

ANNOTATED MINUTES

*Tuesday, October 18, 1994 - 9:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland*

BOARD BRIEFINGS

- B-1 Cultural Diversity Committee Discussion of History, Results of Conference and Future Expectations, and Description of Current Diversity Projects. Presented by Donald Acker.*

DONALD ACKER, NEW CHAIR; CURTIS SMITH, MIKE OSWALD, CHRIS JOHNSON, JIMI JOHNSON, GAIL PARKER, AND JERRY WALKER PROVIDED PRESENTATION AND RESPONSE TO BOARD QUESTIONS.

- B-2 Discussion on Recommended Changes to the Public Contract Review Board Rules. Presented by Dave Boyer and Lillie Walker.*

DAVID BOYER AND LILLIE WALKER PRESENTED PRESENTATION AND RESPONSE TO BOARD QUESTIONS.

- B-3 David M. Griffith Report on Costs, Fees and Revenue Study. Presented by Dave Boyer.*

DAVID BOYER AND BETSY WILLIAMS PRESENTED PRESENTATION AND RESPONSE TO BOARD QUESTIONS. BOARD CONSENSUS TO WAIT UNTIL AFTER NOVEMBER 8TH ELECTIONS BEFORE POSSIBLE INCREASE OF VARIOUS FEES, WITH THE EXCEPTION OF FURTHER INVESTIGATION OF THE SURVEYOR FEES. POTENTIAL NEED TO INCREASE SOME FEES BEFORE ELECTION. STAFF TO TALK TO COUNTY COUNSEL ABOUT LEGAL ISSUES AND REPORT BACK TO THE BOARD.

*Tuesday, October 18, 1994 - 1:30 PM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland*

PLANNING ITEMS

Vice-Chair Tanya Collier convened the meeting at 1:35 p.m., with

Commissioners Sharron Kelley, Gary Hansen and Dan Saltzman present, and Chair Beverly Stein excused.

P-1 C 10-94 *Second Reading and Possible Adoption of a Proposed ORDINANCE Amending the Comprehensive Framework Plan Policies and Significant Environmental Concern (SEC) Section of the Zoning Code to Protect Significant Wildlife Habitat, Scenic Views and Streams in the West Hills and Howard Canyon Areas, in Fulfillment of Periodic Review Remand Order Requirements*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF THE SECOND READING AND ADOPTION. GORDON HOWARD EXPLANATION OF AMENDMENTS DISCUSSED AT FIRST READING. GORDON HOARE, BILL MOSHOFSKY, DAVE KOENNECKE, DAN McKENZIE, EUGENE OSTER AND JOSEPH KABDEBO TESTIMONY IN OPPOSITION TO PROPOSED ORDINANCE DUE TO ZONING LIMITATIONS FOR WEST HILLS PROPERTY OWNERS. DONNA MATRAZZO, ARNOLD ROCHLIN, JOHN SHERMAN AND JANE HART TESTIMONY AND SUGGESTED AMENDMENTS TO PROPOSED ORDINANCE. MR. HOWARD EXPLANATION CONCERNING AMENDMENTS RECOMMENDED BY STAFF AND RESPONSE TO BOARD QUESTIONS. BOARD DISCUSSION. UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, IT WAS UNANIMOUSLY APPROVED THAT SECTION 11.15.6424(B) BE AMENDED TO INCLUDE: "AND WHICH SHALL BE CONSIDERED IN MAKING THE DETERMINATION OF VISUAL SUBORDINATION...". MR. HOWARD RESPONSE TO BOARD QUESTION REGARDING FENCING STANDARDS. UPON MOTION OF COMMISSIONER SALTZMAN, SECONDED BY COMMISSIONER KELLEY, IT WAS UNANIMOUSLY APPROVED THAT THE FENCE EXEMPTION AREA BE AMENDED FROM 15 FEET TO 100 FEET. MR. HOWARD EXPLANATION OF LOT OF RECORD DEFINITION. UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, IT WAS UNANIMOUSLY APPROVED THAT SECTION 11.15.6428(D)(1) BE AMENDED THAT THE LOT OF RECORD SHALL BE DEFINED BY THE UNDERLYING ZONING DISTRICT. MR. HOWARD EXPLANATION OF

AVAILABLE FOR PURCHASE ISSUE. UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, IT WAS UNANIMOUSLY APPROVED THAT LANGUAGE IN SECTION 11.15.6428(D)(2) BE AMENDED FROM AVAILABLE FOR PURCHASE TO "THE SUBJECT OF A LISTING AGREEMENT OR ADVERTISED FOR SALE...". FOLLOWING DISCUSSION AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER SALTZMAN, IT WAS UNANIMOUSLY APPROVED THAT THE STREAM PROTECTION AND WATER QUALITY ISSUES WOULD BE ADDRESSED IN GOALS 6 AND 7. JOHN DuBAY RESPONSE TO BOARD QUESTION CONCERNING WHETHER AN ADDITIONAL READING WOULD BE REQUIRED. UPON MOTION OF COMMISSIONER SALTZMAN, SECONDED BY COMMISSIONER KELLEY, ORDINANCE 801 UNANIMOUSLY APPROVED, AS AMENDED. SCOTT PEMBLE RESPONSE TO QUESTIONS AND ISSUES RAISED DURING PUBLIC TESTIMONY AND RESPONSE TO BOARD QUESTIONS.

Commissioner Saltzman left at 2:30 p.m.

P-2

C 11-94 *Second Reading and Possible Adoption of a Proposed ORDINANCE Amending Comprehensive Framework Text Plan Policy 16 - B and MCC 11.15 Regarding the Regulation of Surface Mining and Nearby Surrounding Land Uses in Partial Fulfillment of Periodic Review Work Program Tasks Required to Bring Multnomah County's Land Use Program into Compliance with Statewide Planning Goal 5*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF THE SECOND READING AND ADOPTION. GARY CLIFFORD DISCUSSION OF STAFF RECOMMENDED AMENDMENTS TO PROPOSED ORDINANCE, JOHN DuBAY MEMORANDUM IN RESPONSE TO MR. ROCHLIN'S OBJECTIONS TO PROPOSED ORDINANCE, AND RESPONSE TO BOARD QUESTIONS. ARNOLD ROCHLIN, JANE HART AND KLAUS HEYNE TESTIMONY AND SUGGESTED AMENDMENTS TO PROPOSED ORDINANCE. MR. CLIFFORD RESPONSE TO ISSUES RAISED IN PUBLIC TESTIMONY. MR. DuBAY AND MR. CLIFFORD RESPONSE TO BOARD QUESTIONS AND DISCUSSION CONCERNING AMENDMENTS TO BE PROPOSED AND

CONSIDERED AT THIRD READING. AT THE SUGGESTION OF MR. CLIFFORD AND UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, IT WAS UNANIMOUSLY APPROVED THAT SECTION II.(D)(2) ON PAGE 3 BE AMENDED TO REPLACE THE WORD OPERATOR WITH "OWNER'S REPRESENTATIVE". VICE-CHAIR COLLIER DIRECTED THAT ISSUES CONCERNING REGULATION OF "EXEMPT MINING ACTIVITY"; AND COUNTY PARTICIPATION WITH DOGAMI IN REVIEW OF A RECLAMATION PERMIT PROPOSAL BE DISCUSSED AND CONSIDERED AT THIRD READING. AT THE REQUEST OF MR. CLIFFORD AND UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, SECTION 11.15.7325(C)(4) WAS AMENDED TO READ "OPERATING HOURS SHALL BE ALLOWED FROM 7:00 AM TO 6:00 PM." AT THE REQUEST OF COMMISSIONER KELLEY, PROPOSED AMENDMENTS TO PAGE 23 CHANGING VEGETATION SCREENING FROM 50 TO 100 FEET; PAGE 26 CHANGING SETBACK FOR MINERAL EXTRACTION FROM 50 TO 100 FEET TO A PROPERTY LINE; AND PAGE 26 CHANGING SETBACK TO A NOISE OR DUST SENSITIVE USE FROM 250 TO 400 FEET ARE TO BE CONSIDERED AT THIRD READING. VICE-CHAIR COLLIER DIRECTED STAFF TO PROVIDE AN EXPLANATION OF AND PURPOSE FOR COMMISSIONER KELLEY'S PROPOSED SITE DISTANCE REQUIREMENTS. SCREENING OF MINE SITES FROM "NOISE AND DUST SENSITIVE" LAND USES TO BE DISCUSSED AND CONSIDERED AT THIRD READING. MR. CLIFFORD RESPONSE TO BOARD QUESTIONS AND DISCUSSION. TRANSPORTATION REQUIREMENTS TO BE DISCUSSED AND CONSIDERED AT THIRD READING. MR. DuBAY RESPONSE TO BOARD QUESTION CONCERNING COUNSEL PROPOSED AMENDMENTS. STAFF DIRECTED TO PREPARE MEMORANDUM CONTAINING ONE SET OF POTENTIAL AMENDMENTS FOR DISCUSSION AT THIRD READING. IN RESPONSE TO A QUESTION OF MR. HEYNE, THE ISSUE REGARDING HILLSIDE EROSION COMPLIANCE OF EXISTING EXEMPT SIDES IN THE 5,000 CUBIC YARDS MINING AREA WILL BE ADDRESSED AT THE THIRD READING. IN RESPONSE TO A QUESTION OF MR. ROCHLIN, MR. DuBAY ADVISED THE DEFINITION OF "SIGNIFICANT SITE"

ISSUE WOULD BE DISCUSSED AT THE THIRD READING. SECOND READING UNANIMOUSLY APPROVED. THIRD READING SCHEDULED FOR THURSDAY, OCTOBER 27, 1994.

