a conclusion that commercial users create a disproportionate level wear and tear on the facility. Again, this use should be monitored and restrictions imposed as needed to resolve specific problems. An exception to this finding is noted in the use of drop off and delivery of large solid waste drop boxes. In the event that the ramp is reconstructed utilizing grooved concrete, the practice of allowing the drop off and delivery of large drop boxes should be terminated unless accommodations can be made by commercial users which would ensure against damage to the facility.
6. Clearly, the primary purpose of this facility is to serve the needs of the typical recreational boater. Commercial uses are a secondary function. Design of the facility should maximize opportunities for traffic flow, and launching efficiency and parking capacity for the primary purpose. Final design and engineering should incorporate reasonable modifications which will allow continued access by large vehicles.

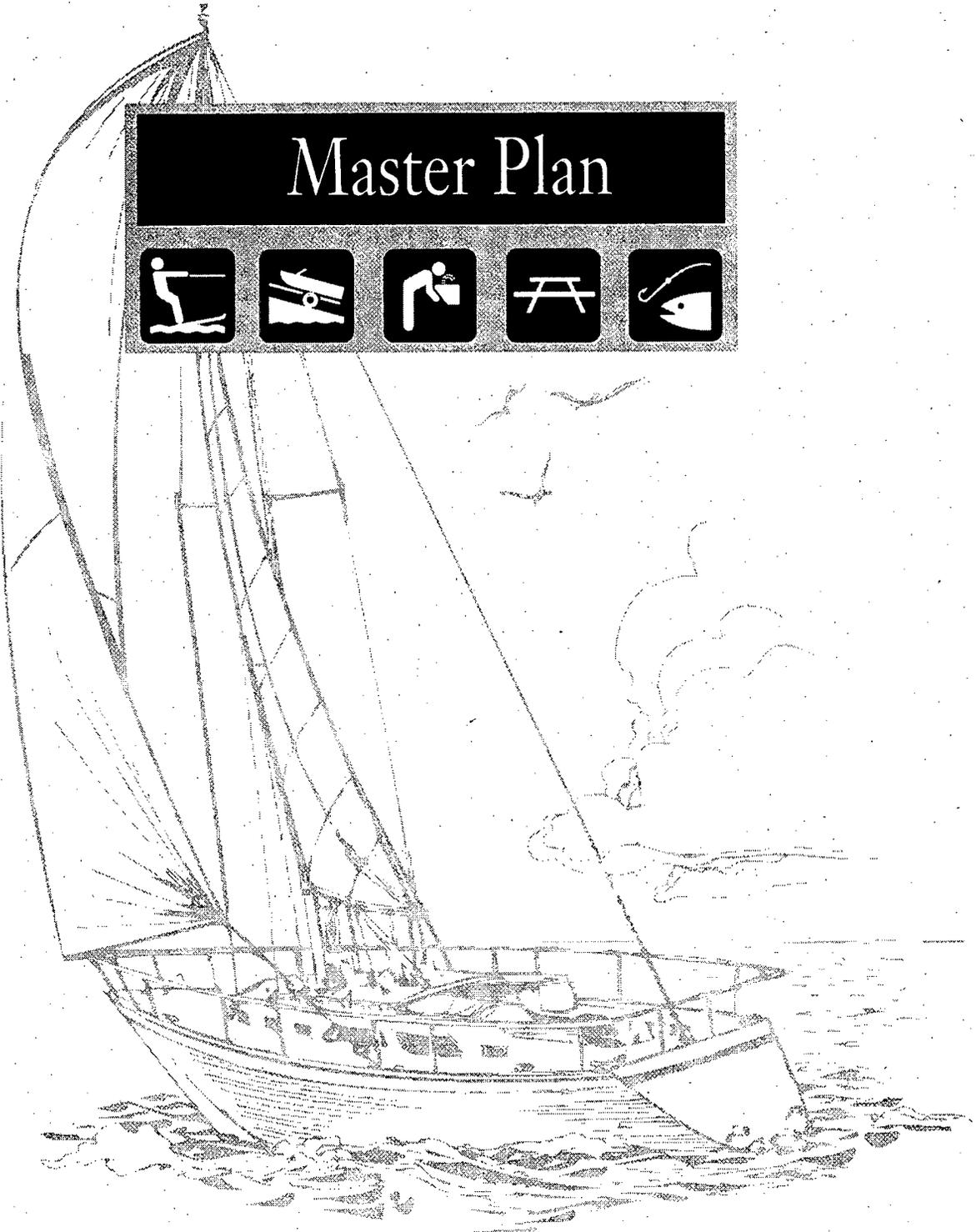
### **Existing Structures**

1. The River Patrol building should be removed for the following reasons:
  - The existing River Patrol Office Building was analyzed for it's ability to be remodeled to accommodate the needs described in Section II. The City of Portland Bureau of Buildings was contacted to see if they would consider the office facility to meet the State of Oregon "essential facility" requirements. The definition of "essential facility" is found in ORS 455.447(1) and regulates certain structures vulnerable to earthquakes. These requirements add approximately 25% to the design loads required for the building's structural systems. The Bureau of Buildings indicated they would consider the River Patrol Offices as having

to meet the "essential facility" requirements. A structural engineer (Conlee Engineers Inc.) evaluated the existing building and made recommendations to bring the building up to meet current building codes including essential facility requirements. See Appendix E.

- The current River Patrol Office Building is sited within the 100 year flood plain. During the floods of 1996 the services bays were under 3 feet of water, and the main office was within 6 inches of being underwater. Damage to the existing building was repaired at a cost of \$15,000.00
- The building has an outdated, inefficient HVAC (Heating, Air Condition) system. Multnomah County Facilities & Property Management, who manages the facility has discussed replacing the existing system with a new system. Costs for the HVAC improvements is \$20 - \$25,000.00.
- The office facility does not meet current accessibility standards. The main office is 44 inches above grade and would require 44 feet of ramp for access from the parking area, plus landings. Costs for remodeling the entire building to meet current codes and for expansion for the Sheriff's River Patrol needs is \$410,355.00.
- The current building location inhibits the efficient layout of the ramp, tie down areas, parking, and car and trailer circulation.

# Master Plan



#### IV. MASTER PLAN

**Boat Ramp and Associated Services** -The first goal is to improve the efficiency and capacity of the boat ramp. A new five lane Boat Ramp with wider lanes and boarding floats is proposed to replace the existing ramp. As a part of replacing the existing ramp, the ramp will be shifted downstream slightly to permit more boat maneuvering room between the end of the ramp and the existing debris barrier. In order to improve the overall functioning of the ramp, five ready spaces and five tie down spaces have been provided. In addition, two lanes are proposed for the approach to the ramp in order to maximize the launch capacity of the ramp. See **Conceptual Site Plan Exhibit**. Other proposed riverfront improvements include:

- New transient boat dock for recreation boaters to load and unload passengers and supplies.
- Sanitary holding tank pump out station to permit the emptying of sanitary waste stored on board in holding tanks. A lift pump is to be added to improve the existing system.
- Debris boom to divert river debris, especially large logs, from damaging the debris barrier, the ramp and the transient boat dock.

A public restroom is proposed to serve the boat ramp and day use areas. The restroom building will be designed to accommodate the space requirements of the Coast Guard Axillary, as well.

**River Patrol** - The existing River Patrol building and boat houses are proposed to be relocated downstream at the former Portage Marina property. As a part of constructing new River Patrol offices, space will be provided to accommodate Metro staff's on-site requirements, as well. Some research has been conducted to determine the feasibility of contracting with a private developer to provide this space and to incorporate additional office space for lease to other users. Further research will be necessary to consider this option. This option could reduce capital expenditures significantly.

A new River Patrol boat dock with a multi-space boathouse and Fueling Station will replace the existing upstream facility. A boat and boat trailer storage facility, for use by the River Patrol, is also proposed in this location. As an alternative, this facility could be located off site.

**Day Use** - The second overall goal of this Master Plan is to improve the ability of this site to accommodate day use recreation activities. In addition to providing parking spaces specifically dedicated for day use purposes, a range of day use amenities are proposed and include:

- An accessible fishing pier to provide an opportunity for anglers to enjoy this recreational activity. The pier may also be designed to accommodate a low profile dock for non-motorized boaters. The exact location will be determined pending further engineering study.
- Two picnic shelters for group picnic functions with a paved picnic table area.
- Volleyball court for beach front recreational activities.
- Beach loop trail that will terminate at the upstream end of the site at a riverfront observation dock.

- Individual covered picnic benches for bicyclists and pedestrians utilizing the 40 mile loop trail.
- A non-boating area adjacent to the primary day use area. This will ensure safe use by day use recreationists of the river's shoreline.
- Concession pad for trailered concessionaire with water and power.
- Convenient parking for non-motorized boaters.
- Non-motorized boat launching area north of the day use parking lot.

**Access/Parking** - Access and egress, vehicular circulation and the parking facilities are planned for improvement and expansion. Improvement to the internal vehicular circulation system will greatly improve the efficiency and therefore increase the capacity of the boat ramp. The existing access driveway is proposed to be closed and a new access driveway constructed at the westerly end of the property. This location has been selected to assure good sight distance entering and leaving Marine Drive and to permit better utilization of the overall site. The access is intended to be signalized with two exit lanes and one entrance lane. The signal is included in the Bureau of Environmental Services project to continue the 40 mile loop west to Columbia Boulevard. A left turn refuge is also proposed west of the access on Marine Drive. See Technical Memo #2 by Kittelson & Associates, Inc in the Appendix for additional information. An exit only driveway is proposed immediately east of the existing Cellular telephone tower. All proposed improvements will be coordinated with Portland Department of Transportation. (PDOT).

Upon entering the site, an entrance road has been designed to provide substantial queuing of vehicles with boat trailers and day use vehicles approaching the fee booth and the automated car counter. After paying the daily entrance fee, boaters and day users seeking on-site parking will proceed into separate parking areas. The parking has been divided into two areas; one for vehicles with boat trailers and one for single car parking only. A small parking area has also been provided to specifically serve the River Patrol/Metro office and boat maintenance facility.

The number and type of parking spaces for the entire site are illustrated in the following table. The advisory committee investigated the possibility of shared parking arrangements which would utilize more efficiently the existing and proposed parking at the facility. Unfortunately, to date no alternative parking uses have been identified, however, the notion of shared parking will continue to be explored.

**Table II  
Parking Spaces Type and Number**

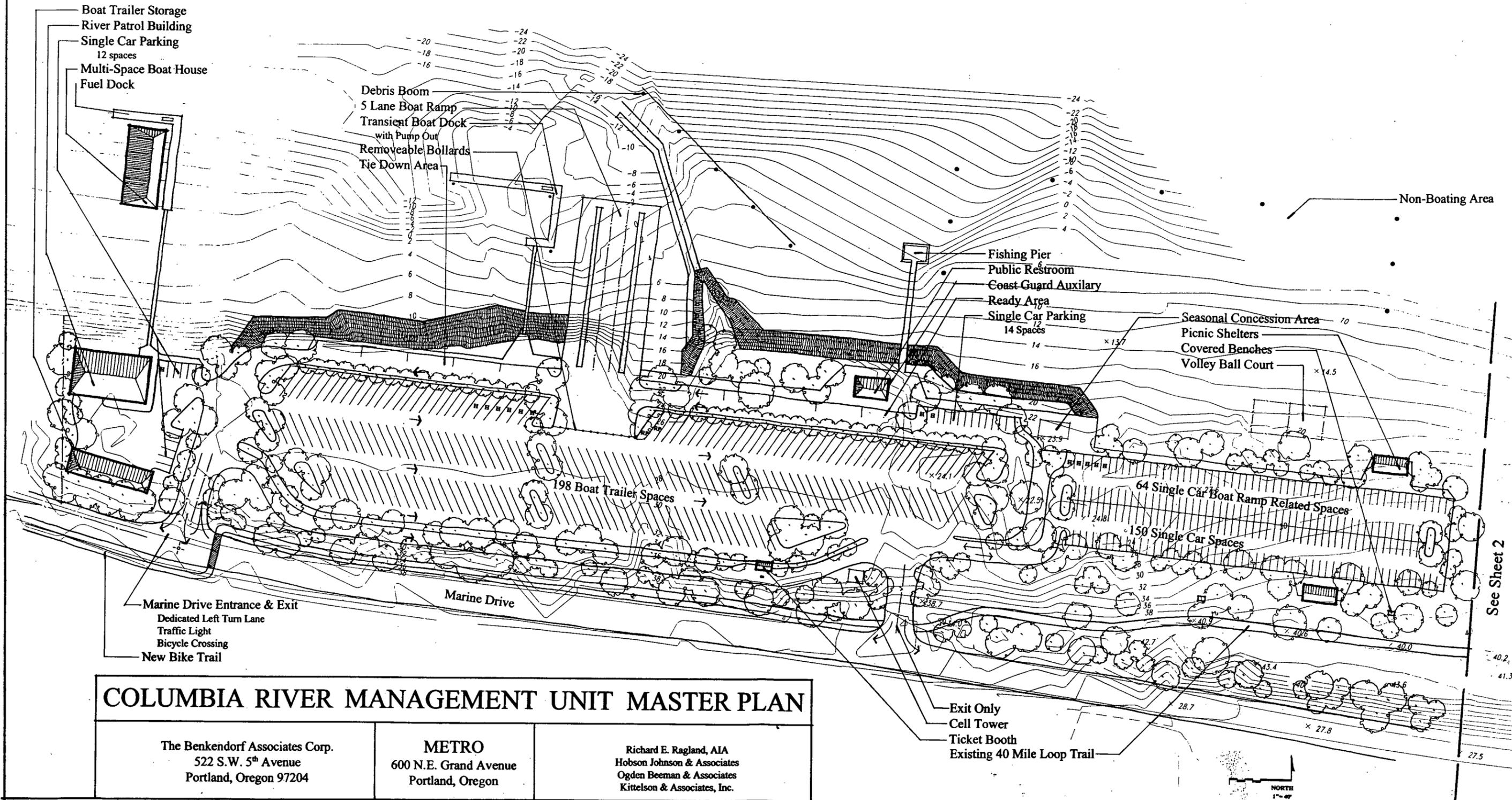
<b>Location</b>	<b>Type of Space</b>	<b>Number</b>	
<b>Boat Ramp Lot</b>	Boat Trailer Spaces	Trailer	Single
	Disabled Boat Trailer Spaces	194	
	Single Reserved for River Patrol	6	2
	Single Car Parking		11
	Disabled Single Car Parking		2
	<b>Sub-Total:</b>		200
<b>Day Use Lot</b>	Single Car Spaces		145
	Boat Ramp Related Single Car		64
	Disabled Single Car Spaces		5
	<b>Sub-Total:</b>		214
<b>River Patrol Lot</b>	Single Car Spaces		11
	Disabled Single Car Spaces		1
<b>Total:</b>		<b>200</b>	<b>241</b>

**Bike Parking will be provided in strategic locations and in accordance with applicable code.**

The on-site Day use parking area has been specifically provided to replace the unimproved parking lot on the south side of Marine Drive across from the site. In addition, it is intended to reduce the number of vehicles seeking to park in the Marine Drive right of way where parking is limited and unsafe. Metro intends to work with the City of Portland's Department of Transportation (PDOT) to determine the most appropriate parking regulations for Marine Drive adjacent to this site.

The unimproved parking lot on the south side of Marine Drive may be utilized for other related uses including:

- Stockpiling rocks to reinforce the flood control dike by the Drainage District.
- Dredged Columbia River sand from boat ramp related maintenance dredging.
- Boat and boat trailer storage for Multnomah County's River Patrol.



# COLUMBIA RIVER MANAGEMENT UNIT MASTER PLAN

The Benkendorf Associates Corp.  
 522 S.W. 5<sup>th</sup> Avenue  
 Portland, Oregon 97204

METRO  
 600 N.E. Grand Avenue  
 Portland, Oregon

Richard E. Ragland, AIA  
 Hobson Johnson & Associates  
 Ogden Beeman & Associates  
 Kittelson & Associates, Inc.

Exit Only  
 Cell Tower  
 Ticket Booth  
 Existing 40 Mile Loop Trail



See Sheet 2

# COLUMBIA RIVER

See Sheet 1  
Non-Boating Area

Barge Loading & Unloading Easement

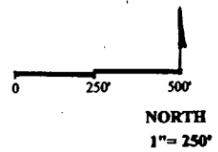
400'

Existing Sea Scout Moorage  
Property Line  
Observation Dock

Natural Habitat Area  
New Pedestrian Loop

Property Line  
Proposed Dredge Material Disposal Site  
Existing 40 Mile Loop

MARINE DRIVE



SHEET 2 OF 2

## COLUMBIA RIVER MANAGEMENT UNIT MASTER PLAN

The Benkendorf Associates Corporation  
522 S.W. Fifth Street  
Portland, Oregon 97204

METRO  
600 N.E. Grand Avenue  
Portland, Oregon

Richard E. Ragland, AIA  
Hobson Johnson & Associates  
Ogden Beeman & Associates  
Kittelson & Associates, Inc.

**Other Site Improvements** - There are some additional improvements that are proposed to improve the overall desirability of this facility for recreation purposes. These include:

- Seasonal Concession Area that provides a paved site with water and power for vendors during the Summer Season. This use has been sited mid-way between the boat ramp and day use parking areas.
- Coast Guard Auxiliary space as a part of or in conjunction with the restroom building.
- Removable bollards in the Boat Ramp turn around area. These bollards are designed to separate the ramp from a parking lot travel lane, yet be removable when additional maneuvering space is needed to launch boats or other items on the ramp. Gates may be considered instead of bollards.
- 40 Mile Loop Trail Extension from the existing terminus to the new entranceway with a designated signalized crossing of Marine Drive. The trail is intended to be constructed by the City of Portland, Bureau of Environmental Services (BES) as part of their Inverness Force Main Project. Metro will continue to communicate with the BES to insure project coordination.
- Landscape improvements designed to enhance the appearance of the entire site as a recreation area. The landscape improvements have been designed to comply with the City of Portland Landscape Design Standards. See Section V, Implementation for additional information on the City of Portland's Design requirements.

**Dredged Material Disposal Area** - During the course of the Master Planning process, the need to provide an area for maintenance dredging of the boat ramp and associated water side improvements was identified. There is City of Portland public right of way on the south side of Marine Drive that may be suitable as a dredged material disposal transfer site. Based on a discussion with the City staff, to utilize the right of way for disposal purposes will require approval by the City. Staff recommended that when the need is more specifically identified, that a letter request be forwarded to the City Engineer, currently Victor Rhodes, requesting use of the right of way for dredged material disposal purposes. The details of permitting this use will need to be negotiated between the City, Metro and probably the State Marine Board.

**Long Range Opportunities** - Following the implementation of the initial phases of the Master Plan, additional opportunities to enhance the Broughton Beach area should be considered. Some of these opportunities include: These have not been included in the Site Plan or the cost estimates.

- Expanding the trail network
- Providing additional signage that interprets the site and the Columbia River at this location.
- Enhancing additional natural areas with new landscape planting.
- Providing bicycle related route signage, resting areas and other amenities.
- Additional day use activity areas and shoreline related improvements.

**Operations** - During the Master Planning process a series of operational issues have been identified. These issues include:

**Hours of Operation** - The preliminary policy regarding the hours of operation is as follows:

Boat Ramp - Open 24 hours per day seven days per week

Day Use - Open during daylight hours - exit after dusk only and open seven days per week.

**Non-Boating Area** - A non-boating and personal watercraft area has been identified adjacent to the primary Day Use facilities. A multi-lingual signage program should be implemented to alert day users that individual activities in the water are conducted at your own risk.

**Federal, State and City Permit Requirements** - The in-water Columbia River improvements will require federal and state permits. The upland improvements will require an Environmental Review permit from the City of Portland.

Federal (U.S. Army Corps of Engineers) 404 Section 10 permit will be required for the boat ramp, new transient and river patrol docks, the observation dock and the fishing pier as well as any additional rip-rap sections needed to protect the expanded parking lots.

**Division of State Lands** - A joint application for a 404 Section 10 permit is actually prepared and submitted to the Corps and the Oregon Division of State Lands. The application is then circulated to all federal, state and local agencies participating in the permit review process. The application does include a section regarding the status of the local zoning or design review permit, also. For that reason, receiving the City permit is required prior to obtaining the Corps of Engineers permit. The time frame for receiving a permit is generally listed by the Corps and DSL as three months, but experience suggests six to nine months is more realistic.

**City of Portland** - An Environmental Review permit is required prior to construction of any new site improvements. The Environmental Review permit requires the submission of a Site Plan, Construction Management Plan and a Mitigation Plan. Because new and expanded parking lots and buildings are included in the Master Plan, review of the application will follow a Type III procedure. A Type III procedure requires public notice and a public hearing in accordance with City of Portland procedures. The specifics of how the Master Plan complies with the City landscaping requirements is described below:

A Conditional Use Permit will also be required for the expanded and new parking areas that are in the Open Space (OS) zone. All of the parking areas on the Broughton Beach part of the site are in this zone.

**Parking and Zoning requirements 33.266.130** - The marina, day-use, and storage parking areas of this site plan fall under the City of Portland's Title 33, Planning and Zoning requirements governing the development of parking areas as described in Chapter 33.266.130

of the Motor Vehicle Parking Section of that document. The site is zoned IG2 and OS. In addition, Chapter 33.480 governing Scenic Resource Zones also applies to the site.

Landscaping requirements for the parking areas fall into two main categories: interior landscaping and perimeter landscaping.

### **Perimeter Landscaping Requirements**

#### **Condition 1.**

As an IG2 zone, the minimum perimeter landscaping requirement is for a fifteen foot setback along the property line adjoining Marine Drive and along the parking entrance and exit drives meeting an L1 Landscaping Standard. This requirement is exceeded by the site plan which allows for a thirty foot setback along Marine Drive and the required fifteen feet along the entrance and exit drives.

The tree planting requirement for the perimeter landscaping is for one tree to be planted for every thirty linear feet of setback. This translates into a requirement for sixty trees along the 1,800 linear feet setback adjoining Marine Drive and for fourteen trees to be planted along the parking entrance and exit drives. The plan exceeds this requirement by ten trees. The site plan places seventy trees along Marine Drive, and fourteen trees along the drive setbacks.

All perimeter tree are to be planted in naturalistic groupings of mixed evergreen and deciduous trees. In addition to the screening provided by the trees and the generous setback, the berming effect of the dike itself will also enhance the screening of the parking lot from Marine Drive.

#### **Condition 2.**

As an IG2 zone, the minimum perimeter landscaping requirement for the west property line adjoining commercial property is for a ten foot setback of L1 Landscaping. This site plan exceeds that minimum requirement by almost double the square feet of landscape area. The minimum tree planting for this length of perimeter landscaping is six trees, the site plan exceeds this by two trees.

#### **Condition 3.**

The Scenic Corridor Standards require mitigation for blank building facades in excess of 100 feet along scenic corridors. The Boat Trailer Storage Building has a length of 110 feet. A double row of trees, one evergreen and one deciduous is to be planted along Marine Drive to meet these mitigation requirements.

## **Interior Landscaping Requirements**

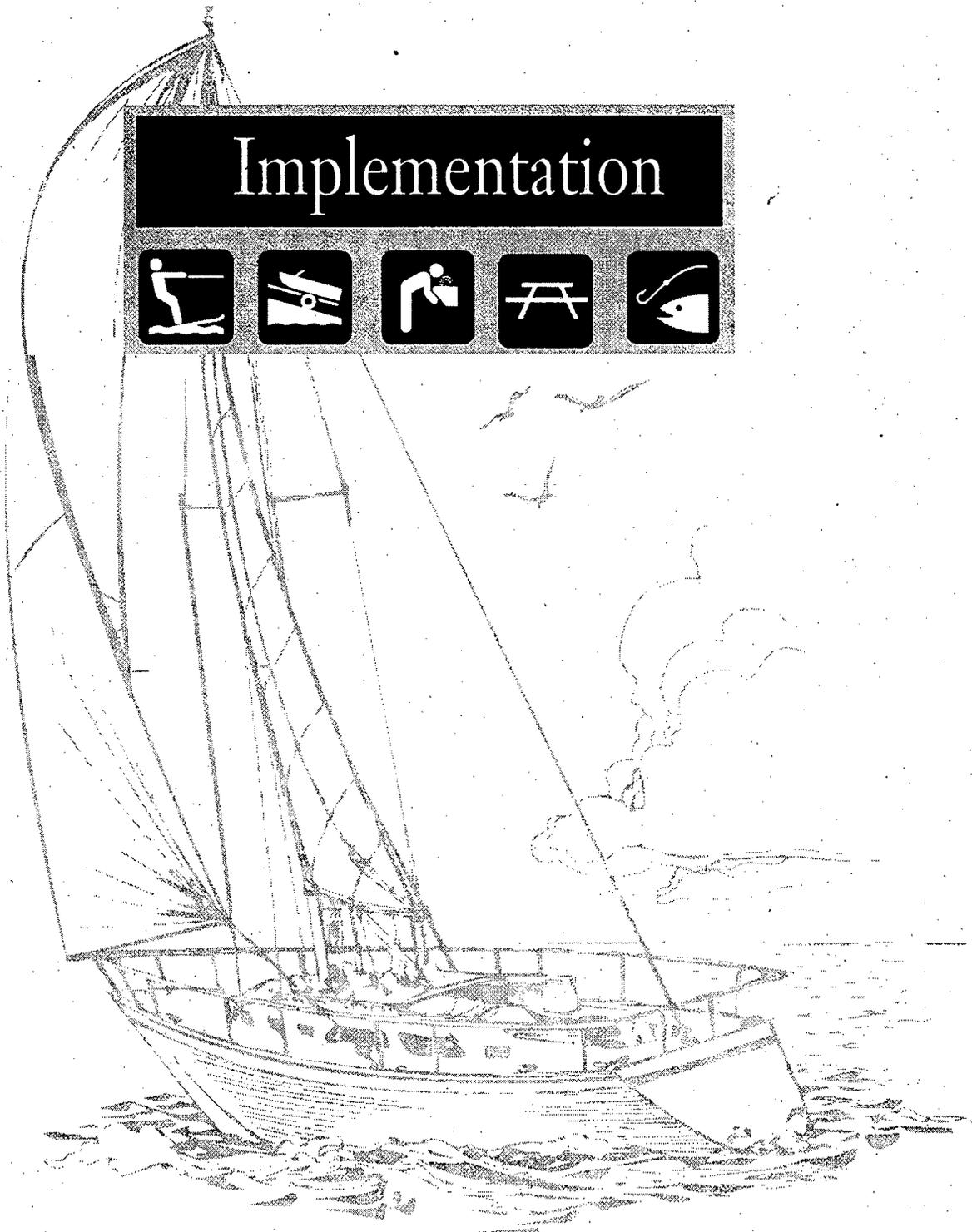
The Master Plan was designed to meet Option 2 of the Parking area interior landscaping code requirements. The code requires one tree for every four parking spaces and parking area landscape islands are four feet wide.