There being no further business, the meeting was adjourned at 3:10 p.m.

**OFFICE OF THE BOARD CLERK
for MULTNOMAH COUNTY, OREGON**

Deborah L. Bogstad

Deborah L. Bogstad

**Thursday, October 20, 1994 - 9:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland**

REGULAR MEETING

Vice-Chair Tanya Collier convened the meeting at 9:35 a.m., with Commissioners Sharron Kelley, Gary Hansen and Dan Saltzman present, and Chair Beverly Stein excused.

CONSENT CALENDAR

**UPON MOTION OF COMMISSIONER KELLEY,
SECONDED BY COMMISSIONER HANSEN, THE
CONSENT CALENDAR (ITEMS C-1 THROUGH C-7 AND
C-9 THROUGH C-11) WAS UNANIMOUSLY APPROVED.**

NON-DEPARTMENTAL

- C-1 *In the Matter of the Appointments of Margaret Boyles, Winzel Hamilton, Hank Miggins, Robert Sacks and Juanita Skophammer to the CITIZEN INVOLVEMENT COMMITTEE***
- C-2 *In the Matter of the Appointments of Bill Davis, Lorey Freeman, Lauren Hartmann, Margaret Jozsa, Kathleen Lowe, Clinton Nelson and Darlene Swan to the COMMUNITY HEALTH COUNCIL***
- C-3 *In the Matter of the Appointment of Michelle DeShazer to the DUII COMMUNITY ADVISORY BOARD***
- C-4 *In the Matter of the Appointment of Angel Lopez to the LIBRARY ADVISORY BOARD***

- C-5 *In the Matter of the Appointments of Laura Ross-Paul and Mary Ruble to the METROPOLITAN ARTS COMMISSION*

DEPARTMENT OF HEALTH

- C-6 *Ratification of Amendment #3 to Intergovernmental Agreement Contract 200714 Between Oregon Health Sciences University Hospital and Multnomah County, Identifying Authorized and Unauthorized Use of Urgency and Emergency Care at OHSU by CareOregon Clients and Establishing a Fee Schedule, for the Period Upon Execution through August 31, 1995*

COMMUNITY AND FAMILY SERVICES

- C-7 *Ratification of Intergovernmental Agreement Contract 103515 Between Multnomah County and Portland State University, Providing Evaluation Services to the SAFAH Homeless Families Program in Accordance with the HUD Grant, for the Period Upon Execution through September 30, 1995*

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-9 *ORDER in the Matter of the Execution of Deed D951104 Upon Complete Performance of a Contract to Jamal Tarhuni*

ORDER 94-199.

- C-10 *ORDER in the Matter of the Execution of Deed D951105 Upon Complete Performance of a Contract to Jamal Tarhuni*

ORDER 94-200.

- C-11 *ORDER in the Matter of the Execution of Quitclaim Deed to Appa L. Anderson*

ORDER 94-201.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-8 *ORDER in the Matter of the Execution of Deed D941024 Upon Complete Performance of a Contract to Wesley Hayzlett and Jettabe Hayzlett*

**UPON MOTION OF COMMISSIONER KELLEY,
SECONDED BY COMMISSIONER SALTZMAN, TO
REMOVE ITEM C-8 UNANIMOUSLY APPROVED.
(ORDER 94-160 APPROVED SEPTEMBER 8, 1994.)**

REGULAR AGENDA

SHERIFF'S OFFICE

- R-1 *Budget Modification MCSO 1 Requesting Authorization to Reclassify a Community Service Officer Position in the David Douglas Safety Action Team Budget to an Integrated Community Service Coordinator*

COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-1. LARRY AAB PRESENTED EXPLANATION. BUDGET MODIFICATION WAS UNANIMOUSLY APPROVED.

PUBLIC CONTRACT REVIEW BOARD

(Recess as the Board of County Commissioners and convene as the Public Contract Review Board)

- R-2 *ORDER in the Matter of Exempting from Public Bidding an Extension of Exemption to Contract with Swanberg & Associates for Security Guard Services*

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-2. COMMISSIONER HANSEN PRESENTED EXPLANATION. ORDER 94-202 WAS UNANIMOUSLY APPROVED.

(Recess as the Public Contract Review Board and reconvene as the Board of County Commissioners)

DEPARTMENT OF HEALTH

- R-3 *First Reading of a Proposed ORDINANCE to Provide Fee Schedule Changes for the Environmental Health Section of the Department of Health*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF THE FIRST READING. DR. GARY OXMAN PRESENTED EXPLANATION. NO TESTIMONY RECEIVED. FIRST READING WAS UNANIMOUSLY APPROVED. SECOND READING SCHEDULED FOR THURSDAY, OCTOBER 27, 1994.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-4 *ORDER in the Matter of the Distribution of Proceeds from the Sale of Tax Foreclosed Properties for the Period July 1, 1993 through June 30, 1994*

COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-4. KATHY TUNEBERG PRESENTED EXPLANATION. ORDER 94-203 WAS UNANIMOUSLY APPROVED.

- R-5 *Ratification of Intergovernmental Agreement Contract 301245 Between Marion County and Multnomah County, Providing Training and Support During Implementation of a Computerized Pavement Management System, for the Period Upon Execution through June 30, 1995*

COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-5. AGREEMENT WAS UNANIMOUSLY APPROVED.

- R-6 *First Reading and Possible Adoption of a Proposed ORDINANCE Amending Multnomah County Code Chapter 5.10 Establishing a Transportation Systems Development Charge and Declaring an Emergency*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF THE FIRST READING AND ADOPTION. ED PICKERING PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. NO TESTIMONY RECEIVED. ORDINANCE NO. 802 UNANIMOUSLY APPROVED.

- R-7 *RESOLUTION in the Matter of Adopting a Transportation Impact Fee Systems Development Charge*

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-7. ED PICKERING PRESENTED EXPLANATION. RESOLUTION 94-204 UNANIMOUSLY APPROVED.

- R-8 *Consideration of a RESOLUTION Approving Multnomah County's Local Greenspaces Projects List and Endorsing the Metropolitan Greenspaces Bond Measure*

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-8. CHARLIE CIECKO OF METRO PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. AMANDA FRITZ PRESENTED TESTIMONY IN SUPPORT OF THIS ITEM. RESOLUTION 94-205 WAS UNANIMOUSLY APPROVED.

- R-9 *Metro Regional Parks and Greenspaces Request for Approval of the Transfer of \$75,000 from the Natural Areas Acquisition and Protection Fund Towards the Purchase of a 5 Acre Site in North Portland (Approximately NE 47th and NE Columbia Blvd.) Containing a Portion of Whitaker Pond and Abutting the Columbia Slough*

COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-9. NANCY CHASE OF METRO PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. REQUEST WAS UNANIMOUSLY APPROVED. (NOTE: BUDGET MODIFICATION WILL BE BEFORE THE BOARD AT A LATTER DATE FOR APPROVAL.)

JUVENILE JUSTICE DIVISION

- R-10 *Budget Modification JJD 1 Requesting Authorization to Reprogram \$435,041 in Casey Foundation Funds to Reflect Planned Expenditures*

COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-10. MARIE EIGHMEY PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BUDGET MODIFICATION WAS UNANIMOUSLY APPROVED.

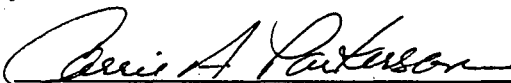
PUBLIC COMMENT

- R-11 *Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.*

NONE.

There being no further business, the meeting was adjourned at 10:15 a.m.

**OFFICE OF THE BOARD CLERK
for MULTNOMAH COUNTY, OREGON**



Carrie A. Parkerson

**Thursday, October 20, 1994 - 10:30 AM
(Or Immediately Following Regular Meeting)
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland**

BOARD BRIEFING

**B-4 *Detention Improvement Plan and the Annie E. Casey Foundation Grant.
Presented by Hal Ogburn and Rick Jensen.***

PRESENTATION AND RESPONSE TO BOARD QUESTIONS BY HAL OGBURN AND RICK JENSEN.