The pull-through marina parking spaces required on this site have been counted as two spaces each for planning purposes to meet the City requirements. The tie-down and ready area spaces have been counted as three spaces each. The total number of *plan* parking spaces resulting from these calculations is:

	Spaces	Trees
Marina Parking	439	110
Day-Use and Marina Spill-over	214	54
River Patrol & Boat Storage	11	3

The interior landscaping requirements governing this site also require that the interior landscaping be dispersed throughout the parking area. For this reason, each of the parking areas above have had their landscape requirements calculated separately.

# Implementation



## V. IMPLEMENTATION

**Phasing** - The Columbia River Management Unit is intended to be improved over a number of years. Completion of the Master Plan represents the first phase of planning the Boat Ramp, Portage Marina property and Broughton Beach as a unit. Future phases are intended to implement the Master Plan over time as funding becomes available. The phases are currently proposed as follows:

- **Phase I - Years 1-2:** Planning, including engineering and permitting for Phase IV improvements.
- **Phase II - Years 2-3:** New Entrance and Marine Drive 40 Mile Loop Trail Crossing.
- **Phase III - Years 3-4:** Relocate River Patrol and Boathouses.
- **Phase IV - Years 2-4:** Boat Ramp, related parking, circulation and Restroom.
- **Phase V - Years 3-10:** Day Use parking and other site improvements.

Phases III through V may be divided into additional phases depending upon the availability of funds.

**Revenues** - Operating revenues at the facility are primarily from day use fees, which are directly related to attendance and fee levels. In addition, the facility receives roughly \$4,000 per year from the State Marine Board's Maintenance Assistance Program (MAP). Attendance has varied widely, ranging from under 38,000 persons in 1995-96 to over 66,000 persons in 1991-92. This variation can be primarily attributed to annual weather pattern variations, and will be an ongoing characteristic of the facility. As a result, annual revenues will vary significantly from year to year, resulting in a relatively unpredictable revenue stream. Day use fees are currently \$3.00 per vehicle. Future facility pricing will represent market-level pricing, and is not anticipated to impact usage levels measurably. See Table 3.

The boat ramp has operated at a roughly break-even rate over the last decade, excluding interfund transfers. The proposed capital improvements are expected to increase both capacity and utilization of the facility, increasing both revenues and costs. Annual attendance is based on an assumption of full capacity on in-season weekends (Mid June through September), while in-season weekday usages is 30% of capacity. In the off-season, weekends are assumed at 10% of capacity while weekdays are assumed at 5% of capacity.

**Operating Expenditures** - The increased capacity represented by the proposed improvements will also increase operating costs at the facility. Assumed operating costs at the facility are broken out in Table 4. Four major operating cost categories are identified, including personnel, maintenance & service, interfund transfers and a facilities maintenance fund. The facility maintenance fund represents an estimate of the annualized cost of periodic maintenance-related capital expenditures, such as basin dredging, pile replacement and log boom repair. Costs are forecast to increase at a rate of 3% per year.

TABLE 3

SUMMARY OF FORECASTED OPERATING REVENUES/LOSSES  
M. JAMES GLEASON BOAT RAMP  
1997-2004

	97-98	98-99	99-00	00-01	01-02	02-03	03-04
<b>Attendance/Persons</b>	42,938	42,939	42,939	61,481	61,481	61,481	94,894
<b>Day Use Fee/Vehicle</b>	\$3.00	\$3.00	\$3.00	\$4.00	\$4.00	\$4.00	\$4.00
<b>Day Use Fee</b>	\$37,313	\$37,313	\$37,313	\$71,058	\$71,058	\$71,058	\$109,244
<b>MAP Funding</b>	\$4,000	\$4,000	\$4,000	\$2,250	\$2,250	\$2,250	\$2,250
<b>Marine Fuel Tax</b>	\$16,316	\$24,000	\$26,027	\$15,233	\$17,879	\$23,199	\$698
<b>Estimated Revenues</b>	\$57,629	\$65,313	\$67,340	\$88,541	\$91,187	\$96,507	\$112,192
<b>Operating Expenditures</b>							
<b>Personnel Services</b>	\$36,135	\$37,219	\$38,336	\$46,401	\$47,793	\$49,227	\$56,486
<b>Maintenance &amp; Service</b>	\$16,494	\$16,994	\$17,504	\$23,188	\$23,742	\$26,899	\$34,567
<b>Interfund Transfers</b>	\$5,000	\$5,100	\$5,200	\$12,337	\$12,707	\$13,088	\$13,480
<b>Proposed Facility Maintenance Fund 3/</b>	\$0	\$6,000	\$6,300	\$6,615	\$6,946	\$7,293	\$7,658
<b>Estimated Net Operating Revenue</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Capital Expenditures 1/</b>							
<b>Planning &amp; Engineering</b>	\$165,000	\$0	\$0	\$0	\$0	\$0	\$0
<b>New Entrance</b>	\$0	\$69,300	\$0	\$0	\$0	\$0	\$0
<b>Boat Ramp, Parking, Circulation</b>	\$0	\$600,000	\$600,000	\$578,000	\$0	\$0	\$0
<b>Day Use Facilities</b>	\$0	\$0	\$0	\$0	\$0	\$236,995	\$236,995
<b>State Marine Board Grant Proceeds 2/</b>	\$95,000	\$450,000	\$450,000	\$433,500	\$0	\$0	\$0
<b>Metro Match</b>	\$30,000	\$150,000	\$150,000	\$144,500	\$0	\$0	\$0
<b>Other Metro Outlays</b>	\$0	\$34,650	\$0	\$0	\$0	\$236,995	\$236,995
<b>Other Marine Board Outlays</b>		\$34,650	\$0	\$0	\$0	\$0	\$0
<b>Oregon Dept. of Fish and Wildlife</b>	\$40,000						
<b>Net Metro Outlay</b>	\$30,000	\$184,650	\$150,000	\$144,500	\$0	\$236,995	\$236,995
<b>Cumulative Metro Outlay</b>	\$30,000	\$214,650	\$364,649	\$509,149	\$509,150	\$746,145	\$983,140

1/ Includes a 10% construction contingency, 15% project administration, inspection and survey, and 10% design and engineering.

2/ Assumes a 75% grant for boat ramp, access and utilities, with a 25% local match from Metro.

3/ Represents proposed contributions to a dedicated fund for periodic maintenance, such as dredging.

SOURCE: Hobson Johnson & Associates

TABLE 4

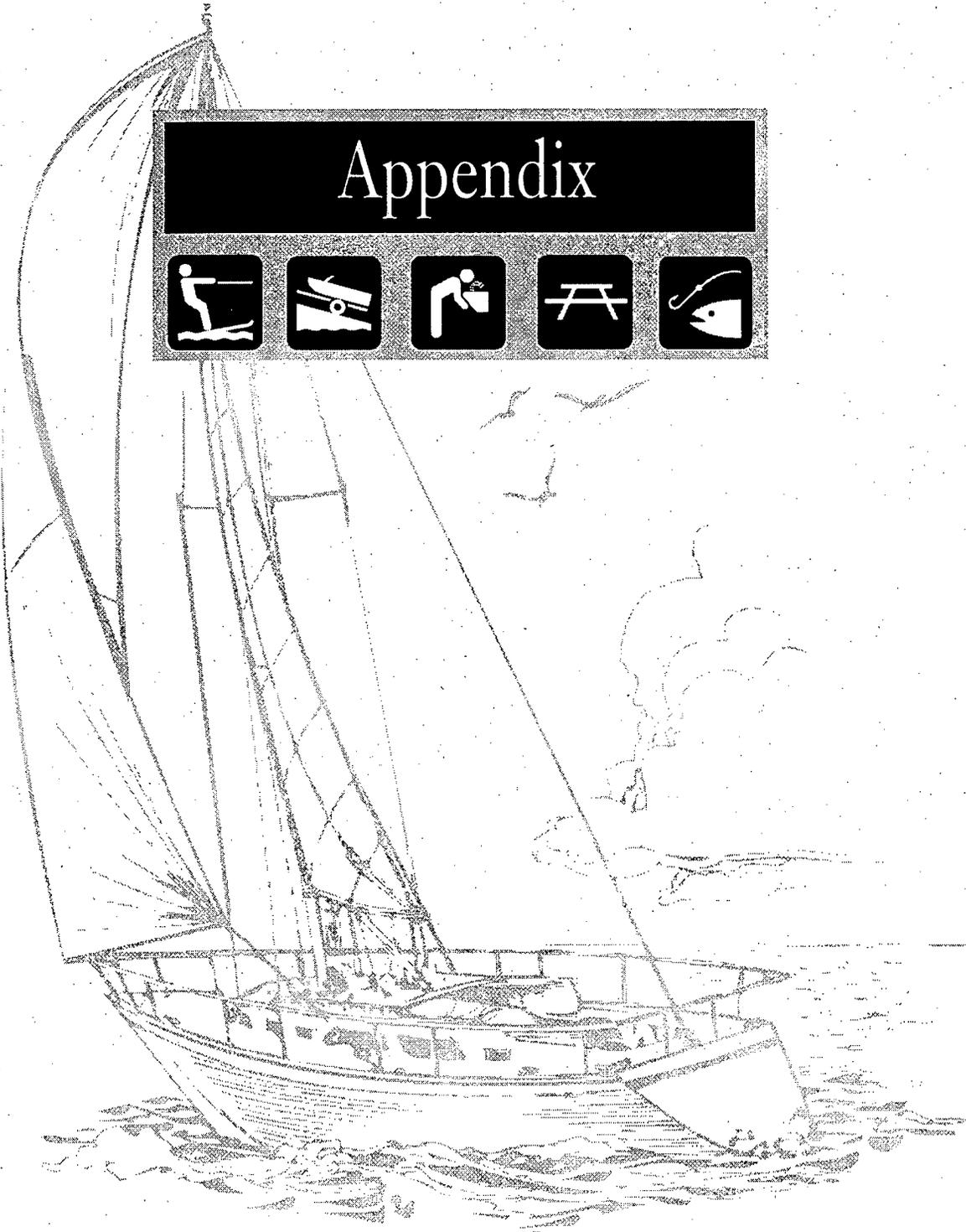
**DETAIL OF ANTICIPATED OPERATING COSTS  
M. JAMES GLEASON BOAT RAMP  
1997-2002**

	97-98	98-99	99-00	00-01	01-02	02-03	03-04
<b>Personnel Services</b>							
<i>0.50 FTE Park Ranger</i>	--	--	--	\$26,188	\$26,974	\$27,783	\$28,071
<i>0.50 FTE Seasonal</i>	--	--	--	\$8,574	\$8,831	\$9,096	\$10,191
<i>0.25 FTE Seasonal</i>	--	--	--	\$4,287	\$4,416	\$4,548	\$5,095
<i>0.05 FTE Administration</i>	--	--	--	\$7,352	\$7,573	\$7,800	\$8,034
<i>0.25 FTE Seasonal</i>	--	--	--	--	--	--	\$5,095
<b>Total Personnel Services</b>	\$36,135	\$37,219	\$38,336	\$46,401	\$47,793	\$49,227	\$56,486
<b>Maintenance &amp; Service</b>							
<i>Office Supplies</i>	--	--	--	\$40	\$41	\$46	\$52
<i>Landscape Supplies</i>	--	--	--	\$158	\$163	\$185	\$350
<i>Custodial Supplies</i>	--	--	--	\$633	\$652	\$739	\$1,365
<i>Graphics/Reprographic Supplies</i>	--	--	--	\$20	\$20	\$23	\$26
<i>Small Tools</i>	--	--	--	\$119	\$122	\$139	\$156
<i>Maintenance &amp; Repair Supplies</i>	--	--	--	\$7,422	\$7,645	\$8,661	\$9,780
<i>Utilities-Electricity</i>	--	--	--	\$3,246	\$3,343	\$3,788	\$4,277
<i>Utilities-Water &amp; Sewer Charges</i>	--	--	--	\$2,810	\$2,895	\$3,280	\$4,953
<i>Utilities-Sanitation Charges</i>	--	--	--	\$1,188	\$1,223	\$1,386	\$2,175
<i>Maintenance &amp; Repair-Equipment</i>	--	--	--	\$356	\$367	\$416	\$469
<i>Equipment Rental</i>	--	--	--	\$792	\$815	\$924	\$1,043
<i>Printing Services</i>	--	--	--	\$871	\$897	\$1,016	\$1,148
<i>Telephone</i>	--	--	--	\$269	\$277	\$314	\$355
<i>Training, Tuition, Conferences</i>	--	--	--	\$238	\$245	\$277	\$313
<i>Uniform Supply</i>	--	--	--	\$277	\$285	\$323	\$365
<i>License, Permits, Payments to Agencies</i>	--	--	--	\$4,750	\$4,750	\$5,382	\$7,739
<b>Total Maintenance &amp; Service</b>	\$16,494	\$16,994	\$17,504	\$23,188	\$23,742	\$26,899	\$34,567
<b>Metro Support Service Costs</b>							
<b>Total Support Service Costs</b>	\$5,000	\$5,100	\$5,200	\$12,337	\$12,707	\$13,088	\$13,480
<b>Proposed Facility Maintenance Fund 1/</b>	\$0	\$6,000	\$6,300	\$6,615	\$6,946	\$7,293	\$7,658

1/ Represents proposed contributions to a dedicated fund for periodic maintenance, such as dredging.

SOURCE: Metro and Hobson Johnson & Associates

# Appendix



## **APPENDIX**

- A. Survey of Existing Facility Conditions**
- B. Building Program Summary**
- C. Preliminary Site Improvement Costs**
- D. Baseline Maintenance Standards.**
- E. River Conditions**
  - 1. Ogden Beeman & Associates, Inc Memo dated April 14, 1997
  - 2. Ogden Beeman & Associates, Inc Memo dated May 30, 1997
- F. Marine Drive - Accessibility Analysis**
  - 1. Technical Memo#1 - Kittelson & Associates Inc.
  - 2. Technical Memo#2 - Kittelson & Associates Inc.
- G. Market Assessment**
  - 1. Commercial Potential Memo - Hobson Johnson & Associates
  - 2. Achievable Office Lease Rates Memo - Hobson Johnson & Associates
- H. Commercial Users - Questionnaire Summary**
- I. Preliminary Structural Evaluation - River Patrol Offices**
- J. Runway Protection Zone Plan Maps**

**Appendix A - Survey of Existing Facility Conditions**

## **A. Survey of Existing Facility Conditions**

### **1. Docks**

#### **A. Upriver Docks**

##### **1. 260 feet of dock (13 twenty foot sections)**

**Condition:** Condition of these docks is poor. Hinges and pins are falling on all sections and have been either replaced or repaired multiple times. The decking is rotting and sections are constantly replaced; bull rails are also broken and rotting and are under a continuing replacement program; flotation for all these docks (and the down river sections also) is styrofoam filled tires - which often break off and sink into the basin - all flotation for these docks should be replaced with encapsulated foam.

#### **B. Downriver Docks**

##### **1. 170 feet of dock (8.5 twenty foot sections)**

**Condition:** Same as the upriver docks with the exception that these docks do not break apart as often because they are more protected from the harsh weather conditions and boat wake.

#### **C. Signage**

##### **1. All dock signs need to be replaced (regulations/warnings)**

### **II. Basin**

**A. Hydrologically, this basin is susceptible to siltation which requires periodic dredging (8-10 year frequency). This has seen some recent changes due to adverse weather conditions and sustained high water events in the past 2 years. Currently, there is a large volume of sand in the basin which is affecting boat traffic inside the basin, boats which are in the process of launching, and the River Patrol's boathouses.**

**B. Current baseline management in the basin includes digging out the upper 40+ feet of area under the upriver docks when they get uplifted by sand deposits. This occurs 4-6 times a year.**

### III. Gangways

#### A. Upriver Gangway

1. Upriver gangway is approximately 35 feet long, steel, with a concrete step on the upper end and rollers on the dock.

**Condition:** Marginal-fair, this gangway was damaged in the 1996 flood and the railings are beginning to fall where they attach to the ramp.

#### B. Downriver Gangway

1. Downriver gangway is the one which accesses the River Patrol's and Port's boathouses as well as the transient tie up dock and marine sewage disposal pumpout. Gangway is approximately 70 feet long, steel with rollers on the dock. Gangway also has power, water and sewage lines running along side and/or in railing (for boathouse and pumpout)

**Condition:** Good; decking has been surfaced with 3-tab to minimize slippage. Pilings in which the gangway is attached are wood, condition unknown.

### IV. Pilings

Total - 23 wood pilings and 7 Steel piles. The wood piles are directly associated with the docks and not the trash rack.

**Condition:** Marginal-fair; probably worthy of a marine survey. Dock attachments to the piles located closest to the boathouses are all severed (broken chain); during the 1996 flood, the downriver docks were resting on top of the existing pilings. Some of the trash rack piles were broken.

### V. Fence

Total 230' eastside (between parking lot and Broughton Beach); 200' north side (north end of east parking lot.)

**Condition:** Poor for the section on the east side between parking lot and Broughton Beach - approximately 200 feet is in need of replacement and gates need to be re-hung.

Fair for the section on the north side (north end of east parking lot) - with a replacement section in the northeast corner where people cut through the fence to access the beach (vs. going around).

VI. Curbing and railing.

A. Curbing throughout the park is in need of repainting.

**Condition:** Marginal.

B. Guard rail throughout park is in need of scraping and repainting to discourage rust.

**Condition:** Fair-good.

C. Wood railing west end - Approximately 185' long with 24, 8"x 8" posts and 2"x8' timbers.

**Condition:** Fair, with some replacement of posts and timbers and scraping of old peeling paint and repainting.

VII. Parking Area

A. Striping and directional arrows need repainting.

**Condition:** Poor.

B. Parking space labeling (vehicles with trailers only) needs repainting.

**Condition:** Poor.

C. Accessible parking for vehicles with trailers are not signed or marked.

**Condition:** Unacceptable

D. Larger boats and vehicles do not have adequate turning space or parking space (boats > 17 feet or so).

VIII. Facilities

Restrooms

Currently, there are NO permanent restrooms on site, toilet facilities are provided by a rental company; 2 during the summer, 1 during the winter, neither toilet is accessible.

## VIII. Garbage and Fee Collection

### A. Garbage

1) There are two garbage cans (55 gallon drums) on site for users of the site plus a small dumpster next to the River Patrol office; household garbage is routinely dumped here and there is a problem with rodents and gulls/ravens.

**Condition:** Marginal; a design which is more aesthetically pleasing and better situated on site to better serve customers would improve garbage collection ability.

### B. Fee Collections

1) There is a small fee envelope honor system in place. Due to awkward placement on the site and "invisibility" of the fee station - compliance is approximately 60%. Fee box is designed to be theft proof; and is however, its design is too small and the box often overflows during the high use season.

**Condition:** Marginal, need replacement.

## **Appendix B - Building Program Summary**

**B. Building Program Area Summary**

**River Patrol Offices-new stand alone building at Portage site**

<b>AREA/FUNCTION</b>	<b>CURRENT SF %</b>		<b>PROPOSED SF %</b>		<b>REMARKS</b>
Entry/reception	66	2.42%	150	2.76%	Larger area for wheelchair accessibility
Open office area	257	9.41%	550	10.12%	
Lieutenants office	101	3.70%	150	2.76%	
<b>Office subtotal</b>	<b>358</b>	<b>13.10%</b>	<b>700</b>	<b>12.88%</b>	
Corridor	83	3.04%	200	3.68%	
Lunch Room/Lockers	190	6.95%	450	8.28%	Provide this in two separate rooms
Toilet/shower-offices	64	2.34%	200	3.68%	Provide separate Men's & Women's toilet/showers
Service Bay 1-large	723	26.46%	800	14.72%	Size 20' x 40' -new
Ancillary storage at Service Bay	127	4.65%	125	2.30%	
Service Bay 2-small	565	20.68%	800	14.72%	Size 20' x 40' -new
Service Bay 3-future			800	14.72%	Size 20' x 40' - new
<b>Service Bay subtotal</b>	<b>1,415</b>	<b>51.79%</b>	<b>2,525</b>	<b>46.46%</b>	Provide three equal bays, built in one room
Storage 1	91	3.33%	150	2.76%	
Storage 2	112	4.10%	150	2.76%	
Storage 3 (sewage pump shed)	28	1.02%	150	2.76%	
<b>Storage subtotal</b>	<b>231</b>	<b>8.46%</b>	<b>450</b>	<b>8.28%</b>	Storage can combine into various room sizes
Interview Room			150	2.76%	Small conference
Utility Room			35	0.64%	mop sink
<b>Subtotal</b>	<b>2,407</b>	<b>88.10%</b>	<b>4,860</b>	<b>89.42%</b>	
Storage area	102	3.73%	150	2.76%	This could combine with storage areas on floor
Generator shed	223	8.16%	225	4.14%	
Metro office/storage			200	3.68%	
<b>Grand Total:</b>	<b>2,732</b>	<b>100.00%</b>	<b>5,435</b>	<b>100.00%</b>	

**River Patrol Boathouses-new building and docks at Portage Marina site**

AREA/FUNCTION	CURRENT SF	%	PROPOSED SF	%	REMARKS
Small boathouse 1	658	15.98%			
Small boathouse 2	658	15.98%			
Small Boathouse 3	658	15.98%			
Large Boathouse	1,043	25.33%	4,840	100.00%	
Boathouse subtotal	3,017	73.28%	4,840	100.00%	Combine into one boathouse, replace existing
Port fireboat house	1,100	26.72%			Has room for 6 boats, 2 office/storage areas (heated)
Grand Total	4,117	100.00%	4,840	100.00%	Included in above

**River Patrol Trailer/Boat Storage-at Portage Marina site**

AREA/FUNCTION	CURRENT SF	%	PROPOSED SF	%	REMARKS
Storage at Portage building	2,900	100.00%	3,000	100.00%	
Trailer storage total	2,900	100.00%	3,000	100.00%	Locate at Portage site near new offices. Roof cover

**Public Restrooms-single building for Boat and Day users**

AREA/FUNCTION	SIZE	PROPOSED SF	%	REMARKS
Toilet Stalls				
Standard stall-10	5'-8" x 8'-4"	475	56.68%	
Accessible stalls-2	6'-4" x 8'-4"	105	12.53%	Accessible & able to be winterized
Stall subtotal		580	69.21%	
Utility chase	3'-6" x 35'-0"	122	14.56%	
Storage room	6'-8" x 11'-6"	80	9.55%	For general supplies, beach/ramp area clean-up
Vending machine area	6'-6" x 8'-6"	56	6.68%	Secure with coiling door, open to exterior
Grand Total		838	100.00%	

**Ticket Booth**

AREA/FUNCTION	SIZE	PROPOSED SF	%	REMARKS
Ticket booth	6'-0" X 12'-0"	72	100.00%	Extended roof overhang for sun protection
Grand Total		72	100.00%	

**Picnic Shelter**

AREA/FUNCTION	SIZE	PROPOSED SF	%	REMARKS
Picnic Shelter	20'-0" X 44'-0" at 2	1,760	100.00%	Hold 50 people each at picnic tables
Grand Total		1,760	100.00%	



## **Appendix C - Preliminary Site Improvement Costs**

### C. Preliminary Site Improvement Costs

The following improvement costs have been prepared utilizing 1997 dollars. To the extent possible, the FY 1997 Conceptual Cost Estimating sheet prepared by the Oregon State Marine Board has been used. Responsibility for improvements proposed in the Master Plan are expected to be shared by: Metro for the Day Use Area, Marine Board for the Boat Ramp and Multnomah County for the River Patrol Buildin and related boathouse, dock, etc.

	Unit Price	Cost
<b>Boat Ramp</b>		
5 Lane Ramp & Floats - 110' x 230'		\$ 290,000
Transient Docks:		
• Boat Ramp (400')		60,000
• Fueling Docks (200')(River Patrol)		30,000
Ramps (Gangways):		
• Boat Ramp Transient Docks		30,000
• Fueling Dock Transient Docks (River Patrol)		30,000
Debris Barrier (250')	30,000	30,000
Fueling Station (River Patrol)		40,000
Sanitary Sewer Pump Station		12,000
Parking- 202 Trailer/13 Single Car - 64 Single Car (Located in Day Use Lot)	1,200 & 800	446,200
Rip-Rap		90,000
Signage		<u>2,500</u>
	<b>Sub-total</b>	<b>\$1,060,700</b>
<b>Access</b>		
Roads	85.00	38,300
Channelization (Left turn channel lane on Marine Dr.)	L.S.	<u>31,000</u>
	<b>Sub-total</b>	<b>\$ 69,300</b>

**Buildings**

Demolition	L.S.	151,200
River Patrol	L.S.	751,300
Restroom x 2	L.S.	200,000
Boathouse	L.S.	314,700
Trailer Storage	L.S.	105,000
Picnic Shelters x 2	L.S.	79,200
Ticket Booth	L.S.	<u>14,400</u>
	<b>Sub-total</b>	<b>\$1,615,800</b>

**Day Use**

Parking- 150 single car	800	120,000
Volleyball Standards	L.S.	1,000
Pedestrian Loop - 900 L.F.	8.00	10,000
Concrete Walks (7,000 sq. Ft.)	2.15	15,000
Bicycle Kiosk & Racks	L.S.	15,000
Picnic Tables & Benches-12	400	10,000
Non-Boating Area Warning Floats	L.S.	1,000
Fishing Pier & Access Trestle (2000 ft.)	L.S.	110,000
Observation Deck	L.S.	75,000
Area Lighting (minimal)	L.S.	10,000
Concession Pay & Utilities	L.S.	15,000
Signage	L.S.	5,000
Bollards - 25	200	<u>5,000</u>
	<b>Sub-total</b>	<b>\$ 417,000</b>

<b>Utilities</b>		
Storm Drainage	\$40 L.F.	78,800
Sewer	\$50 L.F.	49,000
Water	\$60 L.F.	58,800
Power	\$15 L.F.	<u>9,000</u>
	<b>Sub-total</b>	<b>\$ 195,600</b>
<b>Natural Resources</b>		
Landscape Planting	\$1.50 sq. ft.	150,000
Enhance Natural Habitat Area	L.S.	<u>25,000</u>
	<b>Sub-total</b>	<b>\$ 175,000</b>
	 <b>Sub-Total All</b>	 <b>\$3,451,596</b>

**Cost**

<b>Construction Contingency @ 10%</b>		<b>\$ 345,159</b>
	<b>Sub-total</b>	<b>\$3,796,755</b>
<b>Project Admin., Inspection &amp; Survey @ 15%</b>		<b>\$ 569,513</b>
<b>Project Design/Engineering @ 10%</b>		<b>\$ <u>379,675</u><sup>1</sup></b>
	<b>TOTAL</b>	<b>\$ 4,745,943</b>

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<sup>1</sup>Does not include services during construction.

## PROJECTED COST SUMMARY

Final Plan Use	Area (Sq. Ft.)	Cost/SF	Cost Comments
<b>River Patrol</b>			
Demo existing	2732 @	\$15.00 =	\$40,980
New Office Building	6010 @	\$125.00 =	\$751,250 Includes Metro office & service bays
Total			\$792,230
<b>River Patrol-boathouses</b>			
Demo existing	4117 @	\$12.00 =	\$49,404
New boathouse	4841 @	\$65.00 =	\$314,665
Total			\$364,069
<b>River Patrol-boat storage</b>			
Demo Portage	4054 @	\$15.00 =	\$60,810
New boat storage	3000 @	\$35.00 =	\$105,000 roof cover, open sided, fenced, conc. slab
Total			\$165,810
<b>Public Restrooms</b>			
New restroom	838 @	\$200.00 =	\$167,600 combined for boat/dayuse
Total			\$167,600
<b>Ticket Booth</b>			
New ticket booth	72 @	\$200.00 =	\$14,400 includes extended roof cover, site work
Total	72		\$14,400
<b>Picnic Shelter</b>			
New picnic shelters	1760 @	\$45.00 =	\$79,200 two shelters
Total	1760		\$79,200

## **Appendix D - Baseline Maintenance Standards**

## D. Baseline Maintenance Standards

The **objective** of these baseline maintenance standards is to establish schedules and procedures which will maximize the life expectancy of park facilities, maintain a safe and pleasurable recreation area for the public, and provide an atmosphere which will in turn encourage public appreciation of, and care, for the facility.

This boat launching facility is fee based. There is a \$3.00 fee for use of the facility. All visitors pay for use of the site.

At the time of this draft, there is discussion of improving the launch facilities at M. James Gleason Boat Launch. Below is a list of the **facilities/structures** and **landscape features** currently maintained by METRO.

### **Facilities/Structures**

- Fee station and signage; fee collection and station/sign maintenance and replacement
- Docks and floats (both E and W sides of basin); float replacement, decking/bullrail repair, pin and hinge repair.
- Trash rack; debris removal, inspection
- MSD pumpout station; daily inspection and inspection and repair, off-season decommissioning
- Gangways; general repair and welding
- Parking lot; striping and signing as needed
- Fencing; repair as needed
  
- Note: There are no permanent facilities which house restrooms on site. Porta-potties are located on site and are maintained by a contractor. Two toilets are on-site from May 1 until September 30. One toilet is on-site from September 30 until April 30.

### **Landscape**

- Turf area between the west parking lot and Marine Drive: mowing, aerating, fertilizing.
- Broughton Beach from east parking lot to wing dike west of Seascout Base: garbage and debris pickup
- Rip-rap bank along both east and west parking lots: garbage and debris pickup
- Launch basin: dredging every 7-10 years
- Garbage barrels (1-2 barrels)

### **Maintenance Schedule**

#### **Year-around Maintenance Activities:**

Fee collection from envelope box located on site: Frequency; 2-3 x per week during off season — daily during summer season with twice daily collections on weekends. Stock envelopes in fee box.

Compliance checks for adherence to Metro Code: As needed and as observed. Commissioned staff will conduct compliance checks during course of business at M. James Gleason Boat Launch.

MSD operation: Ensure that MSD is operating properly. This should be done daily during busy season.

#### Safety Items.

Docks to be inspected daily for missing pins and/or broken hinges, condition of dock wood, and flotation.

Gangways to be inspected for stability.

Parking lot - broken glass, garbage

Trash cans emptied daily during summer, and as needed during rest of year. Multnomah County Vector Control to be notified if evidence of vermin is found.

#### Seasonal Maintenance Activity:

##### Landscape:

Mowing (March through mid-October): 60" rotary mower used weekly or every other week, depending on seasonality. Mower height to be 2 ½ inches.

Trimming/pruning: As needed during March through October.

##### Facilities:

MSD pumpout - activate after high water in Spring. De-commission prior to hard freeze (typically pre November 15).

##### Administrative Needs

- Envelope ordering - check supplies and reorder as needed.
- Toilet contract for porta-potties
- Signage needs for regulation compliance and user education.
- Respond to Multnomah County River Patrol needs.
- Facility inspection yearly, documenting needs.

### **Special circumstances**

- **High water - Monitor river levels and assess safety issues for public using facility during high water events. Pull signs as docks rise on pilings. Pull debris away from docks as it accumulates. Notify porta-potty contractor if water is going to breach into parking lot @ 24 feet. Close ramp when public safety is of concern.**
- **Ice storms - monitor situation; close ramp if icy. The potential exists for the Columbia River to ice in at the basin. In the event of this happening, there could be substantial damage to the docks. This situation needs to be monitored to ensure public safety after the thaw.**

## **Appendix E - River Conditions**

## Ogden Beeman & Associates, Inc.

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Consulting in the development of ports, waterways,  
and marine facilities

421 S.W. 6th Avenue  
Portland, Oregon 97204  
Tel (503) 223-8254 Fax (503) 222-0657

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April 14, 1997

**Benkendorf Associates Corporation**  
522 SW 5th, Ste. 602  
Portland, OR 97204

**ATTN:** Al Benkendorf  
**SUBJECT:** Broughton Beach

As requested by you, the following letter summarizes site characteristics, such as sedimentation and erosion patterns, along the Oregon shore of the Columbia River from the vicinity of the boat ramp at NE 42nd upstream to the Sea Scout Base (Broughton Beach). The basis of this letter is the review of hydrographic survey data, aerial photographs, dredging records, and Ogden Beeman & Associates, Inc. files. A detailed analysis was not performed.

### Data

Our office files contain hydrographic survey data for 1972, 1977, 1988, 1990, 1992, 1993, 1994, 1995, 1996, and 1997 from the Portland District, Corps of Engineers. The 1996 survey was conducted in January, prior to the high water events that occurred in February. In addition, our files contain copies of aerial photographs from the Portland District, Corps of Engineers. The shorelines on the photographs were visually compared, accounting for river stage at the time of the photo, to provide information concerning natural or man-made activities.

We also have dredging information collected from the Port of Portland, the Portland District Corps of Engineers, Metro, local marinas, and various dredge contractors (Lone Star NW, Ross Island Sand and Gravel, Hickey Marine, Portable Hydraulic Dredging, etc.)

### Summary

The present boat ramp is located on the south shore of the Columbia River near River Mile 109.4. Columbia River Datum (CRD) at the site is 2.07 feet above National Geodetic Vertical Datum (NGVD). Ordinary high water is approximately 18.4 feet above NGVD (16.3 feet above CRD). The 100 year flood elevation is approximately 28.8 feet above NGVD. Average river velocities for the Columbia

Al Benkendorf  
April 14, 1997  
Page 2

River in this vicinity during a 100 year flood event are approximately 3 feet per second although localized velocities may be considerably higher.

The site is exposed to east winds with approximately 3 miles of fetch. This fetch, and recreational and commercial vessel traffic, will result in wave attack on the beach. This wave attack may displace sandy sediments depending on size of waves and ambient water levels.

Pile dike structures are located downstream at River Mile 109.2 and upstream at River Miles 109.72 and 110.28. See the attached Figure 1.

The river area north of the pile dikes and at the boat ramp have experienced considerable changes indicating a dynamic system due to natural and man-made activities. The dredging activities create "traps" that tend to fill in rather quickly compared to outlying, more equilibrium depth areas. Areas directly riverward of the pile dikes are rather dynamic as the scour holes change with various hydrologic events.

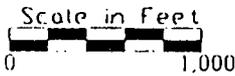
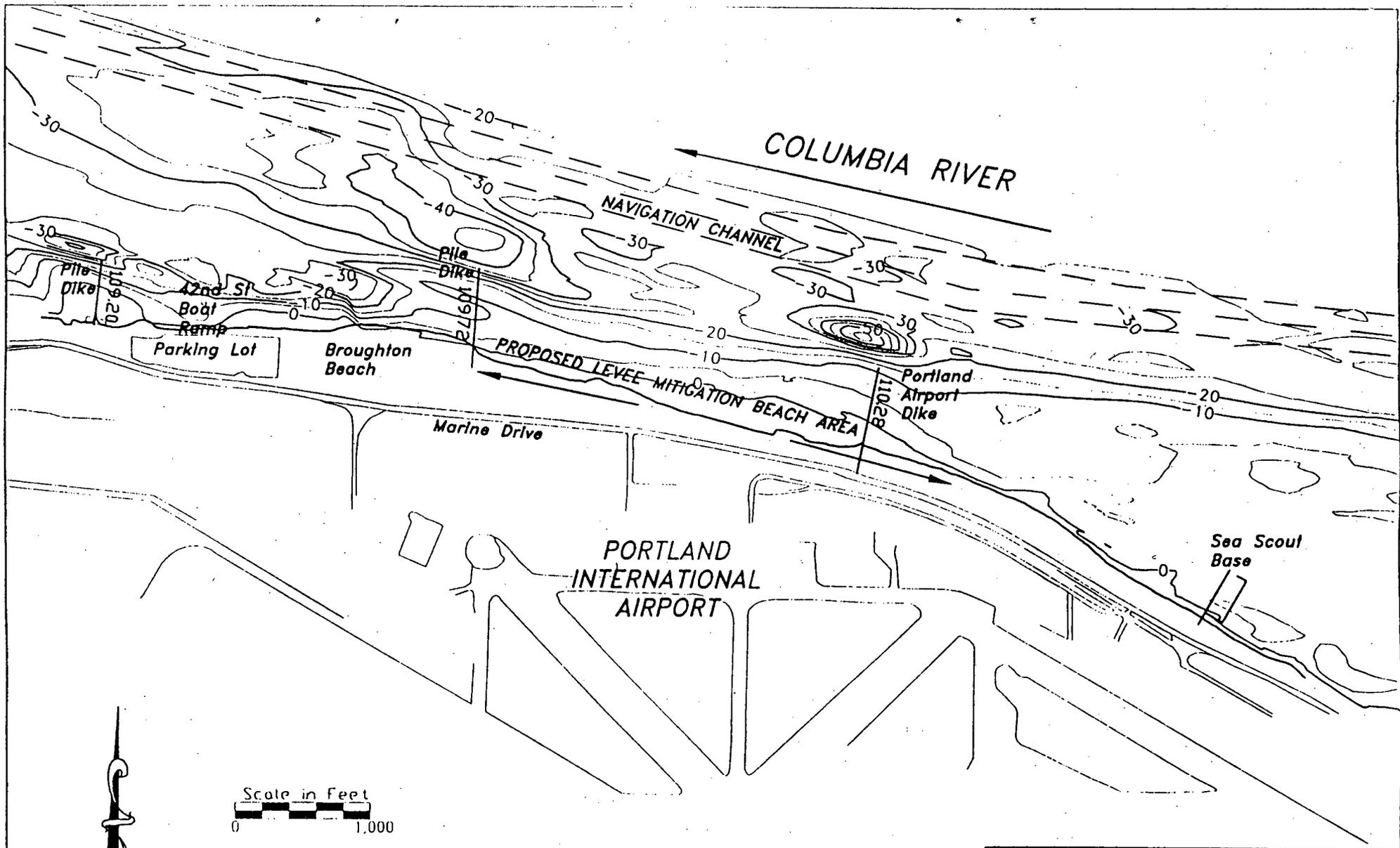
Review of the data indicates that the near shore area between pile dikes 109.72 and 110.28 (Portland Airport Dikey) has remained relatively stable. This can be attributed to a number of factors. Bedload sediment transport varies as a function of the river energy gradient (slope) and depth, velocity, and sediment characteristics. The friction induced by the piles reduces the velocity within the pile dike area by approximately 50% for flows that do not overtop the dikes. In addition, the depth of flow within the pile dike area is less than main channel depths. Consequently the area has remained relatively stable over the period investigated. Forces of gravity, waves, and river currents will continue to move sediments in the area, but the magnitude of bedload sediment transport is significantly reduced by the presence of the pile dike structures.

Dredging of the boat ramp area, however, creates a non-equilibrium area that is likely to accrete sediment. Historically the boat ramp has had approximately 6,000 to 10,000 cubic yards of material dredged approximately every eight to nine years. This is a relatively low level of maintenance for structures facing the river. Given the rather uniform bankline condition of the site, it does not appear that relocating the boat ramp would provide more advantageous maintenance conditions.

Sincerely,

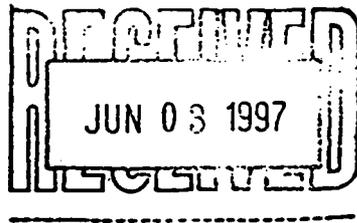


Karl V. Krcma, P.E.  
Ogden Beeman & Associates, Inc.



Contours are referenced to Columbia River Datum (CRD)  
Survey by Corps of Engineers  
January 17, 1996

Ogden Beeman & Associates, Inc. Consulting in the development of ports, waterways, and marine facilities		
Figure 1. Plan View MDD1 Levee Mitigation		
DATE	SCALE	JOB NO.
7/17/96	1"=1000'	96545



May 30, 1997

**Benkendorf Associates Corporation**  
522 SW 5th, Ste. 703  
Portland, OR 97204

**ATTN:** Al Benkendorf  
**SUBJECT:** Broughton Beach Ramp Options and Bank Protection

As requested by you, we have reviewed your draft Master plan drawing and the Oregon State Marine Board drawings 2601-1 (Ramp and Float Option #1A), 2601-2 (Ramp and Float Option 2), 2601-3 (Proposed Site Plan), 2601-4 (Ramp and Float Option 4) and 2601-5 (Ramp and Float Option 5). We are commenting based on our observations of the existing topography and the proposed layouts and our understanding that this information will be used for master planning and not for design purposes. No technical or engineering analysis was performed.

The following comments are in regard to bank protection of the eastern parking lot extension and our general opinion of the various options in reference to waves, current velocity and sedimentation impacts.

As indicated in our April 14, 1997 letter addressing sedimentation, the site is exposed to average river velocities during a 100 year flood of approximately 3 feet per second with a flood elevation of 28.8 feet above NGVD. The fetch to the east of approximately 3 miles provides potential for wind waves. In addition, vessel wakes can affect the site.

The 250± ft. eastern extension of the boat trailer parking lot portrayed on the Marine Board drawing 2601-3 (Proposed Site Plan) extends riverward to the existing +16' contour. Assuming that the proposed lot would be filled and sloped riverward at a slope of 3 ft horizontal to 1 ft. vertical (3:1) or steeper, the bank would probably require rip rap protection as portrayed by the Marine Board. The exposure of steep sand banks to flood velocities and wave attack would require some form of bank protection, i.e. riprap, especially at high river stages. The upstream end of the riprap would require a transition around the end of the fill (keyed in) to provide a hydraulically smooth bankline and prevent unraveling of the bank.

Al Benkendorf  
May 30, 1997  
Page 2

The proposed single car parking area identified on the draft Master plan that is located eastward (upstream) of the boat trailer parking appears to be located at existing grade and extends riverward to approximately the +24' contour. This allows for a sacrificial beach area of 50 ft. or more riverward of the parking lot. Due to the existing beach slope and the buffer, bank protection may not be necessary in this area. If the slope is not protected, we would suggest monitoring the site annually by surveying a few beach cross sections. If erosion becomes a problem in the future, either protect the bank with riprap or replace the eroded sand.

In reference to the various Marine Board boat ramp, log boom, and float layouts depicted as options 1A, 2, 4, and 5, in addition to your draft Master plan, a few general comments follow.

From examination of the existing topographic and bathymetric information, the existing pile and waler structure that extends approximately 240 ft. from shore provides some protection to the ramp from current velocity and waves from the east. The topographic contours indicate that sediment has filled in upstream of the structure, with an apparent scouring effect off the riverward point of the structure (approximately -15'). The latter comment is conditioned on the lack of dredging information available to us.

Replacement of this structure with a rock groin (options 1A and 2) located upstream of the ramp that toes out at the +4' contour with a deflection boom extending riverward would allow for movement of bedload sediments alongshore at elevations below the +4' contour. The deflection boom would provide minimal wave protection.

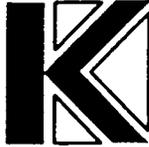
Given the absence of more detailed information and analysis, Options 4, 5, and the draft Master plan appear to be more favorable from a protection and maintenance standpoint. As stated in our April 14, 1997 letter, the historical maintenance of the existing ramp has been relatively low for structures facing the river. Removal of the existing pile and waler structure could have detrimental effects and should be studied in more detail during project design.

Sincerely,



Karl V. Krma, P.E.  
Ogden Beeman & Associates, Inc.

**Appendix F - Marine Drive - Accessibility Analysis**



**KITTELSON & ASSOCIATES, INC.**  
**TRANSPORTATION PLANNING/TRAFFIC ENGINEERING**  
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## **TECHNICAL MEMORANDUM #1**

### **Columbia River Management Unit Property Development Summary of Existing Conditions**

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**Date:** March 6, 1997 **Project #: 2458**

**To:** Al Benkendorf, The Benkendorf Associates Corporation

**From:** Tom Schwab and James Colyar

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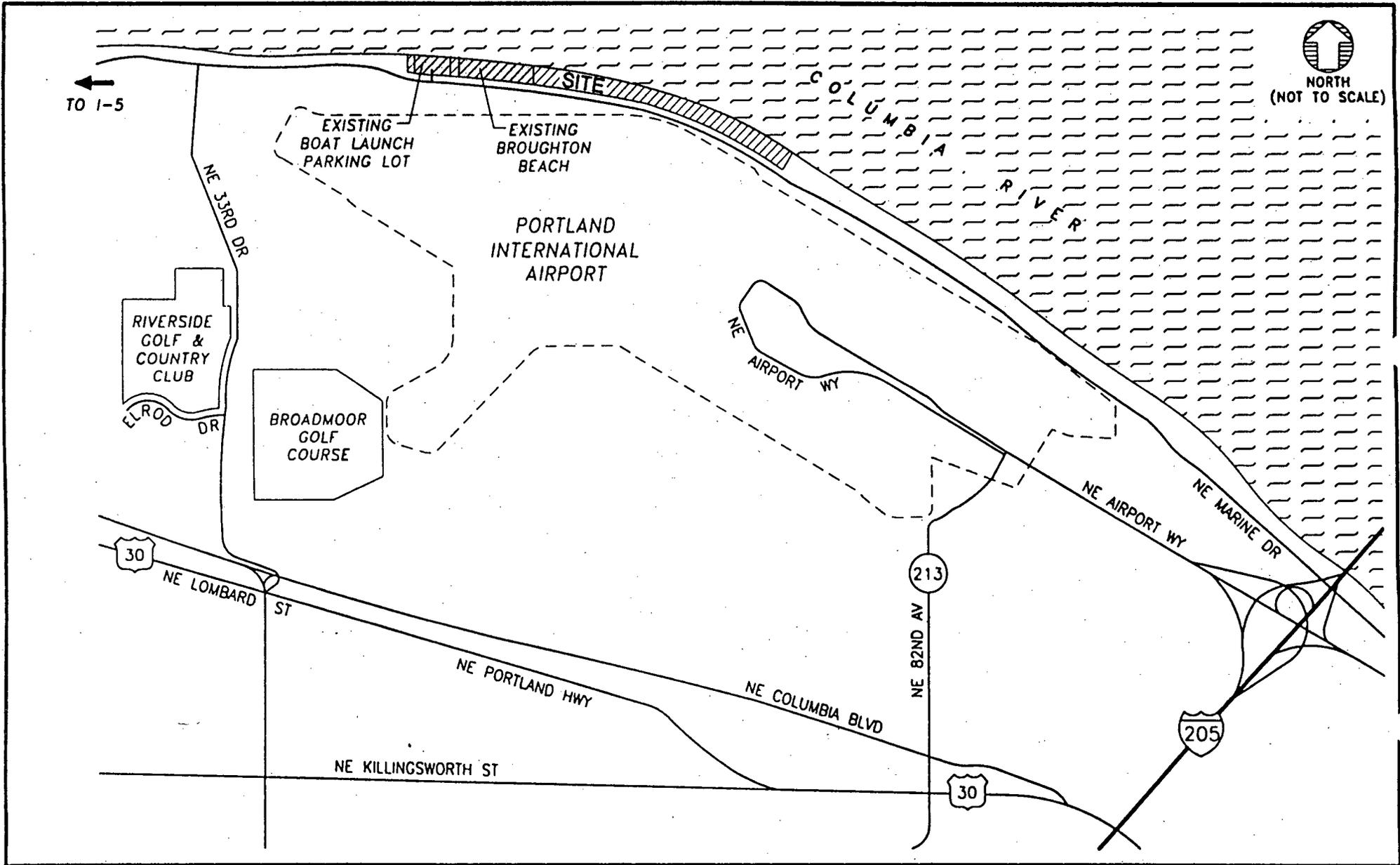
This memorandum summarizes the existing transportation system serving the Columbia River Management Unit property, located along Marine Drive directly north of the Portland International Airport. Specifically, this memorandum:

- inventories the conditions of the site and adjacent land uses, including sight distance to the existing boat launch ramp access driveway;
- evaluates the pedestrian and bicycle facilities in the site vicinity, including plans for the "40-mile loop"; and
- surveys the roadway facilities in the site vicinity, including a safety analysis along Marine Drive.

Figure 1 shows a map of the site vicinity.

#### **Site Conditions and Adjacent Land Uses**

The proposed site, shown in Figure 1, is approximately 60 acres in total size. The site is bordered to the north by the Columbia River, east by a private boat marina, south by Marine Drive, and west by a small tavern (Sextant Tavern). The purpose of developing the site is to expand the recreation opportunity for boaters and day use activities. A range of options exist that could improve day use activities, including picnic facilities/shelters, waste receptacles, or a more formalized swimming area.