*Friday, October 21, 1994 - 1:30 PM - 5:00 PM
Portland Building, Second Floor Conference Room A
1120 SW Fifth, Portland*

WORK SESSION

WS-1 *Board Work Session and Discussion on Potential Legislative Issues.*

**POTENTIAL LEGISLATIVE ISSUES DISCUSSED BY:
CHAIR BEVERLY STEIN, BILL FARVER, RHYS
SCHOLES, JO ANN ALLEN, CHAIR STAFF; VICE-
CHAIR TANYA COLLIER, COMMISSIONER SHARRON
KELLEY, ROBERT TRACHTENBERG, STAFF;
COMMISSIONER GARY HANSEN, MIKE DELMAN,
STAFF; COMMISSIONER DAN SALTZMAN, AUDITOR
GARY BLACKMER, HAL OGBURN, JJD; CARY
HARKAWAY, DCC; BILLI ODEGAARD, DH; MIKE
OSWALD, DES; JOAN PASCO, MCSO; HOWARD KLINK,
CFSD; BARRY CROOK AND DAVE WARREN, B&Q;
AND JIM SCHERZINGER, STATE LEGISLATIVE
REVENUE OFFICE. FOLLOW-UP LEGISLATIVE
ISSUES ALL DAY RETREAT SCHEDULED FOR
TUESDAY, NOVEMBER 29, 1994, LOCATION TO BE
ANNOUNCED.**



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

BOARD OF COUNTY COMMISSIONERS

BEVERLY STEIN •	CHAIR •	248-3308
DAN SALTZMAN •	DISTRICT 1 •	248-5220
GARY HANSEN •	DISTRICT 2 •	248-5219
TANYA COLLIER •	DISTRICT 3 •	248-5217
SHARRON KELLEY •	DISTRICT 4 •	248-5213
CLERK'S OFFICE •	248-3277 •	248-5222

AGENDA

MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

FOR THE WEEK OF

OCTOBER 17, 1994 - OCTOBER 21, 1994

Tuesday, October 18, 1994 - 9:30 AM - Board Briefings Page 2

Tuesday, October 18, 1994 - 1:30 PM - Planning Items Page 2

Thursday, October 20, 1994 - 9:30 AM - Regular Meeting Page 3

Thursday, October 20, 1994 - 10:30 AM - Board Briefing Page 5

Friday, October 21, 1994 - 1:30 PM - Work Session Page 5

FUTURE MEETING CHANGES/CANCELLATIONS

Tuesday, 11/15/94 - Cancelled/AOC Conference

Thursday, 11/17/94 - Cancelled/AOC Conference

Tuesday, 11/22/94 - 9:30 AM Regular Meeting Scheduled

Thursday, 11/24/94 - Cancelled/Holiday

Thursday Meetings of the Multnomah County Board of Commissioners are taped and can be seen by Paragon Cable subscribers at the following times:

Thursday, 6:00 PM, Channel 30

Friday, 10:00 PM, Channel 30

Saturday, 12:30 PM, Channel 30

Sunday, 1:00 PM, Channel 30

INDIVIDUALS WITH DISABILITIES MAY CALL THE OFFICE OF THE BOARD CLERK AT 248-3277 OR 248-5222, OR MULTNOMAH COUNTY TDD PHONE 248-5040, FOR INFORMATION ON AVAILABLE SERVICES AND ACCESSIBILITY.

Tuesday, October 18, 1994 - 9:30 AM

*Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland*

BOARD BRIEFINGS

- B-1 Cultural Diversity Committee Discussion of History, Results of Conference and Future Expectations, and Description of Current Diversity Projects. Presented by Donald Acker. 9:30 TIME CERTAIN, 1 HOUR REQUESTED.*
- B-2 Discussion on Recommended Changes to the Public Contract Review Board Rules. Presented by Dave Boyer and Lillie Walker. 10:30 TIME CERTAIN, 45 MINUTES REQUESTED.*
- B-3 David M. Griffith Report on Costs, Fees and Revenue Study. Presented by Dave Boyer. 11:15 TIME CERTAIN, 45 MINUTES REQUESTED.*
-

Tuesday, October 18, 1994 - 1:30 PM

*Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland*

PLANNING ITEMS

- P-1 C 10-94 Second Reading and Possible Adoption of a Proposed ORDINANCE Amending the Comprehensive Framework Plan Policies and Significant Environmental Concern (SEC) Section of the Zoning Code to Protect Significant Wildlife Habitat, Scenic Views and Streams in the West Hills and Howard Canyon Areas, in Fulfillment of Periodic Review Remand Order Requirements*
- P-2 C 11-94 Second Reading and Possible Adoption of a Proposed ORDINANCE Amending Comprehensive Framework Text Plan Policy 16 - B and MCC 11.15 Regarding the Regulation of Surface Mining and Nearby Surrounding Land Uses in Partial Fulfillment of Periodic Review Work Program Tasks Required to Bring Multnomah County's Land Use Program into Compliance with Statewide Planning Goal 5*
-

Thursday, October 20, 1994 - 9:30 AM

Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

REGULAR MEETING

CONSENT CALENDAR

NON-DEPARTMENTAL

- App*
- C-1 In the Matter of the Appointments of Margaret Boyles, Winzel Hamilton, Hank Miggins, Robert Sacks and Juanita Skophammer to the CITIZEN INVOLVEMENT COMMITTEE
- C-2 In the Matter of the Appointments of Bill Davis, Lorey Freeman, Lauren Hartmann, Margaret Jozsa, Kathleen Lowe, Clinton Nelson and Darlene Swan to the COMMUNITY HEALTH COUNCIL
- C-3 In the Matter of the Appointment of Michelle DeShazer to the DUII COMMUNITY ADVISORY BOARD
- C-4 In the Matter of the Appointment of Angel Lopez to the LIBRARY ADVISORY BOARD
- C-5 In the Matter of the Appointments of Laura Ross-Paul and Mary Ruble to the METROPOLITAN ARTS COMMISSION

DEPARTMENT OF HEALTH

- C-6 Ratification of Amendment #3 to Intergovernmental Agreement Contract 200714 Between Oregon Health Sciences University Hospital and Multnomah County, Identifying Authorized and Unauthorized Use of Urgency and Emergency Care at OHSU by CareOregon Clients and Establishing a Fee Schedule, for the Period Upon Execution through August 31, 1995

COMMUNITY AND FAMILY SERVICES

- C-7 Ratification of Intergovernmental Agreement Contract 103515 Between Multnomah County and Portland State University, Providing Evaluation Services to the SAFAH Homeless Families Program in Accordance with the HUD Grant, for the Period Upon Execution through September 30, 1995

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-8 ORDER in the Matter of the Execution of Deed D941024 Upon Complete Performance of a Contract to Wesley Hayzlett and Jettabe Hayzlett

*APPROVED 9/8/94 - ORDER 94-160
(Remove from CONSENT -3-
CALENDAR)

Motion to Remove

App C-9 ORDER in the Matter of the Execution of Deed D951104 Upon Complete Performance of a Contract to Jamal Tarhuni 94-199

C-10 ORDER in the Matter of the Execution of Deed D951105 Upon Complete Performance of a Contract to Jamal Tarhuni 94-200

C-11 ORDER in the Matter of the Execution of Quitclaim Deed to Appa L. Anderson 94-201

REGULAR AGENDA

SHERIFF'S OFFICE

App R-1 Budget Modification MCSO 1 Requesting Authorization to Reclassify a Community Service Officer Position in the David Douglas Safety Action Team Budget to an Integrated Community Service Coordinator

PUBLIC CONTRACT REVIEW BOARD

(Recess as the Board of County Commissioners and convene as the Public Contract Review Board)

App R-2 ORDER in the Matter of Exempting from Public Bidding an Extension of Exemption to Contract with Swanberg & Associates for Security Guard Services 94-202

(Recess as the Public Contract Review Board and reconvene as the Board of County Commissioners)

DEPARTMENT OF HEALTH

App R-3 First Reading of a Proposed ORDINANCE to Provide Fee Schedule Changes for the Environmental Health Section of the Department of Health
2nd Reading 10-27-94

DEPARTMENT OF ENVIRONMENTAL SERVICES

App R-4 ORDER in the Matter of the Distribution of Proceeds from the Sale of Tax Foreclosed Properties for the Period July 1, 1993 through June 30, 1994 94-203

App R-5 Ratification of Intergovernmental Agreement Contract 301245 Between Marion County and Multnomah County, Providing Training and Support During Implementation of a Computerized Pavement Management System, for the Period Upon Execution through June 30, 1995

App R-6 First Reading and Possible Adoption of a Proposed ORDINANCE Amending Multnomah County Code Chapter 5.10 Establishing a Transportation Systems Development Charge and Declaring an Emergency ~~801~~ 802

App R-7 RESOLUTION in the Matter of Adopting a Transportation Impact Fee Systems

Development Charge

- ADD* R-8 *Consideration of a RESOLUTION Approving Multnomah County's Local Greenspaces Projects List and Endorsing the Metropolitan Greenspaces Bond Measure* 94-205

- ADD* R-9 *Metro Regional Parks and Greenspaces Request for Approval of the Transfer of \$75,000 from the Natural Areas Acquisition and Protection Fund Towards the Purchase of a 5 Acre Site in North Portland (Approximately NE 47th and NE Columbia Blvd.) Containing a Portion of Whitaker Pond and Abutting the Columbia Slough*

JUVENILE JUSTICE DIVISION

- ADD* R-10 *Budget Modification JJD 1 Requesting Authorization to Reprogram \$435,041 in Casey Foundation Funds to Reflect Planned Expenditures*

PUBLIC COMMENT

- R-11 *Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.*

*Thursday, October 20, 1994 - 10:30 AM
(Or Immediately Following Regular Meeting)*

*Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland*

BOARD BRIEFING

- B-4 *Detention Improvement Plan and the Annie E. Casey Foundation Grant. Presented by Hal Ogburn and Rick Jensen. 45 MINUTES REQUESTED.*

Friday, October 21, 1994 - 1:30 PM - 5:00 PM

*Portland Building, Second Floor Conference Room A
1120 SW Fifth, Portland*

WORK SESSION

- WS-1 *Board Work Session and Discussion on Potential Legislative Issues.*

MEETING DATE: OCTOBER 20, 1994

AGENDA NO: C-1

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: APPOINTMENTS TO THE CITIZEN INVOLVEMENT COMMITTEE

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: OCTOBER 20, 1994

Amount of Time Needed: CONSENT CALENDAR

DEPARTMENT: NON-DEPARTMENTAL

DIVISION: CHAIR BEVERLY STEIN

CONTACT: DELMA FARRELL

TELEPHONE #: 248-3308

BLDG/ROOM #: 3953

PERSON(S) MAKING PRESENTATION: CONSENT CALENDAR

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

IN THE MATTER OF THE APPOINTMENTS OF MARGARET BOYLES,
WINZEL HAMILTON, HANK MIGGINS, ROBERT SACKS AND JUANITA
SKOPHAMMER TO THE CITIZEN INVOLVEMENT COMMITTEE

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1994 OCT 13 PM 2:19

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63

6/93



Citizen Involvement Committee

2115 SE MORRISON

PORTLAND, OREGON 97214

248-3450

MEMORANDUM

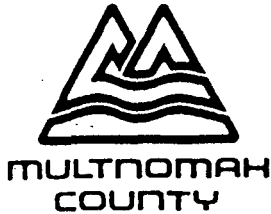
TO: Beverly Stein

FROM: Carol Ward *Carol*
Office of Citizen Involvement

DATE: September 10, 1994

RE: Second Term CIC Appointment

Please appoint Margaret Boyles to a second term on the Citizen Involvement Committee. Margaret was nominated by Parkrose Neighborhood Association. Margaret's appointment will expire August 31, 1996.



Citizen Involvement Committee

2115 SE MORRISON

PORTLAND, OREGON 97214

248-3450

MEMORANDUM

TO: Beverly Stein
FROM: Carol Ward *Carol*
Office of Citizen Involvement
DATE: September 10, 1994
RE: Second Term CIC Appointment

[Signature]
RECEIVED
SEP 13 1994

BEVERLY STEIN
MULTNOMAH COUNTY CHAIR

Please appoint Winzel Hamilton to a **second term** on the Citizen Involvement Committee. Winzel was nominated by the Sabin Community Trust, Inc. Winzel's appointment will expire August 31, 1996.



Citizen Involvement Committee

2115 SE MORRISON

PORTLAND, OREGON 97214

248-3450

MEMORANDUM

TO: Beverly Stein, Chair

FROM: Carol Ward
Office of Citizen Involvement

DATE: September 29, 1994

RE: CIC Appointment

Please appoint Hank Miggins to the Citizen Involvement Committee for a term ending October 31, 1996. Hank was nominated by Southwest Neighborhood Information and will represent District 1. His interest form and letter of nomination are included.



Southwest Neighborhood Information

7688 S.W. Capitol Highway, Portland, OR 97219 (503) 823-4592

DIST #1

September 1, 1994

John Legry
Office Of Citizen Involvement
Multnomah County
2115 SE Morrison, Rm 214
Portland, OR 97214

Dear John Legry:

The SWNI board voted on Wednesday, August 31, 1994 to nominate Hank Miggins, an Ashcreek neighborhood resident, as a Southwest representative to the Multnomah County Citizen Involvement Committee.

SWNI board is confident that Mr. Miggins will do an excellent job representing the interests of the Southwest Portland area, he fully understands the duties and responsibilities of being on the committee. If you have any questions, please contact the Southwest Neighborhood Office at 823-4592.

Sincerely,

Sylvia Bogert
Executive Director, SWNI

**INTEREST FORM FOR MULTNOMAH COUNTY
CITIZEN INVOLVEMENT COMMITTEE**

In order for the Multnomah County Commission to assess more thoroughly the qualifications of persons interested in serving on the Citizen Involvement Committee, you are requested to fill out this interest form. Please feel free to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, affiliations, etc.

We consider information from Sections I through III public, and it may be used in press releases announcing appointments.

NAME OF NOMINATING GROUP: SWNI DIST 1

SECTION I

NAME: HENRY C. Miggins HOME PHONE: 244-1947
ADDRESS: 5837 SW DICKINSON WORK PHONE: 244-1947
PORTLAND OR ZIP CODE 97219

Is your residence located in Multnomah County?

YES ☒ NO ☐

SECTION II

Why are you interested in serving on the Multnomah County Citizen Involvement Committee?

I HAVE A DEEP INTEREST IN THE AFFAIRS OF
LOCAL GOVERNMENT AND ITS IMPACT ON THE PEOPLE
IT SERVES AND AFFECTS. I AM CONCERNED THAT ALL
ASPECTS OF COUNTY GOVERNMENT FUNCTION EFFICIENTLY AND EFFECTIVELY

SECTION III

Please list three volunteer/civic activities:

ORGANIZATION: 1. MAINSTREAM YOUTH PROGRAMS ^{INC} DATE: _____
2. ROSEMONT INC DATE: _____
3. MULTNOMAH EMPLOYEES CREDIT ^{UNION} DATE: _____

RESPONSIBILITIES: I AM A BOARD MEMBER OF 1 & 2 ABOVE
AND Co-CHAIR OF THE CREDIT UNION.

SECTION IV

Please list the name, address and telephone numbers of two people who may be contacted as references. Please name those who know about your interests and qualifications to serve on the Citizen Involvement Committee:

BILL FARVER, EXC ASSIST TO CHAIR BEVERLY STEIN 248-3308

MICHAEL D. SCHRUNK, DA FOR MULTNOMAH CO 248-3162

SECTION V

Please state any potential conflicts of interest between private life and public service which might result from service on the Citizen Involvement Committee:

I AM A PRIVATE CONTRACTOR PROVIDING SERVICES
WHICH MULTNOMAH CO MAY BUY. I AM CURRENTLY
ENGAGED TO PERFORM AN EVALUATION OF SOME AGING SERVICES
SECTION VI PROGRAMS.

In order to assist Multnomah County in meeting affirmative action goals, additional information is requested of you. This section is voluntary and will remain confidential.

BIRTH DATE: Month 11 Day 20 Year 34 SEX: Female Male ✓

ETHNIC ORIGIN: Asian Black ✓ Hispanic

Native American White

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

Signature: Miggins

Date: 8/31/94



Citizen Involvement Committee

2115 SE MORRISON

PORTLAND, OREGON 97214

248-3450

RECEIVED

SEP 30 1994

BEVERLY STEIN
MULTNOMAH COUNTY CHAIR

MEMORANDUM

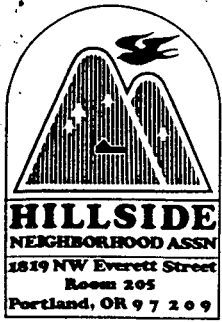
TO: Beverly Stein, Chair

FROM: Carol Ward
Office of Citizen Involvement

DATE: September 29, 1994

RE: CIC Appointment

Please appoint Robert Sacks to the Citizen Involvement Committee for a term ending October 31, 1996. Robert was nominated by the Hillside Neighborhood Association and will represent District 1. His interest form and letter of nomination are included.