### SITE VICINITY MAP

COLUMBIA RIVER MANAGEMENT UNIT PROPERTY DEVELOPMENT  
 PORTLAND, OREGON  
 MARCH 1997

FIGURE

1



246001

DATE: March 6, 1997

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The site is currently occupied by a public boat launch facility, a River Patrol building, and Broughton Beach. The boat launch facility has one access driveway, shown in Figure 1. The driveway has a paved width of 33 feet, and it has a fairly steep grade as it approaches Marine Drive from the parking lot. The boat launch parking lot is approximately 25,000 square feet in paved area and has parking stalls striped for both recreational vehicles (RVs) or boat trailers, and passenger cars. The boat launch loading/unloading bay is located directly north of the access driveway with approximately 300 feet of clearance between the driveway throat and loading bay. Thus, when vehicles maneuver to load/unload their boat, vehicles entering the driveway are often in conflict with the unloading/loading process.

To allow safe and efficient access of vehicles from the boat launch driveway onto Marine Drive, a clear intersection sight distance of approximately 450 feet is needed in both directions. To the east, the access driveway has sufficient intersection sight distance to meet the 450 foot minimum. However, to the west, the intersection sight distance is approximately 440 feet, with a slight vertical curve along Marine Drive blocking the distance beyond 440 feet. This sight distance is most likely adequate for passenger cars, but for vehicles hauling boat trailers, the 440-foot intersection sight distance can be unsafe under less than adequate conditions (i.e. wet pavement, foggy sight distance).

To the immediate east of the site, there is a small, privately-owned boat marina. To the immediate west of the site, there is a small tavern called the Sextant Tavern. To the south of the site is the Portland International Airport property. A small dirt parking lot exists to the south of the site which currently serves as an overflow parking lot when the boat launch parking lot is full.

#### **Pedestrian and Bicycle Facilities and Activity**

With the Columbia River directly adjacent to the site and no immediate commercial developments nearby, many people consider the area a natural, scenic place to ride bicycles, or take a jog or walk. Thus, the area attracts many pedestrians and bicyclists. Currently, the City of Portland maintains the Columbia River "40-mile loop", which is a bicycle/pedestrian paved off-street path between 10 to 15 feet in width. The path is situated between the Columbia River and Marine Drive. The "40-mile loop" begins east of Interstate-205 and terminates approximately 550 feet east of the boat launch access driveway. The City of Portland has made preliminary plans to extend the path to NE 33rd Drive, with construction to be finished in the summer or fall of 1997. The path will cross Marine Drive approximately 400 feet east of the existing boat launch access driveway and continue on the south side of Marine Drive to NE 33rd Avenue.

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**Roadway Facilities**

Marine Drive is the only roadway which provides direct access to the site. Marine Drive in the site vicinity is classified as a *neighborhood collector* by the City of Portland's "Transportation Element of the Comprehensive Plan" (1996). Marine Drive serves as a "back-door" route to the Portland International Airport, serves as an accessway to the Columbia River facilities (boat launches, marinas, public parks), and serves as a quick connection between Interstate-205 (I-205) and Interstate-5 (I-5). Even though Marine Drive is not classified as a truck route in the "Transportation Element", Marine Drive serves as a major truck path between I-205 and I-5. Recent counts in the area revealed that between eight and 23 percent of the total traffic on Marine Drive are trucks, depending on the time of day and direction. Overall, Marine Drive experiences a total of 13,000 vehicles per day in the site vicinity. Marine Drive has a paved cross-section of 30 feet near the boat launch access driveway, consisting of two 12-foot travel lanes and a three-foot shoulder on both sides of the road. Table 1 describes the Marine Drive cross-section in the site vicinity.

**Table 1**  
**Marine Drive Characteristics**

Name	Classification	Paved Cross-Section (ft.)	Posted Speed (mph)	On-Street Side Walks	On-Street Bicycle Lanes	On-Street Parking Allowed?
Marine Drive	Neighborhood Collector	30 feet	45	No*	No*	No

Note: \* - 40-mile loop serves bicyclists and pedestrians in the area.

In the site vicinity, the nearest north-south street which accesses Marine Drive is NE 33rd Drive, located approximately 4,000 feet west of the boat launch parking lot. The NE 33rd Drive approach to Marine Drive is controlled by a stop sign. Signalization of this intersection is currently planned by the City of Portland, as the project is currently on the Capital Improvement Projects (CIP) list. However, funding for the project could prevent signalization from occurring in the near-term, or ever, due to the cost associated with widening the Columbia River dyke (estimates from the City have been upward of \$1 million). Therefore, the Marine Drive/NE 33rd Drive will most likely remain unsignalized in the near-term. Signalization of the Marine Drive/NE 122nd Boulevard, located to the east of I-205, is also planned on the CIP list. However, due to the anticipated cost of this project (similar to the NE 33rd signalization project), signalization will most likely not occur in the near-term.

DATE: March 6, 1997

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**Safety Analysis**

As part of this study, a safety analysis was performed to evaluate the accident history along Marine Drive between NE 33rd Drive and NE 122nd Boulevard. Specifically, the narrow roadway combined with high speeds (speed limit of 45 mph) and large numbers of trucks were of special concern in the site vicinity. The Oregon Department of Transportation (ODOT) provided accident reports for the year 1991 through October 1996. These records were tabulated and categorized by accident type, accident location, pavement condition (wet or dry), severity of accident (fatal, injury, etc.), time of day, and vehicle type (truck, passenger car, etc.). Table 2 summarizes the accident history for the Marine Drive segment between NE 33rd Drive and NE 122nd Boulevard from 1991 through 1996.

**Table 2**  
**Marine Drive Accident History<sup>1</sup>**

Year	Total Accidents	Type of Accident			Result of Accident		
		Rear-End	Turning-Movement	Other	Fatality	Injury	Property Damage Only
1991	20	3	7	10	2	10	8
1992	17	8	5	4	0	6	11
1993	12	4	5	3	0	8	4
1994	8	1	3	4	2	5	1
1995	11	2	4	5	0	7	4
1996 <sup>2</sup>	10	2	2	6	1	8	1
<b>Yearly Average</b>	13.0	3.3	4.3	5.4	0.8	7.4	4.8

Notes: 1. Accident data for Marine Drive between NE 33rd Drive and NE 122nd Boulevard, a stretch of approximately 5.3 miles.

2. 1996 data available through October. Thus, data was factored by 1.2 to account for entire year.

Overall, the yearly number of accidents seems to be on a downward trend, with the 1996 total accidents only half of the 1991 total accidents. Of the 1996 accidents, 40 percent occurred during wet pavement conditions, and 40 percent occurred at night. Also, only one truck was involved in an accident in 1996, and trucks were involved in 10 percent of the total accidents from 1991 through 1996 (as mentioned earlier, trucks comprise of eight to 23 percent of the total vehicles on Marine Drive). Thus, trucks are involved in accidents as frequently as

DATE: March 6, 1997

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passenger cars. Of the "Other" type accidents, the most common were head-on, fixed-object, and sidesweep-overtaking types. The following findings can be summarized from the safety analysis:

- The overall number of accidents per year seems to be on a downward trend.
- Trucks do not play a major role in a specific type of accident or total number of accidents.
- Almost half of all accidents occur during wet pavement conditions or in the dark.
- Of the specific accident types, turning-movement accidents were the most frequent type, accounting for 33 percent of all accidents.

### Summary of Existing Conditions

With the Columbia River nearby, the site vicinity is a scenic, natural area within the City of Portland. Bicyclists, pedestrians, and boaters all rely on Marine Drive as the only accessway through this natural area. Thus, it is important to maintain safe and efficient movement throughout the corridor. The only current access to the site provides marginal sight distance to the east, and on-site vehicle conflicts can be experienced during congested parking lot conditions with the closeness of the boat loading/unloading area. As the site is developed and begins generating more traffic, these conditions can become exacerbated. Thus, the potential location of an additional access driveway, or re-locating the current driveway, should be investigated.



**KITTELSON & ASSOCIATES, INC.**  
**TRANSPORTATION PLANNING/TRAFFIC ENGINEERING**  
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## TECHNICAL MEMORANDUM #2

### Columbia River Management Unit Property Development Development of Conceptual Access Plans

---

**Date:** April 14, 1997 **Project #:** 2458

**To:** Al Benkendorf, The Benkendorf Associates Corporation

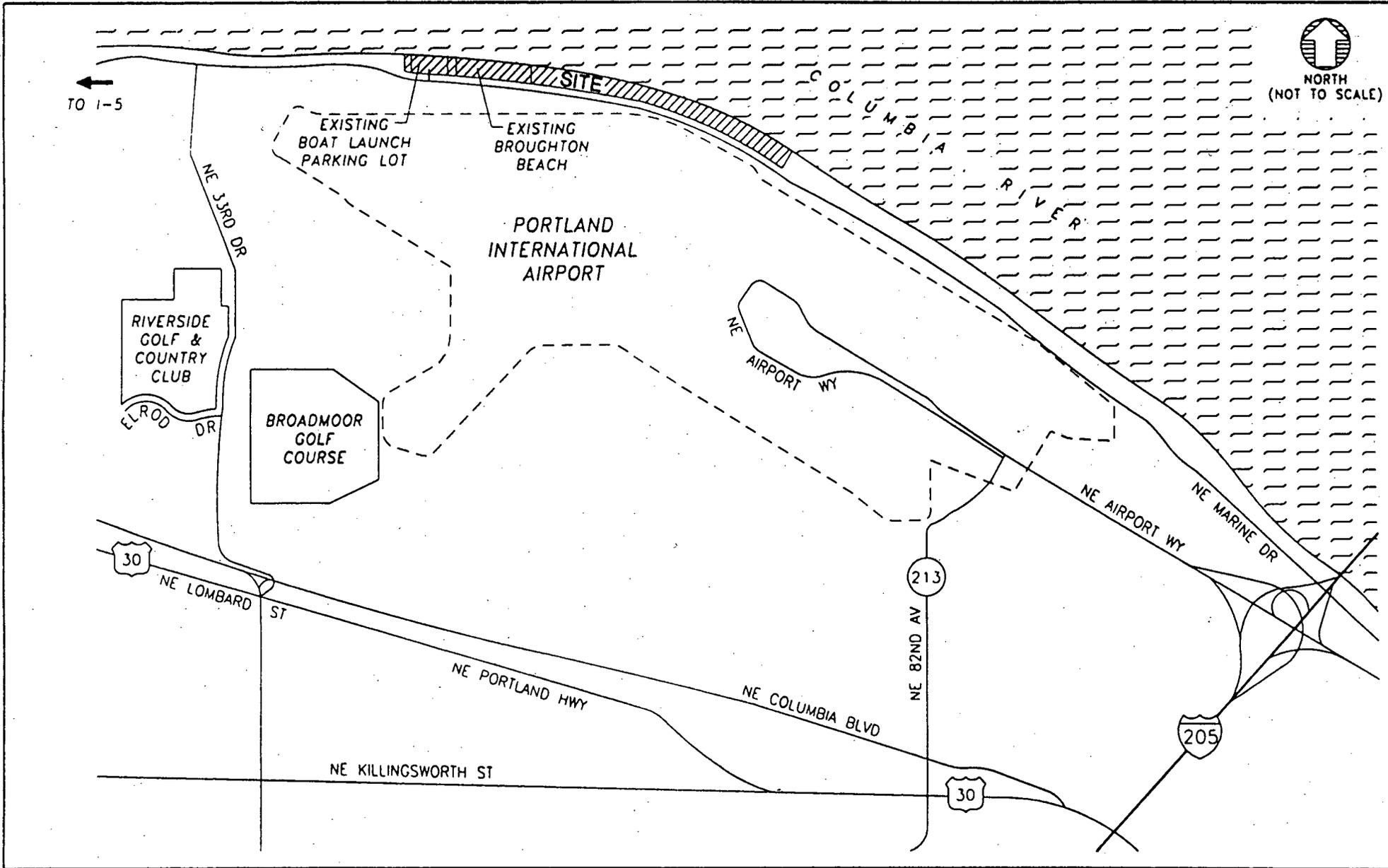
**From:** Tom Schwab and James Colyar  
*[Handwritten signatures]*

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Pursuant to your request, Kittelson & Associates has evaluated the existing conditions and inventoried the planned projects within the site vicinity, and identified possible access plans to accommodate the planned development of the Columbia River Management Unit Property. Prior to this memorandum, Kittelson & Associates prepared Technical Memorandum #1, Summary of Existing Conditions, to address the existing roadway and land use conditions surrounding the proposed site. This memorandum deals briefly with the existing conditions, as discussed in Technical Memorandum #1, but focuses on the proposed development plans for the site and possible access plans to help create a safe and efficient transportation system for all modes of travel. Specifically, this memorandum:

- discusses the existing conditions in the site vicinity in terms of the adjacent roadway system, safety issues, adjacent land uses, and the 40-mile loop bike/pedestrian path;
- explains the planned and programmed roadway and pedestrian/bicycle path improvements within the site vicinity;
- details the proposed development plans for the Columbia River Management Unit property; and
- identifies potential access plans to allow for the safe and efficient movement of vehicles, pedestrians, and bicyclists traveling to the site and those traveling through the site vicinity.

Figure 1 shows a map of the site vicinity.



SITE VICINITY MAP

COLUMBIA RIVER MANAGEMENT UNIT PROPERTY DEVELOPMENT PORTLAND, OREGON	FIGURE 1	
MARCH 1997		

DATE: April 14, 1997

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## EXISTING CONDITIONS

Kittelson & Associates prepared a detailed memorandum (Technical Memorandum #1 - Summary of Existing Conditions, March 1997) describing the existing conditions of the site vicinity, including roadway facilities, the 40-mile loop, and a safety analysis. While this memorandum provides a brief overview of the existing conditions, please refer to Technical Memorandum #1 for a full evaluation of the existing conditions.

### Roadway Facilities

Marine Drive serves as the only roadway providing access to the site. Marine Drive is classified by the City of Portland as a *neighborhood collector*, has a posted speed limit of 45 mph, and is a two-lane cross-section in the site vicinity. No sidewalks are provided along Marine Drive. A three-foot shoulder exist on both sides of the roadway.

### Safety Evaluation

A safety analysis was prepared from accident reports compiled by the Oregon Department of Transportation (ODOT) Accident Data unit. As a result of the safety analysis, a number of observations were made. First, the overall number of yearly accidents seems to be on a downward trend. Second, trucks do not play a major role in a specific type of accident or total number of accidents. Third, almost half of all accidents occur during wet pavement conditions or in the dark. Lastly, of the specific accident types, turning-movement accidents were the most frequent, accounting for 33 percent of the 78 total accidents in the 70-month study period.

### Site and Surrounding Land Uses

Currently, the site is occupied by a public boat launch facility, a River Patrol building, and Broughton Beach. Refer to Figure 1 for the locations of these facilities within the site. The boat launch facility has one access driveway, located directly south of the boat loading/unloading bay. The total site study area encompasses approximately 60 acres. The site area east of Broughton Beach is currently vacant and used strictly for recreational activities (swimming, picnicking, etc.). This section is fairly narrow and the dike parallel to Marine Drive creates a fairly steep grade through some stretches of the site.

The site is bordered to the north by the Columbia River, east by a private boat marina, south by the Portland International Airport, and west by a small tavern (Sextant Tavern). Also, a small unimproved parking lot is located to the south of the site which currently serves as an overflow parking lot when the boat launch parking lot is full.

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### **Pedestrian/Bicycle Path**

The "40-mile loop" is a bicycle/pedestrian paved off-street path between 10 to 15 feet in width. The path, situated between the Columbia River and Marine Drive, begins east of Interstate-205 and terminates approximately 360 feet east of the boat launch access driveway. The City of Portland has plans to extend the path westward to NE 33rd Avenue, which is explained in the *Planned Roadway Improvements* section of this memorandum.

### **PLANNED ROADWAY IMPROVEMENTS**

A number of projects by the City of Portland are in the planning or development process which could impact the vehicle and bicycle/pedestrian access to the site. These projects are briefly explained below.

#### **Columbia Corridor Study**

The City of Portland is concerned with the volume, speed, and type of traffic along Marine Drive. To alleviate these problems, the City is conducting the Columbia Corridor Study to evaluate possible mitigations to divert through traffic to other routes and/or slow down the traffic along Marine Drive to preserve the roadway as a natural, scenic route for neighborhood and tourist/recreational traffic. According to discussions with the City of Portland, the study is near completion and a number of potential mitigations will be presented. Any mitigations which are implemented will most likely act favorably in providing safe and efficient access to the site.

#### **Pedestrian/Bicycle Path Improvements**

As mentioned previously, the City of Portland has approved plans to extend the 40-mile pedestrian/bicycle path westward to NE 33rd Drive (the path currently terminates approximately 360 feet east of the Boat Launch access driveway on the north side of Marine Drive). The path will cross Marine Drive approximately 350 feet east of the boat launch access driveway and then continue along the south side of Marine Drive to NE 33rd Drive. A crosswalk and overhead pedestrian crossing signs will be placed to warn motorists along Marine Drive of the crossing. Either the pedestrian crossing signs will continuously flash on and off, or a pedestrian button may be installed at the crosswalk approaches to actuate the flashing pedestrian crossing sign (similar to the pedestrian buttons at signalized intersections to actuate the "Walk" sign for crosswalks). Construction for this project is scheduled to begin this summer, and the path should be open to the public within the next year.

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## Marine Drive Traffic Signals

Traffic signals are in the planning stages at the Marine Drive/NE 33rd Drive and Marine Drive/NE 122nd Boulevard intersections. Both intersections are currently controlled by stop signs on the NE 33rd Drive and NE 122nd Boulevard approaches. Traffic signals at both locations are currently on the City of Portland's Capital Improvement Projects (CIP) list. However, funding for the projects could prevent signalization in the near-term, or ever, due to the cost associated with widening the Columbia River dike (estimates for each signal have been upward of \$1 million). Discussions with the City of Portland revealed that there is some question as to whether the NE 122nd Boulevard signal is fully funded already, and the NE 33rd Drive signal is not funded as of April 1997. Overall, the NE 122nd Boulevard traffic signal will most likely occur before the NE 33rd Drive signal.

## PROPOSED DEVELOPMENT PLAN

Figure 1 shows the location of the site relative to Marine Drive and the other facilities in the vicinity. The entire site is approximately 60 acres in area and is occupied by a boat launch facility, River Patrol building, and Broughton Beach. The purpose of developing the site more fully is to expand the recreation opportunity for boaters and day-use activities (picnicking, swimming, jogging, etc). The existing boat ramp facility operates at capacity during peak summer weekends. Plans for developing the entire site include modifying the internal parking lot circulation and providing more facilities for day-use visitors. A range of options exist which could improve and expand the day-use activities, including picnic facilities/shelters, waste receptacles, bathroom facilities, and a more formalized swimming area. Also, an additional 150 parking spaces for passenger cars are planned on the east side of the existing boat launch parking lot.

## CONCEPTUAL ACCESS PLANS

The existing access to Marine Drive is in a direct line with the boat launch facility. Conflicts occur between entering and exiting vehicles and the boat launch activity because of the limited lot depth between Marine Drive and the Columbia River. The approach to Marine Drive is on an approximate 10 percent grade due to the difference in elevation between the existing parking lot and Marine Drive. Vehicles towing boats from the site require additional sight distance than that required of a passenger car in order to access Marine Drive.

Several alternatives were analyzed to improve the boat ramp access and to minimize the conflict of vehicles entering the site and the boat launch activity. Two alternatives are presented in this memorandum and are labeled as Alternative 1 and Alternative 2.

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### **Alternative 1 - Relocate Boat Launch Access to the West**

Alternative 1 would relocate the existing boat launch driveway by a distance of approximately 650 feet west of the existing access, to the vicinity of the former Portage Marina access driveway onto Marine Drive. The grade differential between Marine Drive and the parking area would be less severe than the existing location. The access approach to Marine Drive should be developed at a one percent grade or less to improve visibility and to improve driver performance when attempting to enter Marine Drive from the boat ramp facility. Relocating the access to the west will eliminate the conflict between the entering/exiting vehicles and the boat launch area.

The proposed access onto Marine Drive should be designed with left turn channelization for eastbound traffic on Marine Drive. A left turn lane storage length of 160 feet should be developed to provide storage for up to two vehicles with trailers and to provide a short speed change deceleration area. The channelization should be designed with a 45:1 taper leading into the storage area. A 10 degree reverse curve would be designed to transition vehicles into the left turn storage area. A 20:1 taper for westbound right turning traffic should be considered to allow a westbound vehicle to slow to a comfortable speed when entering the site. The right turn taper should be considered as optional if right-of-way is possible. This will minimize the conflict with through vehicles on Marine Drive. The approach access should be designed with 16 foot lanes at the Marine Drive approach to minimize the friction between entering and exiting vehicles.

A conceptual drawing of Alternative 1 is shown on Figure 2. This alternative would require the boat launch traffic and the day-use traffic to access Marine Drive at the same location.

### **Alternative 2 - Relocate Existing Boat Launch Access to the West and Develop a Second Access**

Alternative 2 would construct a new main access to the boat ramp facility and the proposed day-use area. This access would be located approximately 350 feet east of the existing boat ramp access. All vehicles entering the boat launch facility and the day-use area would be directed into the site from this new access, which would operate as a two-way roadway internal to the site. The existing 42nd Avenue boat ramp access to Marine Drive would be closed. An egress roadway from the site would be constructed approximately 600 feet west of the existing boat ramp access, located in the vicinity of the existing access serving the former Portage Marina site. This new access would operate as an exit-only driveway.

Traffic would enter the site from the new access east of the existing access. Traffic would then

DATE: April 14, 1997

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circulate into either the day-use parking area or into the boat launch area. Visitors to the day-use area would exit the parking area to Marine Drive through this intersection. Parking and circulation within the boat parking area would be situated to facilitate traffic flow into and through the boat ramp facility. Vehicles with boat trailers would exit the parking and loading/unloading area to enter Marine Drive from a one-way access at the new access west of the existing driveway. Left turn storage for eastbound traffic would be developed on Marine Drive at the main access location.

The layout of the left turn channelization is shown on Figure 3. The left turn lane should be developed with a 14-foot median lane and 12-foot through lanes in each direction. The left turn storage should be designed with a 160-foot storage area and 45:1 tapers. A right turn lane (westbound to northbound) is optional and should be included if right-of-way permits.

The proposed channelization and design for Alternative 2 would incorporate the 40-mile loop Marine Drive crossing into the east leg of the intersection as shown on Figure 3. Incorporating the 40-mile loop path into the intersection design will allow a more common pedestrian/bicycle crossing on Marine Drive, and will improve driver awareness of the crossing on Marine Drive.

### SIGHT DISTANCE

Sight distance measurements were obtained for the existing access location and for the proposed access locations. Assuming the existing roadway profile does not change, the minimum sight distance of 450 feet (required for a 45 mph design speed) can be achieved at both proposed access locations.

The critical sight distance would be east of the proposed new access to the day-use area (Alternative 2). The existing dike to the east of this access could form an obstruction and limit sight distance if the north edge of pavement were moved to the north. If the existing edge of pavement is held fixed, the minimum sight distance of 450 feet will be met.

### RECOMMENDATION

Based upon the results of the analysis described in this report, it is recommended that Alternative 2 be incorporated into the re-design of the boat launch access and the proposed day-use area facility. Alternative 2 will provide good access and circulation into and through the site and minimize the impact of a single access location. The design for Alternative 2 should include left turn channelization at the east driveway using standard tapers, as shown on Figure 3.

## **Appendix G - Market Assessment**

DATE: April 1, 1997

TO: Mr. Al Benkendorf  
BENKENDORF ASSOCIATES

FROM: Jerry Johnson  
HOBSON JOHNSON & ASSOCIATES

SUBJECT: Preliminary Evaluation of Commercial Potential/Broughton Beach Area

**MEMORANDUM**

This memorandum summarizes our preliminary analysis of commercial development opportunities at the Broughton Beach Property.

***Demographics***

Situated directly north of the Portland International Airport, the subject site is relatively isolated from major residential concentrations. The most proximate residential area is the Bridgeton neighborhood, west of the subject site via Marine Drive. The site also has less convenient access to the Concordia and Cully neighborhoods via Marine Drive and NE 33<sup>rd</sup> Drive. All three of these neighborhoods have average effective buying incomes well below the regional average. The following is a summary of the population numbers for the relevant census tracts:

Census Tract	Neighborhood	1994 Population	1994 Households	1994 Employment
30	Concordia	4,493	1,872	311
31	Concordia	4,777	1,752	183
32	Concordia	4,199	1,509	233
36.02	Concordia	6,224	2,146	1,002
36.03	Concordia	1,634	647	293
72.02	Bridgeton	1,428	647	14,112
73	Airport	971	316	25,581
74	Cully	2,807	1,109	595
75	Cully	4,282	1,643	1,044
Total		30,815	11,641	43,354

As shown in the preceding table, the Bridgeton and Airport neighborhoods have a negligible household base, although employment in the area is substantial. None of the neighborhoods with convenient access to the subject site have experienced substantial growth over the past several decades. While new residential construction activity is currently underway in the Bridgeton

neighborhood, a relative lack of available sites will limit residential growth potential in the future.

With a limited residential base from which to draw, retail opportunities will be largely limited to what is supported by traffic generated by facilities at the subject site. The subject site's boat ramp and beach facilities have the ability to attract a substantial amount of daytime use, but uses are likely to be limited seasonally. This places severe restrictions on the type and quantity of retail that can be attracted to the site. The exception to this rule would be a facility with its own regional draw, such as Salty's restaurant, west of the site.

**Potential Market Opportunities**

The subject site's limited retail draw will limit the type and quantity of retail that can be attracted to the site. The degree to which additional retail activity can be generated on the property will largely be a function of the level of activity that can be generated. The following is a preliminary list of the strengths and weaknesses of the site from a retail perspective:

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>- Boating-related uses</li> <li>- Potential river view</li> <li>- Potential for good seasonal traffic</li> <li>- View of airport traffic</li> <li>- Local employment base</li> </ul>	<ul style="list-style-type: none"> <li>- Weak local market</li> <li>- Highly seasonal traffic</li> <li>- Difficult access</li> </ul>

Potential retailers for the site would likely be focused on serving the needs of the boating community as well as the daytime visitors to the beach area. These would include marine supply, small food vendors, potential recreational vendors (kites, banana bikes, etc.) and potentially an affordable family restaurant. The local demographic base is insufficient to support neighborhood-scale retail development of the site. Retail opportunities would have to be evaluated in light of potential improvements to the area.

We feel that the site does offer some limited potential for office space development. While the site does not fit the typical profile for an office building, it does offer a potential for river views and fair regional access. The most important site location criteria for office space development typically include: location and access, size and shape of parcel, topography, drainage, surrounding land uses, utilities and zoning. The primary weaknesses of the site are a lack of access, exposure and proximity to other major office space concentrations.

A limited amount of speculative office space is probably feasible at the site, with an owner-occupied building also potentially viable. The site is unproven as an office location, and a traditional market depth analysis would be of negligible worth. Further research should be done on rent levels and the current profile of tenants in the area.

**HOBSON JOHNSON & ASSOCIATES**

DATE: May 1, 1997

TO: Mr. Al Benkendorf  
BENKENDORF ASSOCIATES

FROM: Jerry Johnson  
HOBSON JOHNSON & ASSOCIATES

SUBJECT: Evaluation of Achievable Office Lease Rates

**MEMORANDUM**

---

This memorandum summarizes our preliminary analysis of achievable office lease rates at the Broughton Beach Property. We have prepared a survey of selected office buildings and industrial buildings with a significant level of office build-out, which is included with this memorandum. These projects are predominantly located in the Northeast Portland area, and we expect that tenants in these projects may consider locating at the subject property.

The survey included 12 projects, offering a total of roughly 620,000 square feet of gross leasable area. Annual quoted full-service lease rates at these projects range from \$12.50 to \$18.50 per square foot. The weighted average lease rate in the survey is \$14.52 per square foot, or \$15.24 per square foot if business park space is excluded.

As stated in our previous memorandum, the site does not fit the typical profile for an office building but it does offer a potential for river views and fair regional access. The primary weaknesses of the site are a lack of access, exposure and proximity to other major office space concentrations. We expect that the potential for river views will largely offset the sites weaknesses in terms of achievable rents.

In light of the subject project's competitive position vis-à-vis the projects surveyed, we would expect achievable lease rates of \$15.00 per square foot on the second story space, and \$13.50 per square foot on ground level space. Tenant improvements required are estimated to be between \$20 and \$25 per square foot.

# HOBSON JOHNSON & ASSOCIATES

## SUMMARY OF OFFICE SPACE NORTH/NORTHEAST & VANCOUVER PORTLAND METROPOLITAN AREA (March, 1997)

BUILDING NAME/ LOCATION	YEAR BUILT	NET RENTABLE SF	AVAILABLE SF	VACANCY RATE	QUOTED ANNUAL LEASE RATE PER SF
<i>Class B Office Buildings</i>					
Airport Business Center-Bldg. 15 6600 NE 78th Court	1982	14,000	0	0.0%	\$13.00-\$14.75 GRO
Airport Business Center-Bldg. 16 A-C 6601-6645 NE 78th Court	1985	37,042	8,043	21.7%	\$14.00 GRO
Airport Business Center-Bldg. 20 A & C 6130 & 6135 NE 78th Court	1986	29,592	6,791	22.9%	\$13.00-\$14.75 GRO
Airport Business Center-ITT Bldg. 6035 NE 78th Court	1986	38,572	0	0.0%	\$15.00 GRO
<i>Class A Buildings &amp; Business Parks</i>					
One Airport Center NE Airport Way	1996	73,500	17,786	24.2%	\$18.50 GRO
Sivers Airport Center I, II 122nd & Ainsworth Circle	1989/ 1995	80,002	3,456	70%	\$7.80 NNN \$14.30 GRO 1/
Stonemill Business Park Vancouver	N/A	122,000	5,436	4.5%	\$15.00 GRO
Hayden Island Business Park	1980	159,150	0	0.0%	\$6.60 NNN \$13.10 GRO 1/
<i>Class C Office Buildings</i>					
701 Main 701 Main Street Vancouver	1900	10,900	8,486	77.9%	\$13.50 GRO
Columbia Executive Building 112 W 11th Street Vancouver	1934	10,000	0	0.0%	\$12.50 GRO
Heritage Building 601 Main Street Vancouver	1912	25,000	0	0.0%	\$12.50 GRO
Vancouver Commerce 101 E. Eighth Vancouver	1980	20,000	0	0.0%	\$14.50 GRO
		=====	=====	=====	=====
<i>TOTAL (including business parks)</i>		619,758	49,998	8.1%	\$14.52
<i>TOTAL (excluding business parks)</i>		258,606	41,106	15.9%	\$15.24

## **Appendix H - Commercial Users - Questionnaire Summary**

**M. JAMES GLEASON BOAT RAMP MASTER PLAN  
COMMERCIAL USERS -- QUESTIONNAIRE SUMMARY**

The following is a summary of answers given by attendees on the Questionnaire distributed at the Commercial Users Meeting for the M. James Gleason Boat Ramp Master Plan held June 2, 1997 at Metro Regional Center.

**1. Description of Use:**

- Water drops / lumber
- Boat transporter / highway
- Tow barges w/dumpsters
- Load / unloading barges
- Barges for dumpsters
- Small crane operations, inc.
  - boat salvage
  - transfer of equipmnt for houseboat rprs
- Load drywall
- Removal / Construction debris
- Tow Vessels
- Tow barges for construction mat'ls
- Trailer of foam
- 50' Beam launched
- Pickup and delivery of boats, small to large
- Repairs to docks and boathouses
- Commercial recreation

**2. Frequency of Use**

<u>Times per week / # Responses</u>	<u>Times per month/ # Responses</u>	<u>Other/ # Responses</u>
2-3 x wk                    2	1 x mo                    2	Anytime                    1
4-5 x wk                    1	2 x mo                    1	3-5 x wk / summer        1
	3-4 x mo                  2	every 2-3 wks / winter    1

**3. Time of Day / Week**

	<u># Responses</u>
Early weekday a.m.	4
Late a.m./early afternoon	1
All Day	1
Avoid peak hours	1
Avoid mobs of jet skiers	1

**4. Typical Size of Boat, Trailer or Other**

<u>Boats/ # Responses</u>	<u>Trucks / up to 60' Trailers/ # Responses</u>
14' to 40'                    6	40' trailer                    1
	50' trailer                    2
	60' trailer                    3
<u>Dumpsters/ # Responses</u>	<u>Utility trailer/ # Responses</u>
20 to 30 cu. yd.            1	20' trailer                    1
	30' trailer                    1
<u>Barges/ # Responses</u>	
8' x 22 flat bottom        1	
10' x 28 barge              1	

4. Other Launching Facilities Used / # Responses

- 42nd Street 2
- Browns Landing 1
- Big Eddy 2
- Big Oak Marine 1
- Chinook 3
- Gladstone 1
- Harbor 1 Crane Yard 1
- Larsons 1
- Olympia Ramp 2
- Portco 1
- Rainier 1
- Sauvie Island Ramp 1
- Seattle Sundial Beach 1
- Vancouver 1
- Willamette Park 2

5. Use Annual Pass?

5

Pay Per Launch?

7

6. Comments

- Limited repair good, as long as commercial use considered
- Need another facility sited
- Need another facility built
- Layout design does not accommodate trucks
- Ramp does need improvements
  - ◊ better docks
  - ◊ stop east side sandfill
  - ◊ provide restrooms
  - ◊ redesign ingress/egress from Marine Drive
- Let's make it work
- Please consider all users' needs
- Annual pass would work well
- All my customers recreational boaters
- Put on/off ramps at 205/Govt. Island
- Build Phyco jet ski paradise elsewhere
- In 10 years, no conflicts regarding time and availability
- Like initial layout

Companies Represented

<u>#</u>	<u>Type</u>
1	General Contractor
2	Boat Haulers / Launchers
1	Towing & Salvage
2	Diving / Marine Service
2	Marine Construction
2	Marine Trucking

**Appendix I - Preliminary Structural Evaluation - River Patrol Offices**



**CONLEE**  
ENGINEERS, INC.

1308 S.W. Bertha Blvd.  
Portland, Oregon 97219  
Bus. (503) 244-0579  
FAX (503) 244-7023

May 23, 1997

Mr. Dick Ragland  
Richard E. Ragland, AIA  
Architects & Planners  
510 NW Third Ave.  
Portland, OR 97209

RE: River Patrol Offices  
Preliminary Structural Evaluation

Dear Mr. Ragland:

As per your request, we have made a preliminary structural evaluation of the existing River Patrol Offices located adjacent to the County Boat Ramp in Portland, OR. The purpose of this evaluation is to identify structural code deficiencies, summarize structural repairs needed and estimate costs for structural repairs. Following is a summary of our findings:

**BUILDING DATA:** The existing single story building consists of an office area on the east end and two service bays on the west end. What drawings that are available were dated 5/16/69 and construction probably followed shortly thereafter. Roof framing at offices and east service bay is plywood sheathing over trussed rafters spanning N-S. Roof framing over west service bay is 2" wood decking over 8" I-beams spanning E-W. Exterior walls are CMU with reinforcing shown only at openings. The ground floor is a concrete slab-on-grade at service bays and an elevated wood framed floor at office. Foundation walls and footings are concrete.

**PRELIMINARY STRUCTURAL EVALUATION:** Our preliminary lateral load analysis was based upon the current code (1994 UBC) with Zone 3 seismic forces, 90 MPH-Exposure D wind loads and an Importance Factor (I) for Essential facilities. Based upon assumed material strengths and wall reinforcing only where shown on drawings, we found the following elements to be overstressed:

1. Roof diaphragm of west service bay.
2. Anchorage of roof system to walls.
3. Exterior CMU walls for out-of-plane loading
4. Interior CMU walls for out-of-plane loading.



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ENGINEERS, INC.

1308 S.W. Bertha Blvd.  
Portland, Oregon 97219  
Bus. (503) 244-0579  
FAX (503) 244-7023

May 23, 1997  
Mr. Dick Ragland  
River Patrol Preliminary Structural Evaluation  
Page 2

**ANTICIPATED STRUCTURAL REPAIRS:** Based upon our visual observations and preliminary lateral load analysis, we conclude the following structural repairs will be required to meet present code.

1. Improving roof diaphragm at west service bay by adding plywood sheathing as part of overall roof repairs.
2. Improving anchorage of roof system to CMU walls by adding roof/wall anchors.
3. Strengthening exterior CMU walls by adding steel strongbacks.
4. Strengthening interior CMU walls by adding steel strongbacks.

**PRELIMINARY STRUCTURAL REPAIR COST ESTIMATE:** We have estimated costs for the anticipated upgrades based upon our preliminary structural evaluation as listed below. Estimated costs are direct costs and do not include General Contractor OH & P, testing services, professional fees or contingencies.

Roof Diaphragm	1600 SF	@	\$3.00/SF	=	\$4,800
Roof/Wall ties	48	@	\$75/EA	=	\$3,600
Exterior Wall Strongbacks	1,860 SF	@	\$7.50/SF	=	\$14,000
Interior Wall Strongbacks	1,010 SF	@	\$7.50/LF	=	\$7,600
Subtotal					<u>\$30,000</u>

These results from our preliminary structural evaluation are submitted for your use preparing the Master Plan for this facility.

Sincerely,

Charles J. Conlee, PE  
Conlee Engineers, Inc.

CC: File - RRA43.INV



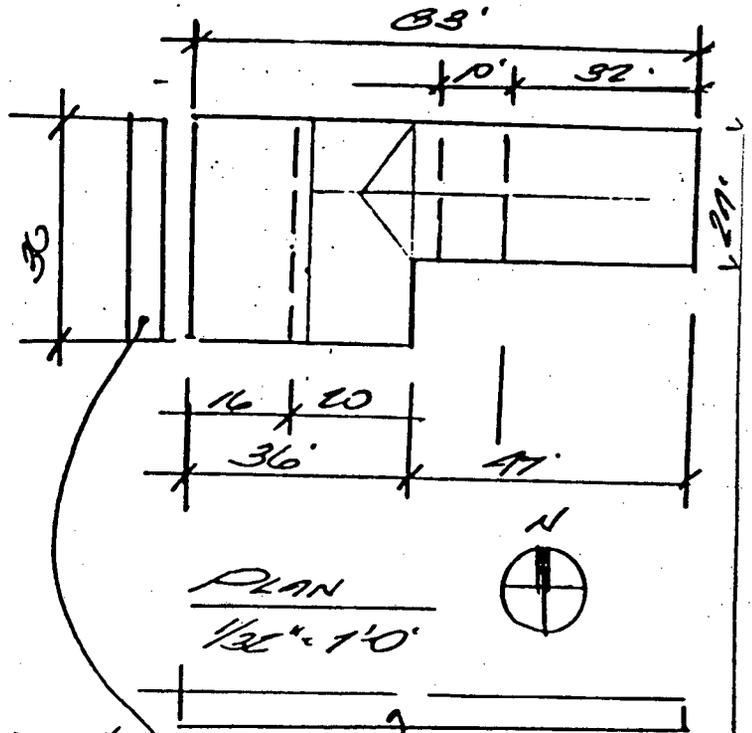
**CONLEE**  
ENGINEERS INC.

Client \_\_\_\_\_  
Project \_\_\_\_\_  
Subject \_\_\_\_\_

Sheet 1  
Date 5.23.77  
By CL

WIND 90 MPH, Exp. D,  $T_w = 1.15$

$$Z = 1.54(20.0) 1.3(1.15) = 43.2 \text{ ft}$$



E-W.

$$W = \left( \frac{12.67 + 55}{2} \right) 43.2 = 511 \text{ ft}$$

$$H_w = 511(36) = 184 \text{ k} \approx H_E = 190 \text{ k}$$

N-S.

$$W_1 = \left( \frac{12.67 + 45}{2} \right) 43.2 = 460 \text{ ft}$$

$$W_2 = \frac{14}{2} (43.2) = 302 \text{ ft}$$

$$H_w = 460(83) = 38.18 \text{ k} > H_E$$



**CONLEE**  
ENGINEERS INC.

Client \_\_\_\_\_  
Project \_\_\_\_\_  
Subject \_\_\_\_\_

Sheet - 2  
Date 5.23.97  
By DL

SEISMIC Box 9,  $I=125$ ,  $R_w=6$

DEAD LOAD

Roof @ $[36(36) + 24(47)] / 15 =$	36.0
N. WALL @ $33(6.33) 50(0.75) = 19.7$	} 39.7
S WALL @ $0.67 = 17.6$	
E. WALL @ $24(6.33) 50(0.75) = 5.7$	} 37.0
W. WALL @ $36(6.33) 50 = 11.4$	
INT. @ $36(6.33) 50(0.75) = 8.6$	
+ $2(24)6.33(50)0.75 = 11.4$	
	<u><math>H_D = 110.7k</math></u>

SEISMIC

$$H_E = \frac{0.3(1.25) 2.75}{6} W = 0.17W = \underline{19.0k}$$



DIAPHR.

E-W

$$V = \frac{19,000}{2} = 9500\#$$

$$v = \frac{9500}{36} = 263\#/\text{ft} > V_{\text{allow}} = 100 \text{ N.G.}$$

CONCLUDE: Add 1/2" Ply Shek.

Ext.

CL WALLS - 8" CMU, NO VERT. REIN.

LOADING I  $A = 40 \text{ SE} = 90 \text{ in}^2$

$$P_w = 1.39(20.0)1.2(1.15) = 39.9 \text{ psf}$$

$$M_w = \frac{39.9(12)^2}{8} = 710 \text{ ft-lb}$$

$$P_o = 4(15) + 6(50) = 360\#/\text{ft}$$

$$P/A = \frac{360}{40} = 7.5 \text{ psi}$$

$$M/S = \frac{710(12)}{90} = 96 \text{ N.G.}$$

$$f = 7.5 \pm 96 = +104 \text{ psi} - 80 \text{ psi}$$

CONCLUDE: STEELBACK ALL EXT WALLS

LOADING II - E WALL, LINT 6.7

$$V_w = 468\#/\text{ft} (32/2) = 7400\#$$

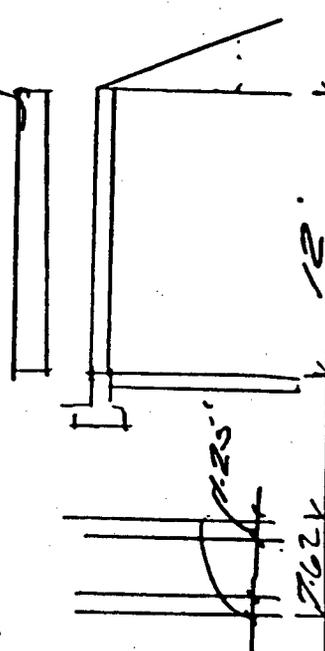
$$v = \frac{7400}{6.67(4)^2} = 23 \text{ PSI} < F_v = 34 \text{ O.K.}$$

CONCLUDE: CMU WALLS O.K. FOR IN PLACE LOAD

CL INT. WALLS - 8" CMU

LOADING I

$$P_e = 0.3(0.75) 50(1.5) = 16.9 \text{ psi}$$





CONLEE  
ENGINEERS INC.

Client \_\_\_\_\_

Project \_\_\_\_\_

Subject \_\_\_\_\_

Sheet Q1

Date 5.23.97

By CL

REPAIR QUANT.

Roof Diaphr. @ 40(40) = 1600 #

Roof Wall Ties

$$L = 2(83 + 36) = 238'$$

$$17 = \frac{238}{6} = 40$$

EXT WALL BRCL

$$A = 238(17) = 2860 \#$$

INT WALL BRCL

$$L = 36 + 2(20) = 84'$$

$$A = 12(84) = 1008 \#$$

**EMERSON Jim R**

---

**From:** SCHROTZBERGER Jon E  
**Sent:** Wednesday, March 19, 1997 4:59 PM  
**To:** EMERSON Jim R  
**Cc:** CALKINS Craig M; NILSEN Robert H  
**Subject:** River Patrol Columbia

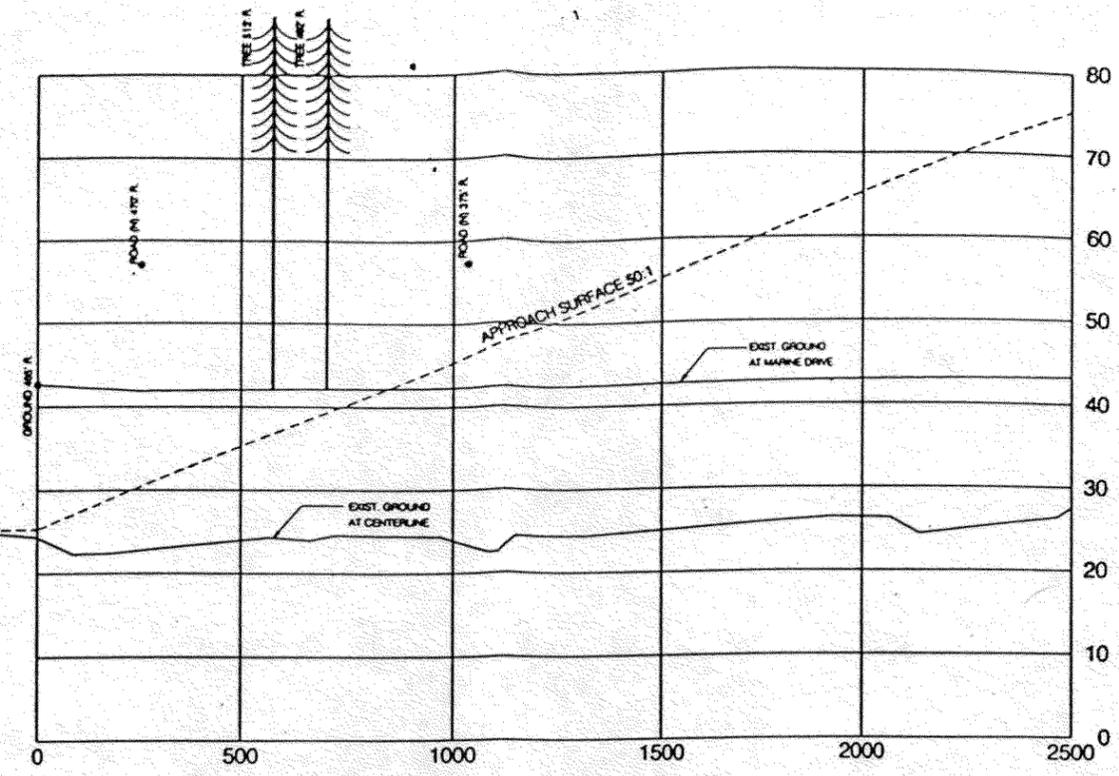
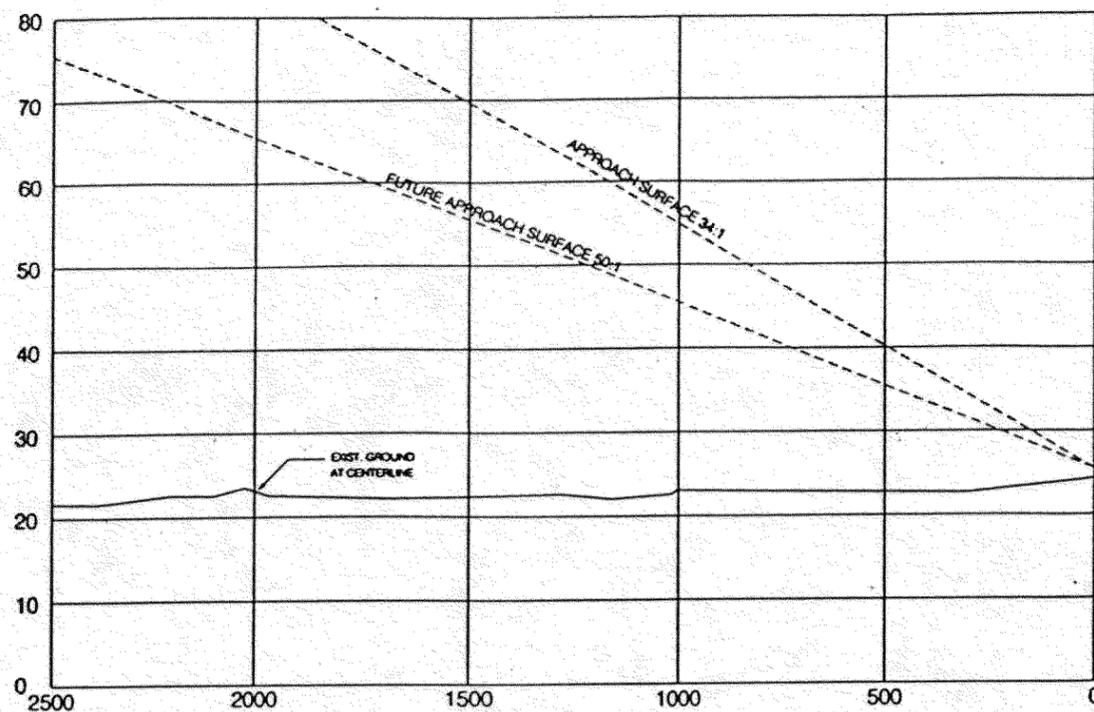
The "down & dirty" on River Patrol Columbia is:

- The outstanding (read that deferred) maintenance needs are \$20-25,000. for a new HVAC system.
- A cost of \$3.04 per sq/ft for energy (gas & electric) is high compared to new construction yielding an estimated \$1.10 per sq/ft.
- The Great Flood of '96 caused us to do about \$15,000 in emergency response efforts and replacement of the damaged generator.
- The current facility has had the public restrooms closed due to high vandalism / maintenance costs. We are currently providing portable facilities under contract to the SO.

The rest of the complex does not get mentioned, so I will assume that the floating portions will not be a factor at this time.