Multnomah County Citizen Involvement Committee
2115 S.E. Morrison St. #215
Portland Oreg 97214

Dear Members of the Committee:

The Hillside Neighborhood Association is pleased to nominate Mr. Robert Sacks for a position on the Committee. Mr. Sacks in the past has shown interest in our community center at Hillside, & we are confident that he will work closely with us & with other neighborhood associations in the Northest Coalition to convey our ideas & concerns to the CIC, & return to us with information on your activities.

Thank you for your attention -

Yours sincerely,
Gris M. Carey
President N.E. N.A. N.A.

RESPONSIBILITIES:

SECTION IV

Please list the name, address and telephone numbers of two people who may be contacted as references. Please name those who know about your interests and qualifications to serve on the Citizen Involvement Committee:

Richard Brownstein 1200 SW Main Pld 97201 221-1772

Bob Shook 8835 SW Canyon Ln. Pld 97225 292-2088

SECTION V

Please state any potential conflicts of interest between private life and public service which might result from service on the Citizen Involvement Committee:

Working as a Campaign Manager for a State
Senate Race

SECTION VI

In order to assist Multnomah County in meeting affirmative action goals, additional information is requested of you. This section is voluntary and will remain confidential.

BIRTH DATE: Month _____ Day _____ Year _____ SEX: Female _____ Male _____

ETHNIC ORIGIN: Asian _____ Black _____ Hispanic _____

Native American _____ White _____

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

Signature: Robert Sacks Date: 7/7/94



Citizen Involvement Committee

2115 SE MORRISON

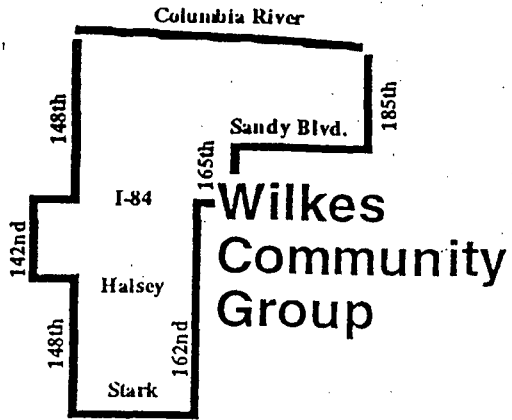
PORTLAND, OREGON 97214

248-3450

MEMORANDUM

TO: Beverly Stein
FROM: Carol Ward *Carol*
Office of Citizen Involvement
DATE: September 10, 1994
RE: CIC Appointment

Please appoint Juanita Skophammer to the Citizen Involvement Committee for a term ending September 30, 1996. Juanita was nominated by Wilkes Community Group from District 4. Juanita's interest form and letter of nomination are included.



DIST: # 4

15231 NE Holladay
Portland, OR 97230
253-6247

July 15, 1994

John Legry
Multnomah County Citizen Involvement Committee
Morrison Building
2115 SE Morrison, Rm 215
Portland, OR 97214

Dear John,

The Wilkes Community Group Board of Directors is pleased to nominate and heartily endorse Juanita Skophammer, a resident and member of our community, as a representative from our east Multnomah County area on the Citizen Involvement Committee. We certainly appreciate her willingness to give of her time, effort, and considerable experiential background in the service of all the citizens of Multnomah County---an appreciation, by the way, which we too seldom express, but also feel, for all the other hard-working members of your illustrious committee.

Many thanks and best wishes to you all in your continuing efforts.

Sincerely,

Alice P. Blatt, Chair

INTEREST FORM FOR MULTNOMAH COUNTY
CITIZEN INVOLVEMENT COMMITTEE

In order for the Multnomah County Commission to assess more thoroughly the qualifications of persons interested in serving on the Citizen Involvement Committee, you are requested to fill out this interest form. Please feel free to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, affiliations, etc.

We consider information from Sections I through III public, and it may be used in press releases announcing appointments.

East County Coordinating Committee Organization (ECCCO)
NAME OF NOMINATING GROUP: and Hazelwood, Parkrose and Wilkes Community Groups

SECTION I

DIST 4

NAME: Juanita Skaphammer HOME PHONE: 253-9879

ADDRESS: 14937 N.E. Davis Court WORK PHONE: _____

Portland, Oregon 97230

Is your residence located in Multnomah County?

YES X NO _____

SECTION II

Why are you interested in serving on the Multnomah County Citizen Involvement Committee?

I feel I have a lot to offer as
an educated person with considerable
exposure to the public sector.

SECTION III

Please list three volunteer/civic activities:

ORGANIZATION: 1. None DATE: _____

2. _____ DATE: _____

3. _____ DATE: _____

RESPONSIBILITIES: _____

SECTION IV

Please list the name, address and telephone numbers of two people who may be contacted as references. Please name those who know about your interests and qualifications to serve on the Citizen Involvement Committee:

John Schweitzer, 1120 SW 3rd Portland, Or 97204 248-558
Tom Slyter 1120 SW 3rd Portland, Or 97204 248-3266

SECTION V

Please state any potential conflicts of interest between private life and public service which might result from service on the Citizen Involvement Committee:

none

SECTION VI

In order to assist Multnomah County in meeting affirmative action goals, additional information is requested of you. This section is voluntary and will remain confidential.

BIRTH DATE: Month 01 Day 20 Year 49 SEX: Female X Male

ETHNIC ORIGIN: Asian Black Hispanic

Native American White X

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

Signature: Jeanita M. Skaphammer Date: 6-25-94

MEETING DATE: OCTOBER 20, 1994

AGENDA NO: C-2

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: APPOINTMENTS TO THE COMMUNITY HEALTH COUNCIL

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: OCTOBER 20, 1994

Amount of Time Needed: CONSENT CALENDAR

DEPARTMENT: NON-DEPARTMENTAL DIVISION: CHAIR BEVERLY STEIN

CONTACT: DELMA FARRELL TELEPHONE #: 248-3308

BLDG/ROOM #: 3953

PERSON(S) MAKING PRESENTATION: CONSENT CALENDAR

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

IN THE MATTER OF THE APPOINTMENTS OF BILL DAVIS, LOREY FREEMAN, LAUREN HARTMANN, MARGARET JOZSA, KATHLEEN LOWE, CLINTON NELSON AND DARLENE SWAN TO THE COMMUNITY HEALTH COUNCIL

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1994 OCT 13 PM 2:19

SIGNATURES REQUIRED:

ELECTED OFFICIAL: *Beverly Stein*

OR

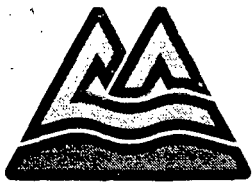
DEPARTMENT MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

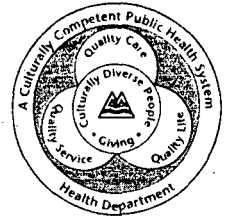
Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63

6/93



COMMUNITY HEALTH COUNCIL
An Appointed Citizens' Board



MULTNOMAH COUNTY OREGON

HEALTH DEPARTMENT
426 S.W. STARK STREET, 8TH FLOOR
PORTLAND, OREGON 97204-2394
(503) 248-3674
FAX (503) 248-3676
TDD (503) 248-3816

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

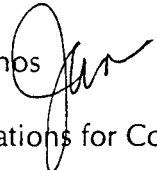
RECEIVED

SEP 09 1994

BEVERLY STEIN
MULTNOMAH COUNTY CHAIR

MEMORANDUM

TO: Delma Farrell

FROM: Jan Vlahos 

SUBJECT: Nominations for Community Health Council

DATE: September 7, 1994

In accordance with its bylaws, the Multnomah County Community Health Council submits the following nominations for membership to the Chair of the Board of County Commissioners. Please facilitate the approval of these nominations before the Council's meeting on October 10, 1994, if possible. If you have questions about any of the nominations or need additional information, please do not hesitate to call me at 248-3674, x2439.

We are still working on finding members to fill two consumer positions and two community positions. If your office has any leads we would appreciate your contacting us. In the meantime, we need to fill the vacancies we can in order to maintain a quorum for conducting business. Thank you for your assistance.

Consumer Member

- | | <u>Expiration Date</u> |
|------------------------------|------------------------|
| 1. Darlene Swan | 6/30/96 |
| 2. Bill Davis | 6/30/96 |
| *3. Rafia Akhtar | 6/30/96 |
| 4. Kay Lowe (2nd term) | 6/30/97 |
| 5. Clinton Nelson (2nd term) | 6/30/97 |

*We are still working with Rafia to get an interest form completed and will send it as soon as we receive it.