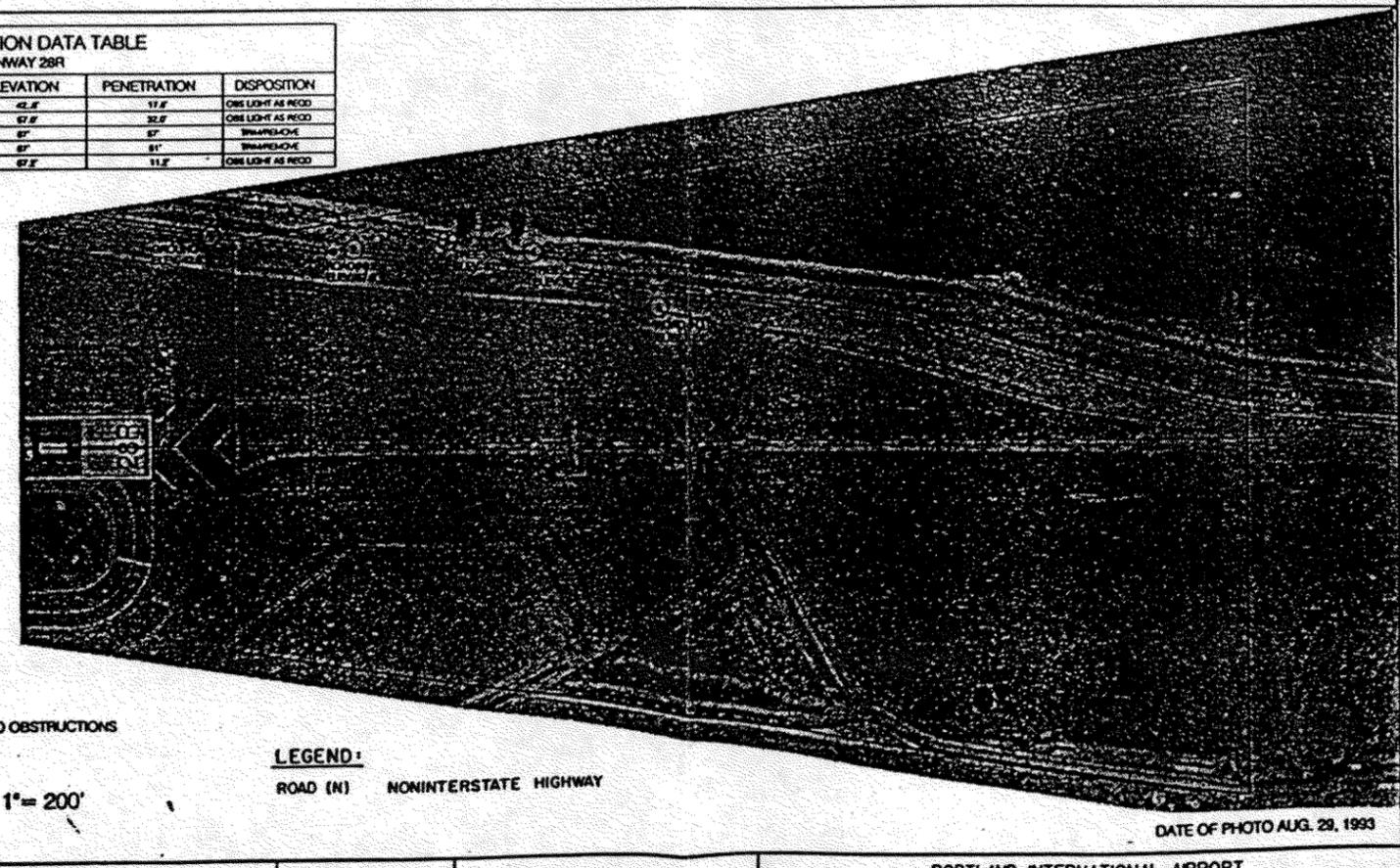
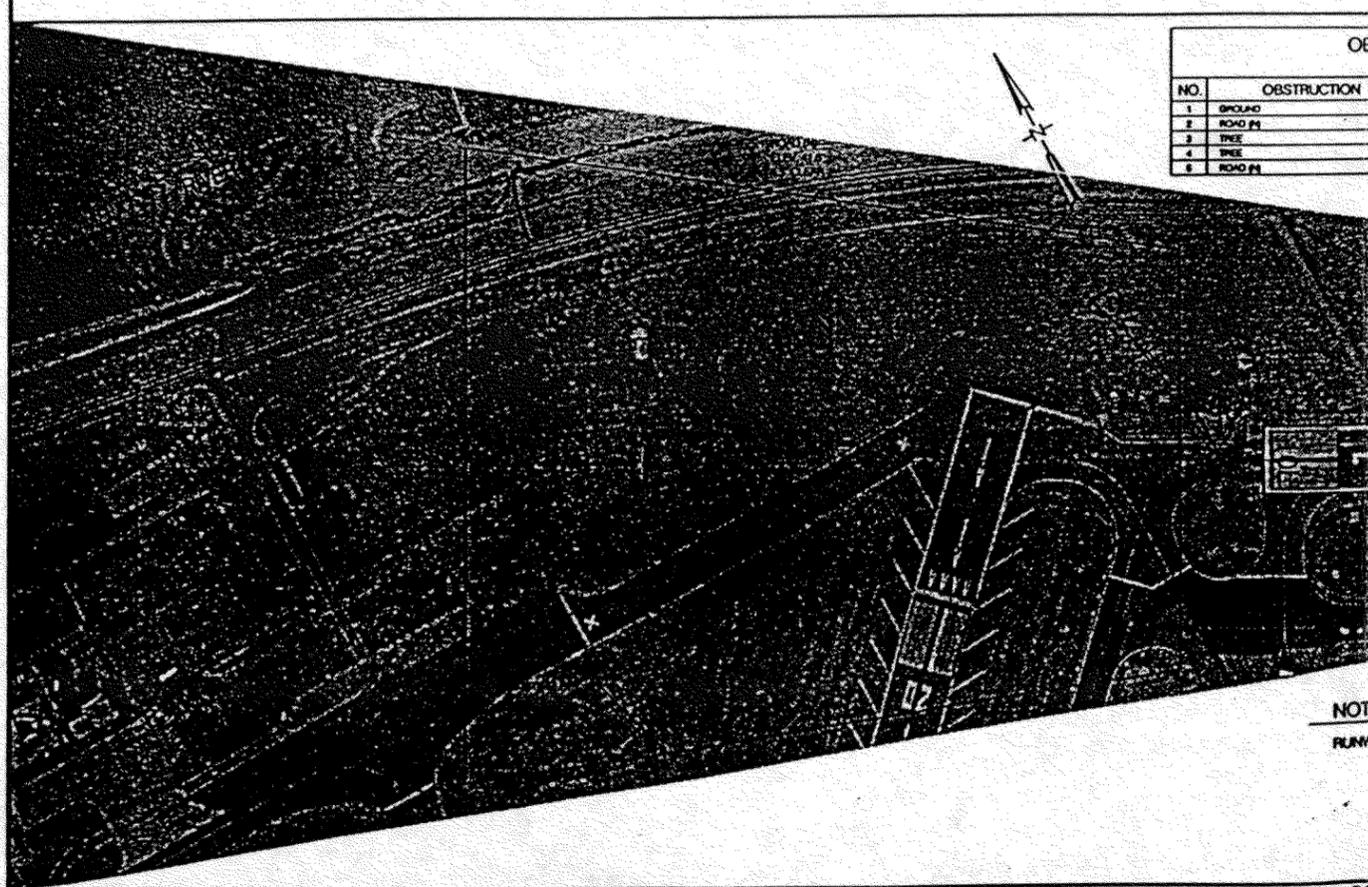
If I can be of further assistance, let me know.

**Appendix J - Runway Protection Zone Plan Maps**



SCALE: 1" = 200' HORIZ.  
1" = 10' VERT.

OBSTRUCTION DATA TABLE RUNWAY 28R				
NO.	OBSTRUCTION	ELEVATION	PENETRATION	DISPOSITION
1	GROUND	42.8'	17.8'	ONE LIGHT AS REQD
2	ROAD PI	57.8'	32.8'	ONE LIGHT AS REQD
3	TREE	87'	87'	REMOVE
4	TREE	87'	87'	REMOVE
5	ROAD PI	87.8'	11.8'	ONE LIGHT AS REQD



NOTE:  
RUNWAY 10L - NO OBSTRUCTIONS

SCALE: 1" = 200'

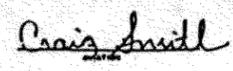
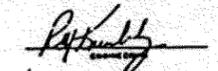
LEGEND:  
ROAD (N) NONINTERSTATE HIGHWAY

DATE OF PHOTO AUG. 28, 1993

NO.	DATE	BY	REVISION	CHKD	APPVD	NO.	DATE	BY	REVISION	CHKD	APPVD

PORT OF PORTLAND  
PORTLAND, OREGON

APPROVED

81992

DESIGNED BY: R. SIMPSON

DRAWN BY: K. McDONALD

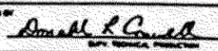
CHECKED BY: MAR. 1995

DATE: AS SHOWN

SCALE:

PORTLAND INTERNATIONAL AIRPORT

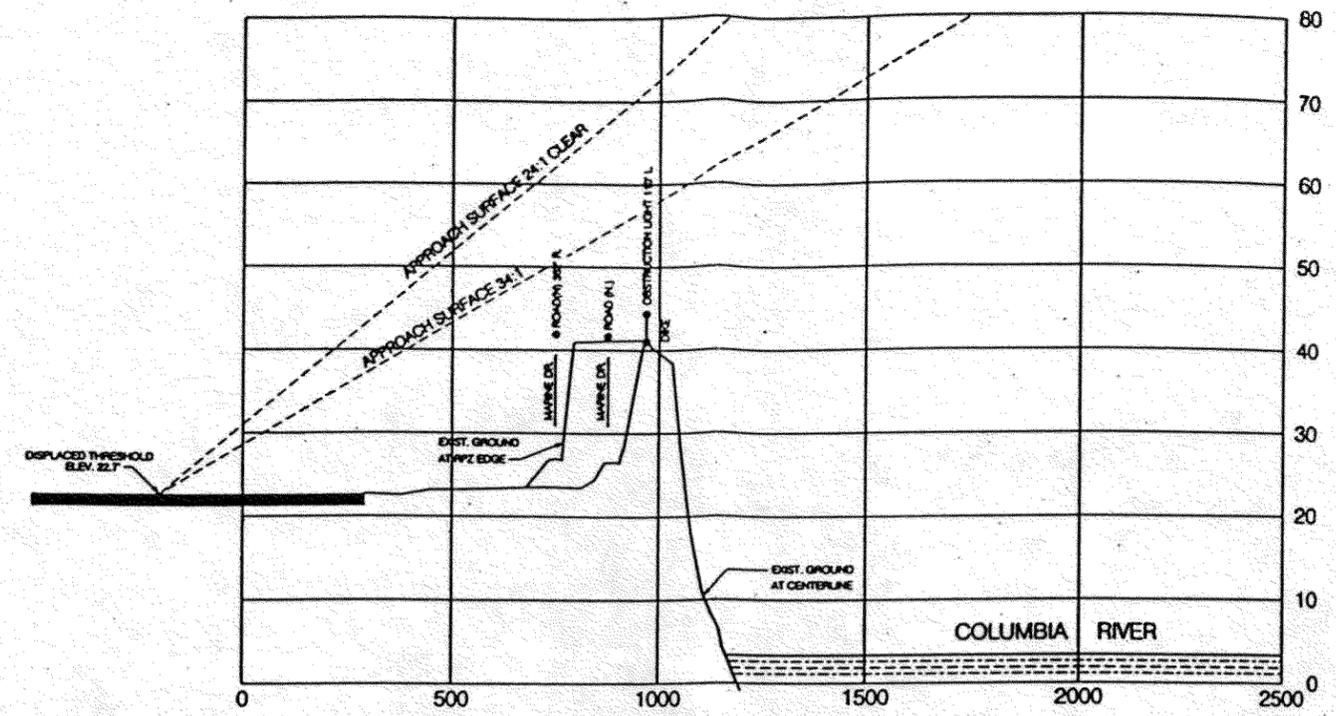
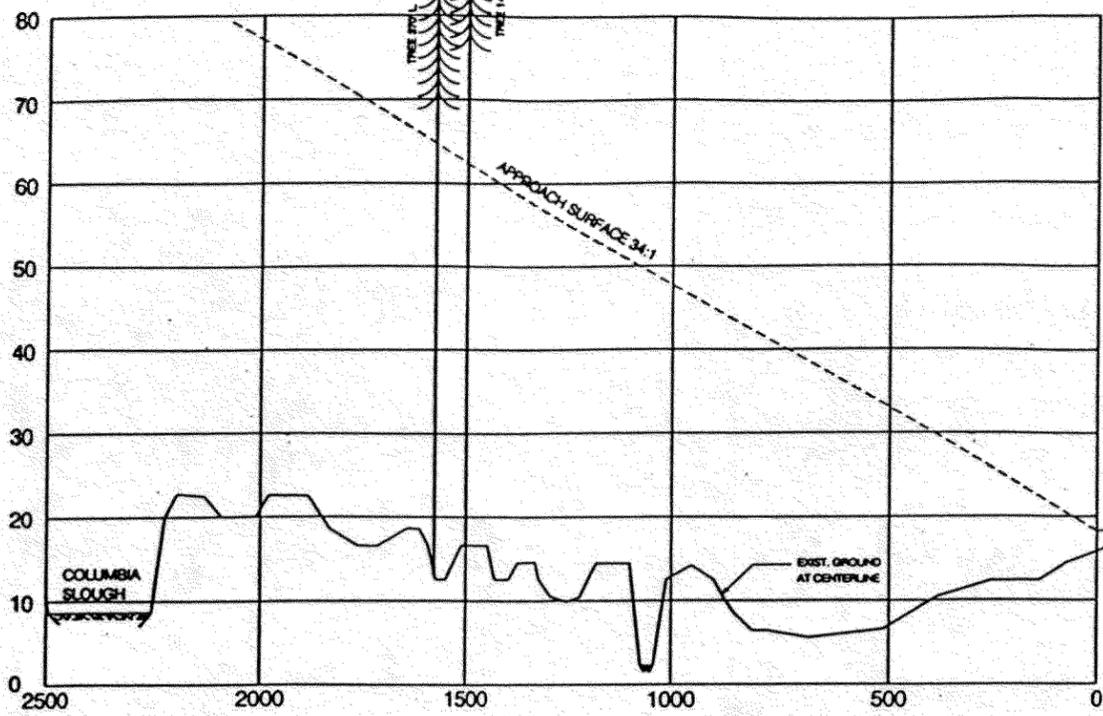
**RUNWAY PROTECTION ZONE PLAN**  
RUNWAY 10L - 28R

SUBMITTED BY:  SUPERVISOR, PORTLAND INTERNATIONAL AIRPORT

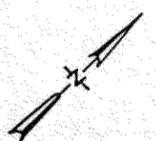
DRAWING NO. PDX 95-9

5/7

THIS DRAWING HAS BEEN REDUCED

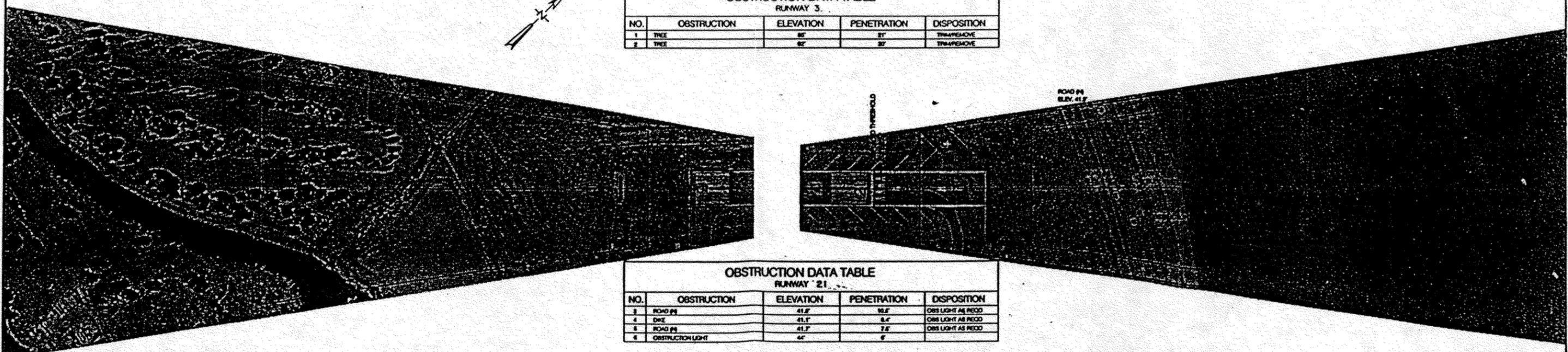


SCALE: 1" = 200' HORIZ.  
1" = 10' VERT.



**OBSTRUCTION DATA TABLE**  
RUNWAY 3

NO.	OBSTRUCTION	ELEVATION	PENETRATION	DISPOSITION
1	TREE	81'	21'	TR+REMOVE
2	TREE	82'	22'	TR+REMOVE



**OBSTRUCTION DATA TABLE**  
RUNWAY 21

NO.	OBSTRUCTION	ELEVATION	PENETRATION	DISPOSITION
1	ROAD #4	41.7'	18.7'	OBST LIGHT AS REQD
2	DYE	41.1'	8.4'	OBST LIGHT AS REQD
3	ROAD #4	41.7'	7.8'	OBST LIGHT AS REQD
4	OBSTRUCTION LIGHT	44'	8'	

**LEGEND:**  
ROAD (N) NONINTERSTATE HIGHWAY

SCALE: 1" = 200'

DATE OF PHOTO AUG. 29, 1993

NO.	DATE	BY	REVISION	DATE	APPROVED



PORT OF PORTLAND  
PORTLAND, OREGON

APPROVED

*Craig Smith*  
*R. Simpson*

5399

DESIGNED BY: R. SIMPSON  
DRAWN BY: K. McDONALD  
CHECKED BY: MAR. 1995  
SCALE: AS SHOWN

PORTLAND INTERNATIONAL AIRPORT

**RUNWAY PROTECTION ZONE PLAN**  
**RUNWAY 3-21**

DESIGNED BY: *Donald R. Conwell*  
DRAWING NO.: PDX 95-9  
6/7

THIS DRAWING HAS BEEN REDUCED

MEETING DATE: JAN 15 1998  
AGENDA #: R-6  
ESTIMATED START TIME: 10:25am

(Above Space for Board Clerk's Use ONLY)

**AGENDA PLACEMENT FORM**

SUBJECT: Fourth Amendment to the Multnomah County - City of Gresham Area Intergovernmental Agreement to Transition Planning and Development Services.

BOARD BRIEFING: DATE REQUESTED: \_\_\_\_\_  
REQUESTED BY: \_\_\_\_\_  
AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING: DATE REQUESTED: January 15, 1998  
AMOUNT OF TIME NEEDED: 5 minutes

DEPARTMENT: Non Dept DIVISION: Commissioner Dan Saltzman

CONTACT: Commissioner Saltzman, R. Scott Pemble TELEPHONE #: 83182  
BLDG/ROOM #: 106/1500

PERSON(S) MAKING PRESENTATION: Commissioner Saltzman and R. Scott Pemble

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL  OTHER

SUGGESTED AGENDA TITLE:

*Amendment to the Multnomah County - City of Gresham Intergovernmental Agreement to Transition Planning and Community Development Services, establishing new responsibilities for completing Metro's Urban Growth Management Functional Plan and Urban Reserve planning work.*

*1/10/98 ORIGINALS TO STUART FARMER*

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Don Saltzman  
(OR)  
DEPARTMENT MANAGER: \_\_\_\_\_

BOARD OF COUNTY COMMISSIONERS  
98 JAN - 7 PM 4:14  
MULTNOMAH COUNTY OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the \_\_\_\_\_ Board Clerk 248-3277 \_\_\_\_\_

# MEMORANDUM

TO: Board of County Commissioners

FROM: R. Scott Pemble

DATE: January 5, 1998

RE: Fourth amendment to the Multnomah County - City of Gresham Intergovernmental Agreement Transition of Planning and Community Development Services

I. Recommendation/Action Requested:

Approve amendments to the Multnomah County - City of Gresham Intergovernmental Agreement to incorporate Urban Growth Management Functional Plan and Urban Reserve Plan work requirements for unincorporated areas within the City's Urban Planning Area Boundary.

II. Background/Analysis:

In 1986, the County and the City entered into an Intergovernmental Agreement (IGA) to implement the intent of County/City Urban Planning Area Agreement (UPAA) in a manner consistent with Resolution "A" adopted by the Board in 1983. The primary purpose of Resolution "A" is to transition urban services to City governments. The purpose of the UPAA was to establish coordination procedures between the City and County for the orderly conversion of urbanizable land to urban uses. This UPAA objective was primarily accomplished by means of exchanging information. Under the provisions of the 1986 IGA resources were exchanged to enable the City to provide Land Use Planning services as areas within their Urban Planning Area were annexed to the City.

Since the adoption of the IGA, the agreement has been amended three times. The first amendment occurred in 1988 and concerned three issues: adjusted the City's Urban Service Boundary, established a "minor" Urban Service Boundary adjustment procedure, and changed the formula used to calculate payment to the City for planning services.

*The second amendment was adopted in 1989. This amendment established a City land use designation for all parcels within the City's Urban Service Boundary to be applied at the time annexation.*

*The third amendment to the agreement dropped the requirement for the County to compensate the City for planning services because of the relatively small-unincorporated area remaining within the City's Urban Planning Area/Urban Service Boundary. The required planning work did not merit payment to the City.*

*The purpose of this, the fourth amendment, is to establish responsibilities for preparing Urban Growth Management Functional Plan and Urban Reserve Plan work. This amendment to the IGA is precipitated by Metro's adoption of the 2040 Concept, the Urban Growth Management Functional Plan and amendments to the Regional Urban Growth Goals and Objectives. All three actions require local governments to complete both long range and land use regulatory work for all urban lands within the Urban Growth Boundary.*

*In general the proposed amendments require the City to complete Metro's Urban Growth Management Functional Plan requirements for all areas within the City's designated Planning Area Boundary. Planning work completed by the City must be approved by the City Council, the Board and Metro. The second general provision establishes the City as being responsible for completing Urban Reserve Plans for those areas that would be included in the City's amended Urban Planning Area Boundary. These requirements are in keeping with the primary understanding that the City will be responsible for planning and extending urban infrastructure to those areas within the City's Urban Service area.*

*III. Financial Impact:*

*The current approved Planning Budget includes County staff time needed to assist the City Staff in preparing County ordinance amendments to land use policy and regulations.*

*IV. Legal Issues:*

*None*

*V. Controversial Issues:*

- Some residents in the unincorporated urban County may take exception to the City of Gresham prepared land use regulation and argue they did not have representation during the planning process. As indicated above, the County will need to take*

*legislative action to consider the adoption of the City of Gresham prepared planning work. During the Planning Commission and Board hearing process, the public will be provided opportunity to comment on the land use proposals.*

- *Metro's Urban Growth Management Functional Plan requires minimum densities for new development and land use strategy to achieve population and employment targets. This may require some areas to be up-zoned. In some low-density residential areas, residents may view up zoning as changing the character of the neighborhood and degrading the neighborhood quality.*

*VI. Link to Current County Policies:*

*This agreement is consistent with the directives of the 1983 County Board action referred to as "Resolution A" and is consistent with the intent of subsequent agreements that have been adopted by the City and County to implement the intents of Resolutions A.*

*VII. Citizen Participation:*

*The original IGA, which transferred planning responsibilities to the City, was the subject of several public meetings and hearings. The Gresham City Council will hold a hearing to consider these most recently proposed amendments to the City/County IGA.*

*VIII. Other Government Participation:*

*The City of Portland has approved changes to their UPAA that are similar to the changes proposed to the City's IGA. The overall strategy of the IGA amendments has been discussed with the Troutdale City Council and the Metro and Department of Land Conservation and Development staff.*



# CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 300818

Amendment # 4

<p><b>CLASS I</b></p> <input type="checkbox"/> Professional Services under \$25,000	<p><b>CLASS II</b></p> <input type="checkbox"/> Professional Services over \$25,000 (RFP, Exemption) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue	<p><b>CLASS III</b></p> <input checked="" type="checkbox"/> Intergovernmental Agreement  <p><b>APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS</b>  <b>AGENDA #</b> <u>R-6</u> <b>DATE</b> <u>1/15/98</u>  <u>DEB BOGSTAD</u>  <b>BOARD CLERK</b></p>
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Department DES Division Trans & Land Use Date 01/07/98

Contract Originator Kathy Busse Phone 306-5651 Bldg/Room 412/109

Administrative Contact Stuart Farmer Phone 248-5276 Bldg/Room 412/109

Description of Contract Urban Planning Agreement with the City of Gresham and Multnomah County to establish planning responsibilities for completing Metro Urban Growth Management functional plan work and Urban Reserve planning work.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_

ORS/AR # \_\_\_\_\_ Contractor is  MBE  WBE  QRF

Contractor Name City of Gresham  
Mailing Address 1333 NW Eastman Parkway  
Gresham, OR 97030  
Phone \_\_\_\_\_  
Employer ID# or SS# \_\_\_\_\_  
Effective Date February 3, 1998  
Termination Date \_\_\_\_\_  
Original Contract Amount \$ 0.00  
Total Amount of Previous Amendments \$ \_\_\_\_\_  
Amount of Amendment \$ \_\_\_\_\_  
Total Amount of Agreement \$ \_\_\_\_\_

Remittance Address \_\_\_\_\_  
(If Different) \_\_\_\_\_

Payment Schedule \_\_\_\_\_ Terms \_\_\_\_\_

Lump Sum \$ \_\_\_\_\_  Due on receipt  
 Monthly \$ \_\_\_\_\_  Net 30  
 Other \$ \_\_\_\_\_  Other \_\_\_\_\_  
 Requirements contract - Requisition required.  
Purchase Order No. \_\_\_\_\_  
 Requirements Not to Exceed \$ \_\_\_\_\_

**REQUIRED SIGNATURES:**  
Department Manager KB Larry F. Nicholas/mo  
Purchasing Director \_\_\_\_\_  
(Class II Contracts Only)  
County Counsel Wendy Duff  
County Chair / Sheriff Wendy Duff  
Contract Administration \_\_\_\_\_  
(Class I, Class II Contracts Only)

Encumber: Yes  No   
Date 1/7/98  
Date \_\_\_\_\_  
Date 1-7-98  
Date January 15, 1998  
Date \_\_\_\_\_

VENDOR CODE			VENDOR NAME							TOTAL AMOUNT \$	
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT/REV SRC	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/DEC IND
01.											
02.											
03.											
* If additional space is needed, attach separate page. Write contract # on top of page.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - CONTRACT ADMINISTRATION CANARY - INITIATOR PINK - FINANCE

**FOURTH AMENDMENT TO INTERGOVERNMENTAL AGREEMENT**  
**TRANSITION OF PLANNING AND DEVELOPMENT SERVICES**

This the fourth amendment to the July 15, 1986 "Intergovernmental Agreement for the Transition of Planning and Development Services" (Agreement) is entered into under the authority of Chapter 190 of the Oregon Revised Statutes by the City of Gresham, a municipal corporation (City), and the County of Multnomah (County).

The Parties (City and County) Find:

1. The County adopted the Agreement on July 14, 1986 and the City adopted the Agreement on July 15, 1986. The purpose of the Agreement is to transfer Planning and Development services from the County to the City for all unincorporated areas as shown on Exhibit "A" of the Agreement.
2. The parties made the first amendment to the Agreement, "Amendment to Intergovernmental Agreement, Transition of Planning and Development Services," which the County adopted on May 31, 1988 and the City adopted on August 1, 1988. This amendment adjusted a boundary line on the Exhibit "A" map of the Agreement, which is a mapped boundary line between the City and the City of Portland delineating the City's and the City of Portland's Urban Service Areas. This adjustment made the Exhibit "A" map consistent with the Urban Service Boundary map adopted by the City on November 17, 1987. The amendment also established a procedure for making minor adjustments of the Exhibit "A" map boundaries and included this procedure in a new subsection "H" added to "SECTION II" of the Agreement. And lastly, the amendment included a change to the formula used to calculate payment to the City for planning services.
3. The parties made a second amendment to the Agreement, "Amendment to Intergovernmental Agreement, Transition of Planning and Development Services," that the City adopted on June 7, 1989 and the County adopted on August 24, 1989. This second amendment added a new subsection "7" to "SECTION II.B" of the Agreement. Subsection "II.B.7" establishes a City land use designation for all unincorporated parcels within the City's Urban Service Boundary that will be applied when parcels are annexed to the City.
4. The parties made a third amendment to the Agreement, "Third Amendment to Intergovernmental Agreement, Transition of Planning and Development Services," was adopted by the City on April 26, 1990 and by the County on November 20, 1990. The amendment deleted subsections "II.D" and "II.E" of the Agreement finding the remaining minimal amount of urban unincorporated land no longer warranted the County to compensate the City for Planning and Development services.
5. Since the third amendment to this Agreement, several changes have been made to the Oregon Administrative Rules and the Metropolitan Service District (Metro) Code

which require city and county governments to perform specific planning duties. These new responsibilities pertain to the planning for Urban Reserve areas and the implementation of the Metro Council adopted 2040 Concept . The parties desire to amend the Agreement by amending Section II B.4 to include Metro's urban Growth Management Functional Plan and Framework Plan responsibilities and add a new Section II G to describe Urban Reserve Planning Responsibilities. (Section G becomes the last subsection of section II since the third amendment deleted Sections II D and II E. It is assumed that the previously designated sections II F, II G and II H became II D, II E and II F respectively as a result of the Third Amendment to the Agreement.)

THEREFORE, the City and County agree Section II of the Agreement is amended as follows:

B4. Conduct the County's long-range planning program as required under ORS 215 in accordance with the Statewide Goals and Guidelines and Rules as required by ORS 197 and perform planning responsibilities as required by the Metropolitan Service District's "Urban Growth Management Functional Plan" and Framework Plan. This will include any responsibilities required for periodic review that apply to the area subject to this agreement For the purpose of satisfying Title 1 requirements of the Urban Growth Management Functional Plan, the City shall be responsible for meeting the County's "Table 1-Target Capacity for Housing and Employment Units" for areas within the City's Urban Planning Area. The City's Urban Planning Area boundary share of the County's Table 1 target shall be determined by Metro.

G. Urban Reserves.

When Metro designates an Urban Reserve Area(s), the City's Urban Planning Area boundary and/or Urban Service boundary may need to be amended to include all or parts of an Urban Reserve area. The following procedure will be used to consider an amendment to the City's Urban Planning Area boundary and/or Urban Service boundary in designated Urban Reserve areas, and phasing of planning responsibilities from the County to the City when amendments to the boundary(ies) occur:

1. The City's Urban Planning Area boundary and/or Urban Services boundary shall be amended to include areas within the Metro designated Urban Reserve area(s) after there is agreement among the existing affected cities that the City would be the appropriate planning authority and/or general service provider based on the efficiencies of extending urban levels of services.
2. When the City's Urban Planning Area boundary is amended to include all or parts of an Urban Reserve area, the City shall be responsible for preparing an Urban Reserve Plan for the Urban Reserve area. When the Metro Urban Growth Boundary is amended to include Urban Reserve Areas within the City's Urban Planning Area Boundary, the City and County will adopt

comprehensive plan provisions and land use regulations which comply with all requirements of the Urban Reserve Plan conditions of the Urban Growth Boundary approval. Lands added to the Urban Growth Boundary shall be rezoned for urban development only upon annexation or agreement for future annexation to the City and to service districts identified in the approved Urban Reserve Plan and /or Metro order.

3. Between the time Metro designates an area Urban Reserve and until the area is annexed to the City and urban zoning consistent with Urban Reserve plan has been applied to the area, the County shall be responsible for applying land use policy and implementing regulations that ensure a range of opportunities for the orderly, economic, and efficient provision of urban services. These Interim Provisions will remain in place until the area is included within the Urban Growth Boundary, annexed to the City or agreement for future annexation to the City, and urban zoning consistent with the Urban Reserve Plan has been applied by the City. The County shall provide notification to the City during the Interim Period for any proposed legislative changes to the County Comprehensive Plan or its implementing ordinances, and any quasi-judicial or administrative decisions which apply to Urban Reserve areas within the City's Urban Planning Area boundary. The County will provide a reasonable response time and include any responses within the record of the action.

Hereby Agreed:

CITY OF GRESHAM

By \_\_\_\_\_  
Gussie McRobert, Mayor

Date: \_\_\_\_\_

APPROVED AS TO FORM:

By \_\_\_\_\_  
Richard Faus, Assistant City Attorney

BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY

By Bev Stein  
Bev Stein, Chair

Date: January 15, 1998

APPROVED AS TO FORM:

By Sandra Duffy  
Sandra Duffy, Assistant County Counsel

APPROVED MULTNOMAH COUNTY  
BOARD OF COMMISSIONERS  
AGENDA # R-6 DATE 1/15/98  
DEB BOGSTAD  
BOARD CLERK





**DAN SALTZMAN, Multnomah County Commissioner, District One**

1120 S.W. Fifth Avenue, Suite 1500 • Portland, Oregon 97204 • (503) 248-5220 • FAX (503) 248-5440

**BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM BRIEFING  
STAFF REPORT SUPPLEMENT**

TO: BOARD OF COUNTY COMMISSIONERS

FROM: CAMERON VAUGHAN-TYLER

TODAY'S DATE: JANUARY 7, 1998

REQUESTED PLACEMENT DATE: JANUARY 15, 1998

RE: Resolution establishing the child Abuse Planning Committee

I. Recommendation/Action Requested:

Approval of Resolution

II. Background/Analysis

On May 21, 1996, Multnomah County voters approved a public safety bond measure, including \$4 million for a Child Abuse Center. The child Abuse Center will provide an immediate, safe and secure place for children removed from their homes to transition to foster care or family reunification.

Since the election, regular strategy sessions have taken place involving representatives from Services to Children and Families, Multnomah County Sheriff's Office, Portland Police Bureau, District Attorney's Office, CARES NW, Morrison Center, Volunteers of America, Juvenile Rights Project, Multnomah County Child Abuse coalition, Legacy Health Systems, commissioner Dan Saltzman, SERA Architects and several other interested organizations to design the many components that will make up the Child Abuse Center.

The resolution will formalize this committee so that they may continue to meet to discuss, design, implementation, location and operational funding strategies of the Child Abuse Center.

III. Financial Impact

None

IV. Legal Issues

None

V. Controversial Issues

None

VI. Link to Current County Policies:

None

VII. Citizen Participation:

Citizens voted to approve the public safety measure and citizen input is welcome to committee members.

VIII. Other Government Participation:

Portland Police Bureau, Services to Children and Families

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

Resolution establishing )  
the Child Abuse Center ) RESOLUTION  
Planning Committee ) 98-

The Board of County Commissioners Finds:

- a. On May 21, 1996 Multnomah County voters approved a public safety bond measure, including \$4 million for a Child Abuse Center. The public's support is gratifying and more than matched by the need. The Child Abuse Center will provide an immediate, safe and secure place for children removed from their homes to transition to foster care or family reunification.
- b. Since the election, regular strategy sessions have taken place involving representatives from: Services to Children and Families, Multnomah County Sheriff's Office, Portland Police Bureau, District Attorney's Office, CARES NW, Morrison Center, Volunteers of America, Juvenile Rights Project, Multnomah County Child Abuse Coalition, Legacy Health Systems, Commissioner Dan Saltzman, SERA Architects and several other interested organizations to design the many components that will make up the Child Abuse Center.

THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS RESOLVES:

The Child Abuse Center planning committee shall continue to work with Legacy and SERA architects on design, implementation, location and operational funding strategies until the completion of the Child Abuse Center. The current members of the planning committee will remain active on the new committee.

Adopted this \_\_\_\_\_ day of January 1998.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

\_\_\_\_\_  
Beverly Stein, Chair

REVIEWED:

THOMAS SPONSLER, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

By Thomas Sponsler  
Thomas Sponsler

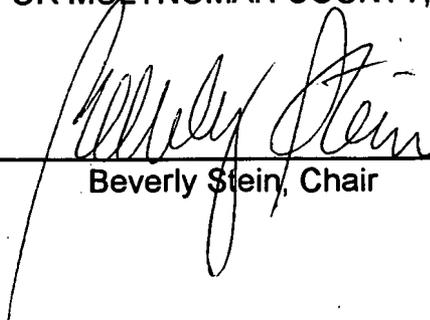


2. Commissioner Sharron Kelley will take the lead in coordinating the Child Abuse Center Planning Committee.

Approved this 15th day of January, 1998.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
\_\_\_\_\_  
Beverly Stein, Chair

REVIEWED:

THOMAS SPONSLER, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

By   
\_\_\_\_\_  
Thomas Sponsler, County Counsel

#1

# SPEAKER SIGN UP CARDS

DATE 1-15-98

NAME Robert Hansen

ADDRESS 8800 S.E. Cavsey  
Clackamas OR 97266

PHONE 659-3778

SPEAKING ON AGENDA ITEM NUMBER OR  
TOPIC R-8

GIVE TO BOARD CLERK

# 2

## SPEAKER SIGN UP CARDS

DATE 1/15/98

NAME Nicholas Hadley

ADDRESS 13630 SE. 120<sup>th</sup> Way

Clackamas, OR 97025

PHONE 698-8089

SPEAKING ON AGENDA ITEM NUMBER OR  
TOPIC R-8

GIVE TO BOARD CLERK

#3

# SPEAKER SIGN UP CARDS

DATE 1-15-97

NAME Kris Barrett

ADDRESS 17300 SW merlo RD apt #1

PHONE 649-6748

SPEAKING ON AGENDA ITEM NUMBER OR  
TOPIC R-8

GIVE TO BOARD CLERK

#4

# SPEAKER SIGN UP CARDS

DATE 1/15/98

NAME JUSTIN MYERS

ADDRESS 6866 NE MULTNOMAH  
PORTLAND, OR - 97215

PHONE \_\_\_\_\_

SPEAKING ON AGENDA ITEM NUMBER OR  
TOPIC R-8

GIVE TO BOARD CLERK

#5

# SPEAKER SIGN UP CARDS

DATE 1-15-98

NAME

Simone Francis

ADDRESS

9402 NE 93<sup>rd</sup> Place

Vancouver, WA 98662

PHONE

(360) 892-4256

SPEAKING ON AGENDA ITEM NUMBER OR  
TOPIC

R-8

**GIVE TO BOARD CLERK**

BUDGET MODIFICATION NO. 98-09

(For Clerk's Use) Meeting Date JAN 15 1998

Agenda No. R-8

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR 15-Jan-98

DEPARTMENT Commissioner Dan Saltzman  
CONTACT Jason Dimen

DIVISION \_\_\_\_\_  
TELEPHONE 2-6444

\* NAME(S) OF PERSON MAKING PRESENTATION TO BOARD

Dan Saltzman

SUGGESTED  
AGENDA TITLE

Budget modification requesting \$1,650 from the general fund to extend  
the Teen Paternity Toolkit implementation phase for six months (10 minutes)

(Estimated Time Needed on the Agenda)

2. DESCRIPTION OF MODIFICATION (Explain the changes this Bud Mod makes. What budget does it increase? What do changes accomplish? Where does the money come from? What budget is reduced? Attach additional information if you need more space.)

Personnel changes are shown in detail on the attached sheet

This budget modification transfers \$1650 from the general fund to the District Attorney's Support Enforcement Division. The purpose of transfer is to extend a contract with Multnomah Education Service District (MESD) for implementing the Teen Paternity Toolkit another six months. The county expenditure will be augmented with two-thirds matching funds from federal sources, for a total of \$5,000 for the project extension. The total amount will be used to continue funding a part-time Liaison position hired by MESD. The Liaison has been instrumental in integrating the program into the health curricula of about 20 County high schools.

3. REVENUE IMPACT (Explain revenues being changed and reason for the change)

N/A

4. CONTINGENCY STATUS (to be completed by Budget & Quality)

\$2,331,385 Fund Contingency before this modification 1/6/98 Date  
After this modification \$2,329,735

Originated By <u>Jason Dimen</u>	Date <u>1/5/98</u>	Department Director <u>Dan Saltzman</u>	Date <u>1/6/98</u>
Plan/Budget Analyst <u>Michelle</u>	Date <u>1/6/98</u>	Employee Services	Date
Board Approval <u>MEMORAH C BOGAST</u>	Date <u>1/15/98</u>		

98 JAN 7 AM 10 05  
MULTNOMAH COUNTY  
OREGON  
BOARD OF  
COUNTY COMMISSIONERS

**PERSONNEL DETAIL FOR BUDGET MODIFICATION NO.**

NOV 98-09

**5. ANNUALIZED PERSONNEL CHANGES**

(Compute on a full-year basis even though this action affects only a part of the fiscal year (FY).)

FTE Increase (Decrease)	POSITION TITLE	ANNUALIZED		
		BASE PAY Increase (Decrease)	Increase/(Decrease)	
			Fringe	Ins.
N/A				
0	TOTAL CHANGE (ANNUALIZED)	0	0	0

**6. CURRENT YEAR PERSONNEL DOLLAR CHANGES**

(Calculate costs/savings that will take place should explain the actual dollar amounts changed by

Permanent Positions, Temporary, Overtime, or Premium	Explanation of Change	CURRENT FY		
		BASE PAY Increase (Decrease)	Increase/(Decrease)	
			Fringe	Ins.
N/A				
TOTAL CURRENT FISCAL YEAR CHANGES		0	0	0



**REQUEST FOR GENERAL FUND CONTINGENCY TRANSFER**

1. Attachment to Bud Mod No. NovD 98-09
2. Amount requested from General Fund Contingency: \$1650

**3. Summary of Request:**

The Teen Paternity Toolkit project is a school-based curriculum providing teen mothers and fathers with factual tools they need to think through the benefits and drawbacks of paternity and child support. It aims to prevent teen pregnancy by educating young men about the legal and financial responsibilities of fatherhood. It is a joint project between the County and Multnomah Education Service District (MESD). MESD hired a liaison to assist high school teachers in instituting the program into their curriculum and to collect data for evaluating the program's success. Data to date indicates a positive response by teachers to the liaison's activities and to the effectiveness of the project. Teacher feedback scores on the Toolkit's value average 4 or above out of a scale of 1 to 5, with 5 as "very successful". The liaison position is funded through 1/30/98. This budget modification extends the liaison position through 6/5/98. At two eight-hour days for \$146.65 per day for seventeen weeks, the total cost is approximately \$4,986.10. The request for County funds of \$1,650 is leverage for two-thirds federal matching funds for a total project fund of \$5,000.

- 4. Has the expenditure for which this transfer is sought been included in any budget request during the past five years? If so, when? If so, what were the circumstances of its denial?**

N/A

- 5. Why was this expenditure not included in the annual budget process?**

This request is for a one-time expenditure.

- 6. What efforts have been made to identify funds from another source within the Department to cover this expenditure? Why are no other departmental sources of funds available?**

No other funds are available for this purpose. The requested County funds is leverage for matching federal funding.

- 7. Describe any new revenue that this expenditure will produce, any cost savings that will result, and any anticipated pay back to the contingency account.**

The County will fund 1/3 of the project costs, and federal funding will pay for the rest, therefore generating a "savings" of two-thirds the total project cost of \$5,000.

- 8. This request is for a (Quarterly      , Emergency  X  ) review.**

- 9. FOR EMERGENCY REQUESTS ONLY: Describe in detail on an additional sheet the costs or risks that would be incurred by waiting for the next quarterly review, in justification of the emergency nature of this request.**

Project participants (teachers and staff) have given input that the technical assistance provided by the liaison be continued at a level that supports their implementation of the curriculum. The liaison has been critical to the momentum of implementing the curriculum. Extending its functions and activities now will continue ensure the success of the program.

**10. Attach any additional information or comments you feel helpful.**

Based on the data collected to date, the Teen Paternity Toolkit is attaining its objective of educating young moms and dads and potential teen parents on the legal ramifications of paternity and child support. The liaison position has been instrumental in helping teachers integrate the project into their curriculums leading to effective outcomes. Thus, the technical assistance provided by the liaison is critical to the success of the program. Extending the liaison position for 6 months will ensure positive outcomes from the project and, therefore, good use of taxpayer dollars.

*Don Saltzman*

1/5/98

---

**Signature of Department Head/Elected Official**

**Date**

## MEMORANDUM

TO: Board of County Commissioners

FROM: Jason Dimen, Staff Assistant to Commissioner Dan Saltzman

DATE: January 7, 1998

RE: Budget modification transferring \$1,650 from the general fund to the District Attorney's Support Enforcement Division

### **Recommendation/Action Requested:**

Approve budget modification, transferring \$1,650 from the general fund contingency fund into the District Attorney's Support Enforcement Division's budget. The funds will be used to extend the implementation phase of the Teen Paternity Toolkit Project.

### **Background/Analysis:**

The Office of Commissioner Dan Saltzman, the District Attorney's Office, and the Multnomah Education Service District have collaborated to produce the Teen Paternity Toolkit. The Toolkit is a hands-on curriculum of activities and lesson plans designed to increase teen parents' and other students' understanding of paternity and child support systems. The Board appropriated one-third of the project's \$82,000 budget from County funds during the 1995 budget cycle. The rest came from matching federal grants.

Since September 1997, the Toolkit curriculum has been taught in high school health classes. It also is used as a resource by several social service organizations. Judging by the feedback from participating teachers and students, the program has been a success (Attachment I). Project staff currently are compiling survey data from the implementation phase of the project. Teacher feedback scores on the Toolkit's value average 4 or above on a scale of 1 to 5, with 5 as "Very Successful." A final report with an array of quantifiable outcome measures is forthcoming.

This budget modification proposes to extend the implementation phase of the project by continuing to fund a part-time Project Liaison position through June 6, 1998. Since August 1997, the liaison position has been a .75 FTE paid at a rate of \$146 (base and fringe) per day. The position is funded through January 30, 1998. Project participants (teachers and staff) have requested that the technical assistance provided by the liaison be continued at a level that supports continued implementation of the curriculum.

This budget modification will make a one-time transfer of \$1,650 from the County general fund into the DA's Support Enforcement Division. Used as leverage, the fund transfer will be augmented by a two-third matching grant from federal sources for a total of \$5,000 to be used for extending the liaison position. The extended position will be reduced to two eight-hour days a week at the same pay rate for seventeen weeks. The total estimated cost is \$4,986 (Attachment II).

The role of the liaison has been critical to the initial acceptance of the project by teachers. The liaison has assisted teachers with the lessons in approximately 20 County high schools and provides continued technical support and follow-up. The liaison also has collected survey data to be used for evaluating and refining the curriculum. Project staff surmise that the liaison has been the most important variable in "marketing" the Toolkit and issues of paternity, ascertaining wide use of the curriculum to obtain a statistically relevant sample of data, and teaching teachers the best methods of using the Toolkit curriculum.

Project staff report that the Toolkit project not only has educated students, it also has educated teachers and other educators about legal issues concerning paternity and child support. The implementation phase will have a long-term impact on demystifying the myths surrounding paternity and child support issues, and consequentially may help reduce pregnancy among teens.

**Financial Impact:**

\$1,650 will be transferred from the County general fund contingency fund into the DA's Support Enforcement Division Budget. The other two-thirds of the \$5,000 total funds needed will come from federal matching grants.

**Legal Issues**

None

**Controversial Issues:**

Proactively educating teens on the subject of paternity and child support enforcement is a fairly new concept in high school health class curricula. In addition, because it is a relatively new approach to reducing teen pregnancy, it's effectiveness is yet unstudied. Furthermore, unintended but positive outcomes have resulted from the project, such as students raised by single parents questioning their own paternity status.

**Link to Current County Policies:**

The Paternity Toolkit Project supports the objective of County Benchmark #26, reducing teen pregnancy. The project aims to reduce teen pregnancy by educating boys and young men about financial and legal risk and responsibilities of fatherhood.

**Citizen Involvement**

A public seminar was held prior to implementation to discuss paternity issues and determine curriculum content. Feedback from participants will help refine the content.

**Other Governments**

The County DA's office contracts with the Multnomah Education Service District to serve as the project coordinator. The liaison position is hired by MESD.



David Douglas School District

DAVID DOUGLAS HIGH SCHOOL

John Harrington, Principal

1001 SE 135 - Portland, Oregon - 97233

(503) 252-2900 - Fax (503) 261-8399

November 20, 1997

To: Teen Paternity Project

From: Betty Kirby  
David Douglas Teen Parent Program

The Paternity Tool Kit is very valuable. The materials and lessons are well organized and it is very helpful to have these materials available. I can see a need to have a means of up dating information as laws change, etc. The most beneficial part of this project has been having Janis Allen and Jody Erickson come into the classroom as guest speakers. They come with a great deal of expertise and the students listen to and are challenged by what they have to say. It has taken about five different visits to be at a point where students are beginning to really understand the paternity issue. This morning I finally heard several of the teen moms say that they need to establish paternity, child support, and address other related legal issues.

Thank you for all the work and help you have provided me and the other programs.

Sincerely,

Betty Kirby  
Coordinator, Teen Parent Program  
David Douglas High School

School Board

Real Member Chairman     Ed Beazley Vice Chairman



ATTACHMENT II

## Helensview High School

*"An optional, alternative learning program designed for success!"*

**To:** Dan Saltzman, Multnomah County Commissioner  
Jason Dimon, Staff Assistant, Multnomah County

**From:** Kris Persson, Principal, Helensview High School  
Multnomah Education Service District

**Re:** Continuation of Teen Paternity Project Liaison Position

### Background:

One primary goal of the Teen Parent Financial Responsibility Project has been the dissemination and evaluation of the Paternity Toolkit Curriculum to key teaching personnel within each school district in Multnomah County. To ensure that a good representation of teachers were utilizing the curriculum with high school aged students, the Project funded a Liaison position (see attached job description). This position has been held by Janis Allen, a certified teacher specializing in curriculum development and special education with a flair for public relations.

This Liaison role has been critical to performing the comprehensive field work functions that would maintain a momentum regarding the teaching and collection of data for the purpose of assessing the curriculum. It is surmised that the Liaison position has been the single most important variable impacting teachers and direct service providers using the curriculum to the level necessary to ascertain a wide enough sample of data, perform consistent teaching functions and basically just "getting the word out" regarding the Toolkit and the issues of paternity.

The data to-date indicates that the Paternity Toolkit is receiving feedback scores of "somewhat successful" and "very successful" on teacher and student feedback forms. All indicators show that the "Toolkit" and the Liaison's activities have been received positively by the teachers and staff involved with the project.

### Proposal:

The Liaison position is currently contracted through January 30, 1998. The Project participants (teachers and staff) have given input that the technical assistance provided by the Liaison be continued at a level that supports their implementation of the curriculum.