Provider Member

- | | <u>Expiration Date</u> |
|--|------------------------|
| 1. Lauren Hartman
(family planning agency) | 6/30/96 |
| 2. Marge Jozsa (2nd term)
(hospital/clinic administrator) | 6/30/97 |

Page 2 of 2

Community Member

Expiration Date

1. Lorey Freeman
(attorney)

6/30/97

cc: Eleanor Matthews, Council President
Billi Odegaard, Health Department Director

enc: Interest Forms
new membership list with nominees included

**MULTNOMAH COUNTY
COMMUNITY HEALTH COUNCIL MEMBERS**

CONSUMER MEMBERS	TERM END	WORK	HOME
VACANT /	6/30/95		
ALEJANDRA DE SOLORIO	6/30/95		11944 SE MARKET PORTLAND OR 97216 257-7352
VACANT /	6/30/95		
NIN MCKELLAR	6/30/95		7443 N STOCKTON PORTLAND OR 97203 283-0272
* DARLENE SWAN (nominee)	6/30/96		1125 SW 12TH #505 PORTLAND OR 97205 241-0546
* BILL DAVIS (nominee)	6/30/96		712 SW ST CLAIR #L-1 PORTLAND OR 97205 223-3444 (messages)
* RAFIA AKHTAR (nominee)	6/30/96		12726 SE DIVISION #4 PORTLAND OR 97236 760-0840
VACANT /	6/30/97		
* KAY LOWE (nominee - 2nd term)	6/30/97		3718 N ALBINA PORTLAND OR 97212 288-5271
* CLINTON NELSON (nominee - 2nd term)	6/30/97		4059 N ATTU PORTLAND OR 97203 283-3661 283-8788
HEALTH CARE PROVIDERS	TERM END	WORK	HOME
DR. KENNETH CHUNG DENTIST	6/30/95	10804 SE OAK STREET MILWAUKIE OR 97222 653-8320	6920 SE 34TH AVENUE PORTLAND OR 97202 774-3596
DR. ERIC WALL PHYSICIAN	6/30/96	OHSU 3181 SW SAM JACKSON PARK ROAD PORTLAND OR 97201 494-6609	3221 SW UPPER CASCADE PORTLAND OR 97201 226-2976
* LAUREN HARTMANN (nominee) FAMILY PLANNING	6/30/96	PLANNED PARENTHOOD 3231 SE 50TH PORTLAND OR 97206 775-4931, EXT. 248	25197 S RIDGE ROAD BEAVERCREEK OR 97004 632-8438

* MARGE JOZSA (nominee - 2nd term) HOSPITAL/CLINIC ADMINISTRATOR	6/30/97	NEIGHBORHOOD HEALTH CLINICS 4842 NE EIGHTH PORTLAND OR 97211 288-5995	
COMMUNITY MEMBERS	TERM END	WORK	HOME
GERARDO MADRIGAL SOCIAL SERVICE	6/30/95	CATHOLIC COMM SRVCS 451 NW FIRST GRESHAM OR 97030 669-8350	3229 NE NINTH PORTLAND OR 97202 233-9429
ELEANOR MATTHEWS SOCIAL SERVICE	6/30/96	PORTLAND CRACK TASK FORCE 5516 NE 16TH AVENUE PORTLAND OR 97211 284-8103	8232 N WAYLAND PORTLAND OR 97203 283-1798
* LOREY FREEMAN (nominee) CIVIC/COMMUNITY	6/30/97	LEGAL AID 700 SW TAYLOR #300 PORTLAND OR 97205 224-4086	641-2688
VACANT	6/30/97		
VACANT	6/30/95		

* Nomination submitted - awaiting approval.



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

- A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Multnomah County Community Health Council

- B. Name Bill C. Davis

Address 712 S.W. ST. Clair #L1

City Portland State OR Zip 97205

Do you live in _____ unincorporated Multnomah County or ☒ a city within Multnomah County.

Home Phone No phone. Can leave Message for me at
HIV Day Center. 223-3444

- C. Current Employer Disabled.

Address _____

City _____ State _____ Zip _____

Your Job Title _____

Work Phone _____ (Ext) _____

Is your place of employment located in Multnomah County? Yes _____ No LLA.

D. Previous Employers	Dates	Job Title
<u>UCLA</u>	<u>1983-1986</u>	<u>Computer Facility Manager</u>
<u>Quotron Systems</u>	<u>1982-1983</u>	<u>Customer Engineer</u>
<u>QBM</u>	<u>1979-1982</u>	<u>Customer Engineer</u>

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

CONTACT: KATHY MILLARD

1120 S.W. FIFTH, ROOM 1410
PORTLAND, OREGON 97204

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
People with AIDS Coalition	1986	Member Board of Directors.
Consumer HIV Group	1994	Member - Conducting BCD HIV
Volunteer at HIV Day center	1992-1994	help with survey mailings.

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
University of Arizona	1976-1978	Associate of Arts - Electronics
UCLA	1983-1986	Management/Computer Science.

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Jack Cox 1108 NE Going, Portland 97211 284-6807
Tina Tomasco Jennings - HIV Daycenter - 223-3444

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

None -

I. Affirmative Action Information

M/white
sex / racial ethnic background

birth date: Month 9 Day 15 Year 59

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

Signature Bill Cox Date 5-9-94



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

- A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Community Health Council

- B. Name Lorey H. Freeman

Address ~~310 SW 4th Avenue, Room 900~~ 700 SW Taylor, #300

City Portland State OR Zip 972045

Do you live in _____ unincorporated Multnomah County or _____ a city within Multnomah County.

Home Phone (503) 641-2688

- C. Current Employer Multnomah Co. Legal Aid Service

Address ~~310 SW Fourth Avenue, Room 900~~ See above

City Portland State OR Zip 97204

Your Job Title Supervising Attorney

Work Phone (503) 224-4086 (Ext) _____

Is your place of employment located in Multnomah County? Yes ☒ No _____

- D. Previous Employers _____ Dates _____ Job Title _____

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

CONTACT: KATHY MILLARD

1120 S.W. FIFTH, ROOM 1410

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
Miami University	1973-77	B.A.
Univ. of Cincinnati		
College of Law	1977-80	J.D.

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Terry Rogers, Executive Director, Legal Aid Service, 310

SW 4th Avenue, Room 900, Portland, OR 97204, 224-4086

Donna Sather, former member of Council, 1737 SW 20th Ct. Gresham, 665-2297

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

I. Affirmative Action Information

F/cauc

sex / racial ethnic background

birth date: Month 01 Day 10 Year 55

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

Signature

Greg H. Fuman

Date

10/15/93



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

- A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

MULTNOMAH COUNTY COMMUNITY HEALTH
COUNCIL

- B. Name LAUREN HARTMAN

Address 25147 S RIDGE RD

City BEVERLY State OR Zip 97004

Do you live in NO unincorporated Multnomah County or NO a city within Multnomah County.

Home Phone 632-8438

- C. Current Employer PLANNED PARENTHOOD

Address 3231 SE 50

City PORTLAND State OR Zip 97206

Your Job Title DIRECTOR OF CLINICAL SERVICES

Work Phone 775-4931 (Ext) 202

Is your place of employment located in Multnomah County? Yes ☒ No ☐

- D. Previous Employers Dates Job Title

SEE CV

BEVERLY STEIN, MULTNOMAH COUNTY CHAIR

CONTACT: KATHY MILLARD

1120 S.W. FIFTH, ROOM 1410
PORTLAND, OREGON 97204

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
6- Food Coop	1982-1985	ORGANIZED - DIRECTED
HELPLINE	1980-1981	CRISIS LINE STAFFING
PLANNED PARENTHOOD	1978-1980	EXAM ROOM ASSISTANT

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
----------------	-------	------------------------

SEE CV

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

ALLIE STICKNEY 373-7484 WK#
JELLEN MILLER 775-4034 EM#248

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

NONE

I. Affirmative Action Information

F W
sex / racial ethnic background

birth date: Month 4 Day 13 Year 60

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

Signature LD Naumann Date 8/15/94

S. LAUREN HARTMANN RNC, BSN
25197 SOUTH RIDGE ROAD
BEAVERCREEK, OREGON 97004

Home Telephone: (503) 632-8438

LICENSE/CERTIFICATION

Registered Nurse Washington License #258-03
Oregon License #80407

OB/GYN Nurse Practitioner NAACOG Certification 1985

OBJECTIVE

To utilize my medical knowledge and management expertise to pursue a career in clinical operations.