It is recommended that the Liaison position continue to receive funding to maintain the impetus and growing momentum of the "Paternity Toolkit" and related paternity issues in a positive direction. It is recommended that the Liaison position funding continue at a .4 FTE basis. This position would continue as a "Temporary Services Agreement" through Multnomah Education Service District.

### Level of Service:

The Liaison would be hired two eight-hour days per week at \$146.65 (cost of a teacher plus fringe) per day for seventeen weeks (February 1, 1998 through June 5, 1998) at a total cost of approximately \$4,986.10.

I hope that the above information is helpful to you. If you have any questions please call me at 255-7629.

c: Bette Yada, District Attorney's Office

8678 NE Sumner Street ■ Portland OR 97220 ■ (503) 255-7629 FAX (503) 255-1767  
Multnomah Education Service District

**JOB TITLE:** Liaison, Teen Paternity Project

**REPORTS TO:** Principal, Helensview High School  
Alternative Education

**POSITION PURPOSE:** To provide a range of liaison activities and technical support services to District and agency personnel including teachers, administrators and support staff for the purposes of dissemination and implementation of the **Paternity Toolkit**. To provide other activities and functions as defined within the scope of the **Teen Paternity Project**.

**ESSENTIAL JOB FUNCTIONS:**

1. To maintain positive relationships and communicate effectively with local district personnel, MESD, Multnomah County and other agencies.
2. To coordinate, schedule and conduct inservice training to students, teachers, administrators, support staff and agency representatives in school districts and Multnomah County.
3. To provide technical assistance and follow-up to teachers and others regarding curricular issues, concerns and questions.
4. To provide resource and referral information as needed within the scope of the Teen Paternity Project and the Paternity Toolkit.
5. To develop supplementary curricular materials to augment the Paternity Toolkit as needed.
6. To revise and update the draft copy of the Toolkit in response to teacher/community feedback.
7. To assist in the development, implementation and summation of evaluation systems/data as needed.
8. To collaborate and confer with district, MESD and/or County personnel.
9. To attend meetings as requested.
10. To maintain records and submit reports: weekly schedule and activity log, progress notes and others as defined.
11. To perform other related duties as assigned.
12. To adhere to the policies of the district and the procedures of the department.

**QUALIFICATIONS:**

- a. Valid Oregon Teaching License.
- b. Successful classroom teaching and/or teacher consulting experience.
- c. Experience in planning and conducting inservice programs.
- d. Experience in curriculum planning, development and implementation.
- e. Experience in conflict resolution, collaborative planning processes and consultation.
- f. Valid Oregon Driver's License.
- g. Own vehicle for transportation.

6/24/97 kp

page 1 of 1



# MULTNOMAH COUNTY, OREGON

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**BOARD OF COUNTY COMMISSIONERS**

BEVERLY STEIN  
DAN SALTZMAN  
GARY HANSEN  
TANYA COLLIER  
SHARRON KELLEY

BUDGET & QUALITY  
PORTLAND BUILDING  
1120 S.W. FIFTH - ROOM 1400  
P. O. BOX 14700  
PORTLAND, OR 97214  
PHONE (503)248-3883

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TO: Board of County Commissioners

FROM: Julie Neburka, Budget Analyst *JN*

DATE: Tuesday, January 06, 1998

SUBJECT: Contingency Request by Commissioner Saltzman  
Budget Modification NonD 98-09

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Commissioner Saltzman is requesting \$1,650 from the Contingency reserve to extend a contract with the Multnomah Education Service District for the remainder of the current fiscal year. This contract pays for a part-time liaison position to implement the Teen Paternity Toolkit into the health curricula of about 20 county high schools. The county expenditure will be augmented with matching funds from the federal government for a total of \$5,000 for the project extension. This is a one-time-only request, and supports the County's efforts to reduce teen pregnancy.

The Budget Office is recommending approval of Commissioner Saltzman's request for contingencies to fund this contract through the end of FY 1997-98.

As of January 6, 1998, there was \$2,331,385 in the Contingency Reserve fund. This budget modification will reduce that amount to \$2,329,735.

MEETING DATE: JAN 15 1998  
AGENDA NO: R-9  
ESTIMATED START TIME: 10:40am

(Above Space for Board Clerk's Use ONLY)

**AGENDA PLACEMENT FORM**

SUBJECT: Resolution Assigning Board of County Commissioner Benchmark Development Roles and Committees for 1998

BOARD BRIEFING: DATE REQUESTED: \_\_\_\_\_  
REQUESTED BY: \_\_\_\_\_  
AMOUNT OF TIME NEEDED: \_\_\_\_\_

REGULAR MEETING: DATE REQUESTED: January 15, 1998  
AMOUNT OF TIME NEEDED: 10 mins

DEPARTMENT: Non-Departmental DIVISION: Chair Beverly Stein

CONTACT: Carol M. Ford TELEPHONE #: 248-3956  
BLDG/ROOM #: 106/1515

PERSON(S) MAKING PRESENTATION: Carol M. Ford

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL  OTHER

SUGGESTED AGENDA TITLE:

Resolution Assigning Board of County Commissioner  
Benchmark Development Roles and Committees for 1998

*1/15/98 copies to BCC, BCC STAFF, ELECTEDS, DRM,  
OP, MEEF, LPSCC, AA, RISK MGMT, FINANCE, LR,  
CHAIR & CHAIR STAFF, DAVE WARREN*

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Beverly Stein

(OR)  
DEPARTMENT  
MANAGER: \_\_\_\_\_

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
98 JAN - 7 PM 4: 28

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277



## Beverly Stein, Multnomah County Chair

Room 1515, Portland Building  
1120 S.W. Fifth Avenue  
Portland, Oregon 97204

Phone: (503) 248-3308  
FAX: (503) 248-3093  
E-Mail: [mult.chair@co.multnomah.or.us](mailto:mult.chair@co.multnomah.or.us)

### SUPPLEMENTAL MEMORANDUM

TO : Board of County Commissioners

FROM : Carol M. Ford 

DATE : January 7, 1998

RE : Resolution Assigning Board of County Commissioner Benchmark Development Roles and Committees for 1998

#### I. Recommendation/Action Requested:

Approve the resolution which will assign benchmark development roles and intergovernmental committees to Chair Stein, Commissioner Hansen and Commissioner Kelley.

#### II. Background/Analysis:

Due to Commissioner Tanya Collier's resignation on December 2, 1997 and Commissioner Dan Saltzman's pending resignation on January 16, 1998, it is necessary for the remaining Board of County Commissioners to review and update their departmental and intergovernmental liaison assignments. During December, the Chair's Office and Commissioners Hansen and Kelley met to discuss these reassignments. This resolution reflects those discussions.

In September, 1996, the Board of County Commissioners selected three long term benchmarks to focus county efforts and partnerships around in order to achieve their overall vision for Multnomah County. The three long term benchmarks are: increasing high school completion, decreasing children living in poverty and reducing crime. Since then, the County budget process and



departmental planning have included focus on these three benchmarks. In support of this direction, this resolution assigns the long term benchmarks and good government benchmarks to specific Commissioners:

Commissioner Hansen - Decrease Children in Poverty

Commissioner Kelley - Reduce Crime

Chair Stein - Increase High School Completion. Good Government.

Commissioner will facilitate the Board's policy discussions around each of the benchmarks. At an informal worksession/brown bag on January 13, 1998, the Board of County Commissioners, other County elected officials and department directors will discuss benchmark sponsorship roles and responsibilities and how the new framework can be most effective.

The resolution also reassigns intergovernmental committees and liaisons among the Board members. The Board will review and evaluate this framework during the fall of 1998 and discuss changes and improvements.

**III. Financial Impact:** None

**IV. Legal Issues:** None

**V. Controversial Issues:** None

**VI. Link to Current County Policies:**

This resolution establishes Board assignments directly linked to the County's three long term strategic benchmarks.

**VII. Citizen Participation:**

The benchmark sponsors will work with the ongoing community planning efforts of the Multnomah Commission on Children and Families, Community Action Commission and the Local Public Safety Coordinating Council. Also, the resolution asks the Citizen Involvement Committee to consider whether a different citizen budget review process is appropriate given this shift in Board focus.

**VIII. Other Government Participation:** None.

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

Assigning Board of County )  
Commissioner Benchmark ) RESOLUTION  
Sponsorship Roles and ) 98-5  
Intergovernmental Committees )  
for 1998 )

The Multnomah County Board Of Commissioners finds:

- a. In September 1996 the Board concluded County residents should have an increased sense of personal opportunity and success and an increased sense of safety and security.
- b. The Board has selected three long term benchmarks to guide its policies --  
Reduce Children Living In Poverty.  
Increase School Completion With Life Skills Equivalency.  
Reduce Crime.
- c. The Board adopted Resolution 97-198 which provides a community building strategy for implementation of these benchmarks.
- d. In February 1996, the Board approved the RESULTS Roadmap for providing quality, customer focused service and high value for each tax dollar spent.
- e. The Board wishes to assume sponsorship for the development of policies and programs to advance these benchmarks.

THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS RESOLVES:

1. Resolution 97-11 is repealed and the Multnomah County benchmark assignments are as follows:

District 1 - vacant

District 2 -- Gary Hansen: "Decrease Children Living In Poverty" and poverty related benchmarks

District 3 -- vacant

District 4 -- Sharron Kelley: "Reduce Crime" and public safety related benchmarks

Chair -- Beverly Stein: "Increasing High School Completion" and education related benchmarks. RESULTS and "Good Government" related benchmarks

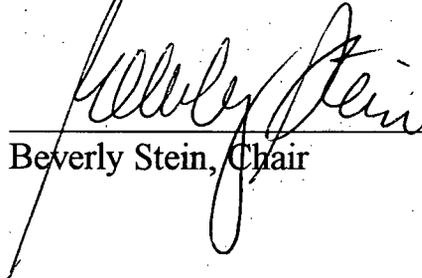
2. All commissioners will use the values of community building in their sponsorship role and will develop a liaison relationship with the Caring Communities organizations shown in Appendix 1.
3. Major committee liaison assignments related to benchmark sponsorships and including the Board's shared responsibilities for intergovernmental relationships are contained in Appendix 2.
4. The role of each commissioner in benchmark sponsorship is defined in Appendix 3.
5. The Board encourages the Citizen Involvement Committee to consider revising the citizen budget review process to be consistent with this emphasis on benchmarks.
6. The commissioners elected to fill the vacancies in District 1 and District 3 will receive benchmark or other assignments after they assume office.

7. The Board of Commissioners will review and evaluate these assignments in the fall of 1998 and discuss changes and improvements.

ADOPTED this 15th day of January, 1998.

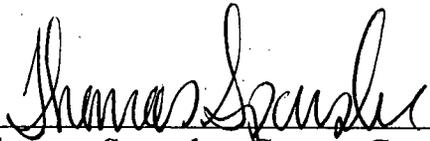


BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
\_\_\_\_\_  
Beverly Stein, Chair

REVIEWED:

THOMAS SPONSLER, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

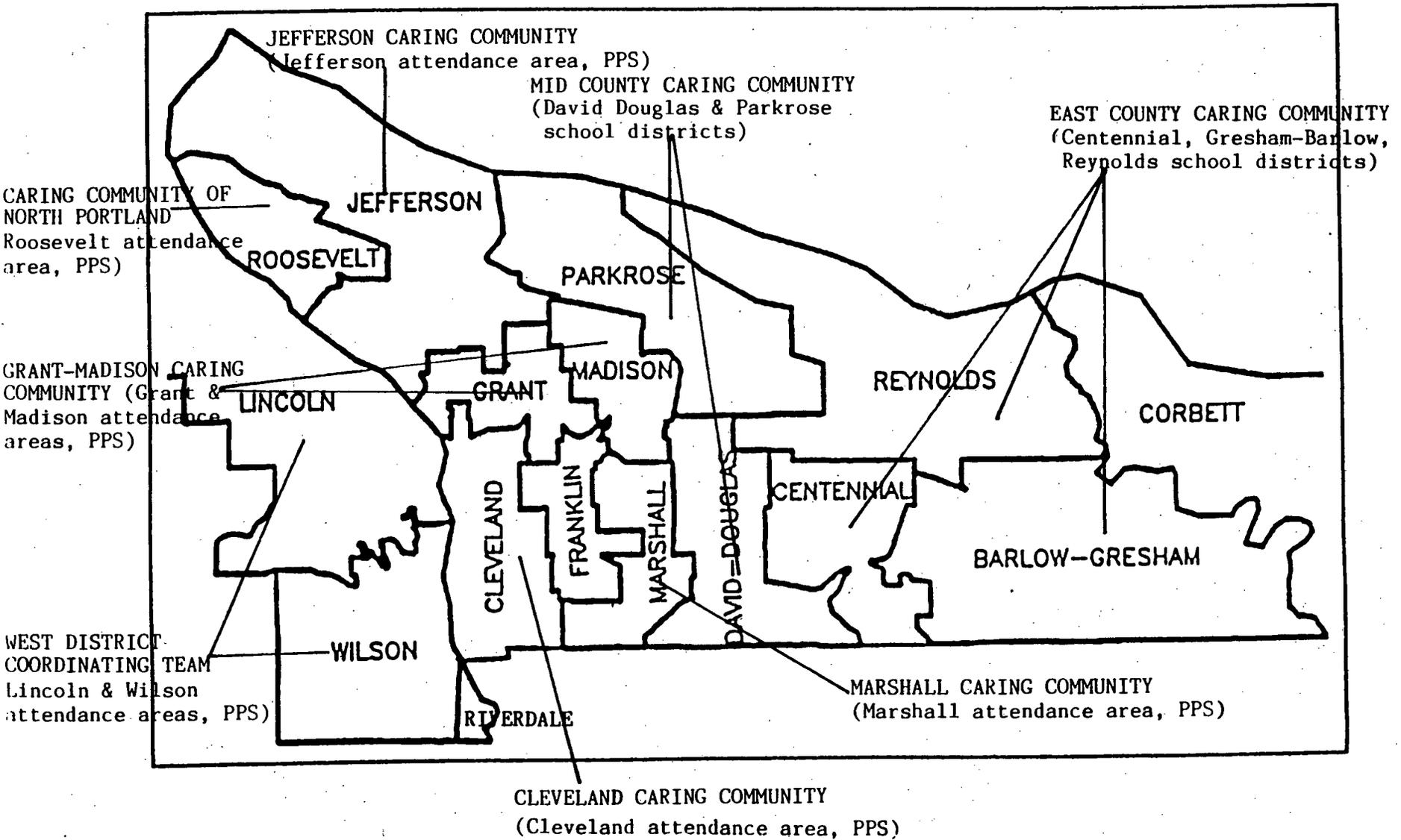
By   
\_\_\_\_\_  
Thomas Sponsler, County Counsel

APPENDIX 1 - Caring Communities Map

APPENDIX 2 - Benchmarks and Intergovernmental Assignment Chart

APPENDIX 3 - Benchmark Sponsorship Roles And Responsibilities

APPENDIX 1 - CARING COMMUNITIES MAP



**APPENDIX 2**

**BOARD OF COUNTY COMISSIONERS  
BENCHMARK SPONSORSHIP AND ASSIGNMENTS**

Commissioner	Long Term Benchmark & Liaisons	Other Assignments
<p><b>Gary Hansen</b></p>	<p><b>Decrease Children Living in Poverty</b>                      Community Action Commission                      Housing and Community Dev. Commission                      DHR Local Government Advisory Committee                      Community Health Council                      Project Luck/Homeless Youth</p>	<p>MPAC                      Community Building Sponsoring Committee (with Stein)                      Joint Policy Adv. Comm on Transportation (With Kelley)                      Association of Oregon Counties                      NACo 1998 Conference Committee (With Stein)                      Animal Control Advisory Committee                      Sauvie Island</p>
<p><b>Sharron Kelley</b></p>	<p><b>Reduce Crime</b>                      Local Public Safety Coor. Council (with Stein)                      Regional Drug Initiative                      Metropolitan Human Rights Center                      Multnomah County Peace Task Force                      Policy Steering Committee/State Office of A&amp;D                      Advisory Committee on State Court Security                      Multnomah Council on Chemical Dependency</p>	<p>East Multnomah Transportation Adv. Committee                      Joint Policy Adv. Comm on Transportation (With Hansen)                      Mt. Hood Cable Regulatory Commission                      Elders in Action                      Audit Committee</p>
<p><b>Beverly Stein</b></p>	<p><b>Increase High School Completion RESULTS/Good Government benchmarks</b>                      Mult. Commission on Children and Families (Hansen?)                      Workforce Development Board                      Local Public Safety Coor. Council (with Kelley)                      Leaders Roundtable                      Portland Multnomah Progress Board                      Oregon Quality Initiative Board</p>	<p>Community Building Sponsoring Committee (with Hansen)                      Citizen Involvement Committee                      Institute for Portland/Metro Studies                      Library Advisory Board                      NACo 1998 Conference Committee (With Hansen)                      Regional Arts &amp; Culture Council                      Neighborhood Partnership Fund</p>

### APPENDIX 3

#### BOARD OF COUNTY COMISSIONERS BENCHMARK SPONSORSHIP ROLES AND RESPONSIBILITIES

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1. Each Multnomah County Commissioner will be assigned by the Chair to be the sponsor of one long term benchmark or area of strategic implementation.
2. The sponsoring Commissioner will have the following responsibilities:
  - a. Coordinate a Board policy discussion of issues relating to the implementation of the benchmark or strategic area every two to three months.
  - b. Membership on the key county or cross jurisdictional committees that are doing strategic planning related to the benchmark or strategic area (with some exceptions).
  - c. Advocate the key governmental and nongovernmental agencies to ensure their active participation in the achievement of progress in the benchmark or strategic area.
  - d. Review key cross departmental or cross jurisdictional budget initiatives designed to advance success in the benchmark or strategic area.
  - e. Advocate for research and evaluation designed to develop and implement best practices in the benchmark or strategic area.
  - f. The Chair's Strategic Benchmark Planner and the Budget Office will work with Commissioners on these responsibilities. This includes assisting in the development and implementation of a plan/schedule for benchmark discussions and coordination with County departments.
3. As the County's chief executive officer, the Chair is responsible for implementing Board policy that is developed by the benchmark policy discussions and managing departments responsible for delivering County services.
4. Commissioners will use the values of community building in their sponsorship role and will develop a liaison relationship with the Caring Communities in their County district.

MEETING DATE: JAN 15 1998  
AGENDA #: R-10  
ESTIMATED START TIME: 10:50am

(Above Space for Board Clerk's Use ONLY)

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**AGENDA PLACEMENT FORM**

**SUBJECT:** Resolution Supporting the National Days of Dialogue on Race Relations January 14-19, 1998

**BOARD BRIEFING:** DATE REQUESTED:  
REQUESTED BY:  
AMOUNT OF TIME NEEDED:

**REGULAR MEETING:** DATE REQUESTED: January 15, 1998  
AMOUNT OF TIME NEEDED: 10 minutes

**DEPARTMENT:** Nondepartmental **DIVISION:** Commissioner Sharron Kelley

**CONTACT:** Helen Cheek, Dir. MHRC **TELEPHONE #:** 823-5136  
**BLDG/ROOM #:** 106/5<sup>th</sup> fl

**PERSON(S) MAKING PRESENTATION:** Helen Cheek, Director Metropolitan Human Rights Center, Lawrence Dark, Director Urban League

**ACTION REQUESTED:**

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL   
OTHER

**SUGGESTED AGENDA TITLE:**

Resolution Supporting the National Days of Dialogue on Race Relations January 14-19, 1998

1/15/98 copies to Co. Sharron Kelley, STAFF  
**SIGNATURES REQUIRED:**

**ELECTED OFFICIAL:** Sharron Kelley  
**(OR)**  
**DEPARTMENT MANAGER:** \_\_\_\_\_

**ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES**

**Any Questions: Call the Board Clerk @ 248-3277**

BOARD OF  
COUNTY COMMISSIONERS  
97 DEC 29 AM 10:57  
MULTNOMAH COUNTY  
OREGON

TO: Board of County Commissioners

FROM: Commissioner Sharron Kelley

RE: Resolution Supporting the National Days of Dialogue on Race Relations, January 14-19, 1998

DATE: December 29, 1997

AGENDA DATE: January 15, 1997

---

I. Recommendation/Action Requested

Approval of Resolution.

II. Background/Analysis

The Metropolitan Human Rights Center and the Urban League of Portland are sponsoring a Dialogue on Race Relations on January 15, 1998 as the local component of the National Days of Dialogues being held throughout the country the week of the birthday of Martin Luther King, Jr.

III. Financial Impact - NA

IV. Legal Issues - NA

V. Controversial Issues

None known to District 4.

VI. Link to Current County Policies

The county has supported MHRC efforts to promote racial harmony and understanding since 1969.

VII. Citizen Participation

A primary purpose of this resolution is to increase public awareness and participation in this event, as well as participation in on-going MHRC efforts.

VIII. Other Government Participation

City of Portland



**METROPOLITAN HUMAN RIGHTS CENTER**  
1120 SW Fifth Ave. Rm. 516  
Portland, OR 97204-1989

City of Portland/Multnomah County

**COMMUNITY DIALOGUES ON RACE RELATIONS**

- MHRC Community Dialogues on Race Relations are open, honest and *inclusive* discussions on race.
- MHRC Community Dialogues on Race Relations provide opportunities for people to work together for the common good.
- MHRC Community Dialogues on Race Relations foster a climate of ***Equality and Respect*** among all people — and promote racial reconciliation.

**Metropolitan Human Rights Center** — a program of Office of Neighborhood Associations — sponsors community dialogues in neighborhoods throughout the **City of Portland and Multnomah County**.

To register for a community dialogue or for more information, contact **Linda Hunter at 823-5136** (Voice/TTY). If you are a person with a disability and need accommodation, please call at least 48 hours in advance. Workshops are from **6:30 pm — 9:00 pm**.

**Community Dialogue Schedule**

<b>Jan 20</b>	Maya Angelou Apts Community Center	4012 N Kerby (& Shaver)
<b>Feb 5</b>	Mt Hood Community College (Town & Gown Room)	26000 SE Stark (Gresham)
<b>Mar 12</b>	St Philip Neri Paulist Center	2408 SE 16th
<b>April 22</b>	Parkrose High School	12003 NE Shaver

# NATIONAL DAYS OF DIALOGUE ON RACE RELATIONS

*Please join us for a facilitated dialogue on how we can increase understanding and cooperative action between citizens of different races and ethnic backgrounds in our community.*

di•a•logue: an exchange of ideas and opinions

di•a•logue: a conversation between two or more persons

Thursday, January 15, 1998  
Lutheran Inner City Ministries  
4219 NE MLK Jr. Blvd.  
7:00 p.m. - 9:00 p.m.

Sponsored by:

 METROPOLITAN  
HUMAN RIGHTS CENTER  
1120 SW Fifth Avenue, Rm. 516  
Portland, Oregon 97204-1989

City of Portland  
Multnomah County  
(503) 823-5136 Voice/TTY Fax 823-0119  
Email: mhrc@ci.portland.or.us



Urban League  
of Portland

Please RSVP to 823-5136

If you are a person with a disability who needs accomodation, please call at least 48 hours in advance.

**Before The Board of County Commissioners  
For Multnomah County**

Supporting The National Days of )  
Dialogue On Race Relations )  
January 14-19, 1998

RESOLUTION  
98-4

**WHEREAS**, Since the formation of the Metropolitan Human Relations Commission, predecessor of the Metropolitan Human Rights Center, in 1969, Multnomah County has been formally committed to creating and maintaining a climate of equality and respect in which all races can live in harmony; and

**WHEREAS**, Multnomah County expresses its commitment by moral and financial support of the Metropolitan Human Rights Center, and

**WHEREAS**, Multnomah County recognizes the importance of conversations about race between people of diverse ethnic and political backgrounds and believes in the value of increased understanding and cooperative action across racial and ethnic lines; and

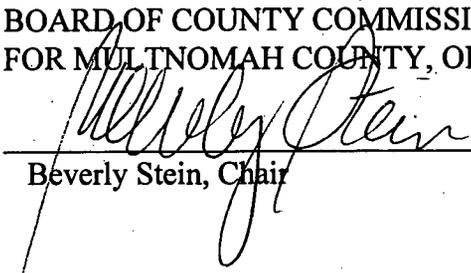
**WHEREAS**, the Metropolitan Human Rights Center and the Urban League of Portland are sponsoring a local Dialogue on Race Relations on January 15, 1998 as the local component of the National Days of Dialogue being held all over the country between January 14 and January 19, the birthday of Martin Luther King Jr.

**NOW, THEREFORE, BE IT RESOLVED** that Multnomah County wishes to join with the rest of the nation in recognizing that the inherent diversity of American society is one of our greatest strengths by supporting the National Days of Dialogue on Race Relations.

ADOPTED this 15<sup>th</sup> day of January, 1998

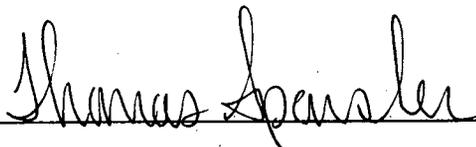


BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
\_\_\_\_\_  
Beverly Stein, Chair

THOMAS SPONSLER, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

By

  
\_\_\_\_\_