EDUCATION

1991 University of Phoenix - Denver, CO
Bachelor of Science in Nursing

1984-1985 University of Colorado Health Sciences Center
School of Nursing
Women's Health Care Nurse Practitioner Certificate

1978-1980 University of Nebraska College of Nursing
Associate Degree Of Nursing

EXPERIENCE

8/91-Present Planned Parenthood of the Columbia/Willamette
Director of Clinical Services
Interim Executive Director

5/91-8/91 Planned Parenthood of the Columbia/Willamette
Center Manager - SE Portland Center

10/90-5/91	Rocky Mountain Psychiatric Center - Denver, CO Nurse Practitioner - Pharmacological Research
8/90-5/91	Summit County Nursing - Frisco, CO Nurse Practitioner - Family Planning Clinic
10/89-10/90	Colorado Department of Health - Denver, CO Nursing Consultant - Family Planning Program
7/87-3/90	OB/GYN Associates, PC - Denver, CO Nurse Practitioner in Obstetrics and Gynecology Surgical Coordinator Primary Patient Educator/Counselor
9/85-6/87	Warren M. Hern, MD/Private Practice - Boulder, CO Nursing Director/Nurse Practitioner
	Summit County Nursing - Frisco, CO Nurse Practitioner - Family Planning
	Upjohn Home Health Care - Denver, CO Registered Nurse - Home IV Therapist
	American Nursing Resources - Denver, CO Registered Nurse
12/84-3/85	Central Nebraska Family Planning - Grand Island, NE Interim Clinic Director
6/80-7/85	St. Francis Medical Center - Grand Island, NE Registered Nurse - Level 2 Nursery

REFERENCES AVAILABLE UPON REQUEST



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

- A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Community Health Council

- B. Name Margaret Ann Jozsa

Address 14980 SW 103

City Tigard State OR Zip 97224

Do you live in _____ unincorporated Multnomah County or _____ a city within Multnomah County.

Home Phone 684-8358

- C. Current Employer Neighborhood Health Clinics, Inc.

Address 4842 NE 8th

City Portland State OR Zip 97211

Your Job Title Executive Director

Work Phone 288-5995 (Ext) _____

Is your place of employment located in Multnomah County? Yes ☒ No ☐

- D. Previous Employers _____ Dates _____ Job Title _____

BEVERLY STEIN, MULTNOMAH COUNTY CHAIR

CONTACT: KATHY MILLARD

1120 S.W. FIFTH, ROOM 1410
PORTLAND, OREGON 97204

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
Community Partners for Affordable Housing	1994	board member
Housing & Com. Development Commission	1993-present	commissioner

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
Cleve. State Univ.	1973	MA Sociology
Jane Addams School of Social Wk. Univ of IL	1983	MSW

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Amy Gredler	248-3674
Susan Leigh	249-2981

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

I. Affirmative Action Information

F W
sex / racial ethnic background

birth date: Month 3 Day 30 Year 52

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

Signature

Date

8-15-94



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

- A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Community Health Council
Health Board + Rep for Gen Org *already*
already on Comm for Children & Family

- B. Name Kathleen Howel

Address 3718 W. Albion St

City Portland State OR Zip 97214

Do you live in _____ unincorporated Multnomah County or _____ a city within Multnomah County.

Home Phone 288 5221

- C. Current Employer Self

Address _____

City _____ State _____ Zip _____

Your Job Title Community Worker on boards listed

Work Phone _____ (Ext) _____ in section A.

Is your place of employment located in Multnomah County? Yes ☒ No _____

- D. Previous Employers _____ Dates _____ Job Title _____

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
----------------------	-------	------------------

McCoy Academy		
Super School		

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
----------------	-------	------------------------

Hanson Community College	1973-74	Ass of Law Enforcement
PSU	1988 -	Degree - BSW (Social Work)
1994		Certification in mediation - Corbin

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Jan - Health Dep		
Ben Bill McCoy		
Bev - Stone - City Chair		

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

None

I. Affirmative Action Information

Native American

sex / racial ethnic background

birth date: Month 10 Day 02 Year 52

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

Signature Kathleen Stone Date _____



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

1) MULT CO. HEALTH COUNCIL 2) MULT CO. Early Intervention
Early Childhood Special Ed, 3) ORE. BREAST ACTION Campaign 4) D.D. CO.

B. Name CLIFFORD MICHAEL NELSON

Address 4059 N. AMU

City PORTLAND, State ORE, Zip 97203

Do you live in ☒ MULT CO. unincorporated Multnomah County or _____ a city within Multnomah County.

Home Phone 503 283 3661 OR 240-7250

C. Current Employer SELF.

Address 4059 N. AMU

City PORTLAND, State ORE, Zip 97203

Your Job Title PARENT CONSULTANT, COMSUMER.

Work Phone 503-283-3661 (Ext) 503-240-7250

Is your place of employment located in Multnomah County? Yes ☒ No _____

D. Previous Employers	Dates	Job Title
<u>SELF/CLIFFORD NELSON</u>	<u>01/92</u>	<u>COMSUMER/HEALTH</u>
<u>SISTERS OF THE ROSE</u>	<u>08/89 TO 06/90</u>	<u>COOK.</u>
<u>MAC CHEESE n/o MOUNT</u>	<u>05/90 TO 06/90</u>	<u>COOK.</u>

BEVERLY STEIN, MULTNOMAH COUNTY CHAIR

CONTACT: KATHY MILLARD

1120 S.W. FIFTH, ROOM 1410

PORTLAND, OREGON 97204

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
MULT CO COMM HEALTH COUNCIL	01/92	MEMBER
MULT CO DEVELOPMENTAL DISABILITIES	04/93	SEVERE ON COUNCIL
OREGON PRAC. NURSING BOARD	09/93	SEVERE ON COUNCIL

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
BANDER ELEM	09/51	YES
CAMPBELL JR	09/5	YES
CAMPBELL SR.	09/62	YES

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

ELLEN PENNY 830 JEFFERSON NE SEASIDE 503-581-6830
 RUD HENDON 3147 N.E. 7TH P.D. 503-282-1975

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

ONLY CHILDS CARE/REALLY NONE

I. Affirmative Action Information

sex / racial ethnic background

birth date: Month 09 Day 06 Year 44

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

Signature

Date

lom
6/83



Allen. Jan. 1964

MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

- A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Sumner, H. H. -
Corrections Department

- B. Name *Darlene L. Stein*

Address *1120 S.W. Fifth, Room 1410*

City *Portland* State *Ore.* Zip *97204*

Do you live in _____ unincorporated Multnomah County or *Yes* a city within Multnomah County.

Home Phone *241-0541*

- C. Current Employer *retired*

Address _____

City _____ State _____ Zip _____

Your Job Title _____

Work Phone _____ (Ext) _____

Is your place of employment located in Multnomah County? Yes _____ No _____

- D. Previous Employers _____ Dates _____ Job Title _____

Self employed From 1964 thru retirement,
former real estate sales & management.
Also housewife twice widowed & mother
6 adult children.

BEVERLY STEIN, MULTNOMAH COUNTY CHAIR

CONTACT: KATHY MILLARD

1120 S.W. FIFTH, ROOM 1410
PORTLAND, OREGON 97204

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
----------------------	-------	------------------

Organ Assn. - 5100 1st St. SE		
Public Comm. HCES		

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
----------------	-------	------------------------

University of Oregon	1964-1968	B.A. in History
University of Oregon	1968-1970	M.A. in History

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

John J. Smith	2400 SW 10th Ave.	240-1234
John J. Smith	1234 SW 10th Ave.	240-5678

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

I. Affirmative Action Information

sex / racial ethnic background
F / white

birth date: Month 4 Day 20 Year 1937

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

Signature E. J. Smith Date 5/15/70

MEETING DATE: OCTOBER 20, 1994

AGENDA NO: C-3

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: APPOINTMENT TO THE DUII COMMUNITY ADVISORY BOARD

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: OCTOBER 20, 1994

Amount of Time Needed: CONSENT CALENDAR

DEPARTMENT: NON-DEPARTMENTAL

DIVISION: CHAIR BEVERLY STEIN

CONTACT: DELMA FARRELL

TELEPHONE #: 248-3308

BLDG/ROOM #: 3953

PERSON(S) MAKING PRESENTATION: CONSENT CALENDAR

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

IN THE MATTER OF THE APPOINTMENT OF MICHELLE DeSHAZER TO
THE DUII COMMUNITY ADVISORY BOARD

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1994 OCT 13 PM 2:19

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63

6/93

COUNTY BOARDS & COMMISSIONS VACANCY FORM

Date Submitted to Chair's Office 9/30/94 Target Date for Appointment 10/15/94

DUII COMMUNITY

NAME OF BOARD OR COMMISSION ADVISORY BOARD Staff person responsible LAUREEN OSKOCHIL

Number of vacancy(s) 2

Reason for vacancy(s)

Is this a mandated position Yes No

2 resignation expired term

Is this a lay position Yes No

new board or commission

RECOMMENDATIONS TO
FILL VACANCIES

DATE OF
VACANCY

PROPOSED
TERM

WILL
REPLACE

1. Ramon Hererra

5/13/94

2. Tom Ten Eyck

9/15/94

3. Michelle DeShazer

9/30/96

Juv. Dept. rep/

4.

5.

6.

7.

8.

9.

10.

COMMENTS: Tom and Ramon had to resign. I have been holding this notification

because I was waiting for them to recruit a replacement. But, it hasn't

materialized, yet. And I didn't want to hold up Michelle's appointment

any longer. I'll submit replacements as they are recruited. X6348



OREGON
HEALTH SCIENCES UNIVERSITY

621 S.W. Alder Street, Suite 520, Portland, Oregon 97205-3620 (503) 494-4745

*Department of Psychiatry
Alcohol Treatment and Training Clinic*

September 15, 1994

Dan Croy, Chair
DUII Community Advisory Board
Multnomah County
421 S.W. 5th Avenue, 5th Floor
Portland, Oregon 97204-2218

Dear Dan,

It is with regret that I must resign from the DUII Advisory Board at this time. Due to extremely tight scheduling at our clinic, starting September 19, I will have to spend every Tuesday from 11:30 to 1:00 as primary instructor for our counselor training program. This obviously is a major conflict, and will preclude me from attending Board and Control Committee meetings.

I have thoroughly enjoyed being on the Board these past several years, and have gained a deep respect for the time, energy and concern all of you have consistently demonstrated by helping to forward the Board's very important mission of reducing drinking and driving, and thereby hopefully preventing drinking and driving tragedies.

Even though I will not be able to participate as a Board member, I will still be active in the treatment of DUII offenders at AT&TC. Therefore, please feel free to call upon me in the future if you need any help with a project or if you simply need information from me concerning treatment aspects of DUII offenders. I am still willing and available to help any Board member with general information about chemical dependency and its treatment. Just give me a call.

Thank you again for letting me serve on this effective and important Board.

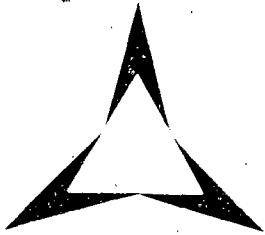
Sincerely,

Thomas G. Ten Eyck, Director
Addictions Treatment & Training Clinic
Department of Psychiatry, OHSU

Schools:
Schools of Dentistry, Medicine, Nursing

Clinical Facilities:
University Hospital,
Doernbecher Children's Hospital,
Child Development and Rehabilitation Center,
University Clinics

Special Research Divisions:
Biomedical Information Communication Center,
Center for Research on Occupational and
Environmental Toxicology,
Vollum Institute for
Advanced Biomedical Research



METROPOLITAN PUBLIC DEFENDER
MULTNOMAH COUNTY SECTION

May 13, 1994

Multnomah County DUII
Community Advisory Board
421 S.W. 5th Avenue, 5th Floor
Portland, Oregon 97204-2218

Attn: Lauren Oskochil

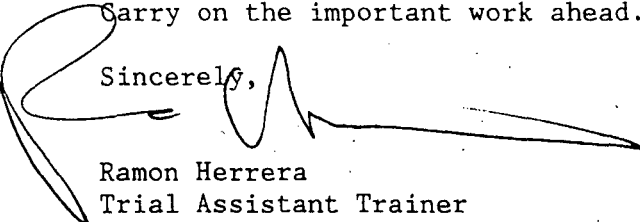
Dear Ms. Oskochil,

It is with deep regret that I must inform you of my decision to resign effective immediately from the DUII Community Advisory Board. I have recently resigned from all five committees/groups that I have been working with. The decision was not easy but because I am suffering from a terminal illness, I have slowed down dramatically during the last four weeks and do not have the energy level I once had.

Although I was more of a listening member than a vocal one, I enjoyed my brief time on the Board. I wish all of you much success. Please share this letter with other members. My thanks to you personally.

Carry on the important work ahead.

Sincerely,



Ramon Herrera
Trial Assistant Trainer



MULTNOMAH COUNTY OREGON

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

- A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

DUII Community Advisory Board

- B. Name Michelle R. DeShazer

Address 3804 NE 22nd

City Portland State OR Zip 97212

Do you live in _____ unincorporated Multnomah County or ☒ a city within Multnomah County.

Home Phone 281-1958

- C. Current Employer Mult. Co. Juvenile Justice Division

Address 1401 NE 68th Avenue

City Portland State OR Zip 97213

Your Job Title Juvenile Counselor - Lead

Work Phone 248-3460 (Ext) 3965

Is your place of employment located in Multnomah County? Yes ☒ No _____

- D. Previous Employers _____ Dates _____ Job Title _____

Woodland Park 8-76/12-79 Senior

Mental Health Center Therapist

CONTACT: Lauren Ostschil

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

1021 SW 4TH, ROOM 134
PORTLAND, OREGON 97204

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
Portland State Univ	3-71	B.S. / Sociology
Lewis & Clark College	8-78	M.Ed. / Counseling

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Dwayne McNamany	248-3460
Harold Ogburn	248-3460

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

I. Affirmative Action Information

F / European American
sex / racial ethnic background

birth date: Month 05 Day 30 Year 48

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

Signature Michelle DeShazer Date 8-16-94

MEETING DATE: OCTOBER 20, 1994

AGENDA NO: C-4

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: APPOINTMENT TO THE LIBRARY ADVISORY BOARD

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: OCTOBER 20, 1994

Amount of Time Needed: CONSENT CALENDAR

DEPARTMENT: NON-DEPARTMENTAL DIVISION: CHAIR BEVERLY STEIN

CONTACT: DELMA FARRELL TELEPHONE #: 248-3308

BLDG/ROOM #: 3953

PERSON(S) MAKING PRESENTATION: CONSENT CALENDAR

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

IN THE MATTER OF THE REAPPOINTMENT OF ANGEL LOPEZ TO
THE LIBRARY ADVISORY BOARD

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1994 OCT 13 PM 2:19

SIGNATURES REQUIRED:

ELECTED OFFICIAL: 

OR

DEPARTMENT MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63

6/93

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

September 15, 1994



RECEIVED

SEP 16 1994

STEIN
MULTNOMAH COUNTY CHAIR

Beverly Stein, Multnomah County Chair
Multnomah County Board of Commissioners
Room 1410
1120 SW 5th Avenue
Portland, Oregon 97204

Dear Chair Stein,

Subject: Library Board Reappointment

This letter is to request reappointment of Library Board member, **Angel Lopez**. Angel has been an excellent Board member, and I am very pleased that he is willing to continue to serve.

Angel Lopez's term on the Library Board will expire December 1994. Your office has suggested we change all board terms so that they expire at the same time -- in September. Angel Lopez was appointed after a resignation, and the then Chair's staff put through the appointment for a full term, rather than just the remaining length of the term.

Library Board members are eligible to serve two consecutive four-year terms. According to the County regulation establishing the Board, Angel is eligible for reappointment for one additional term of 4 years.

Please contact me if you have any questions.

Sincerely,

Ginnie Cooper
Director of Libraries

GC:rg

cc: Bill Naito, Chair

MEETING DATE: OCTOBER 20, 1994

AGENDA NO: C-5

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: APPOINTMENTS TO THE METROPOLITAN ARTS COMMISSION

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: OCTOBER 20, 1994

Amount of Time Needed: CONSENT CALENDAR

DEPARTMENT: NON-DEPARTMENTAL

DIVISION: CHAIR BEVERLY STEIN

CONTACT: DELMA FARRELL

TELEPHONE #: 248-3308

BLDG/ROOM #: 3953

PERSON(S) MAKING PRESENTATION: CONSENT CALENDAR

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

IN THE MATTER OF THE APPOINTMENTS OF LAURA ROSS-PAUL AND
MARY RUBLE TO THE METROPOLITAN ARTS COMMISSION

CLERK OF
COUNTY COMMISSIONERS
1994 OCT 13 PM 2:19
MULTNOMAH COUNTY
OREGON

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63

6/93



RECEIVED
SEP 12 1994
BEVERLY STEIN
MULTNOMAH COUNTY CHAIR

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Chair to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list.)

Metropolitan Arts Commission

B. Name LAURA ROSS-PAUL

Address 1440 S.W. HALL

City PORTLAND State OR Zip Code 97201

Do you live in _____ unincorporated Multnomah County or ☒ a city within Multnomah County.

Home Phone 224-1163

C. Current Employer Self

Address 1440 S.W. HALL

City PORTLAND State OR Zip Code 97201

Your Job Title ARTIST - PAINTER - MOM

Work Phone 224-1163

(Ext) _____

Is your place of employment located in Multnomah County? Yes ☒ No _____

D. Previous Employers

Dates

Job Title

<u>P.N.C.A. PACIFIC NORTHWEST COLLEGE OF ART</u>	<u>MID-80'S</u>	<u>ART INSTRUCTOR</u>
<u>OSAC OREGON SCHOOL OF ARTS & CRAFTS</u>	<u>early 80's</u>	<u>"</u>
<u>PSU PORTLAND STATE UNIVERSITY</u>	<u>mid 70's - 75</u>	<u>"</u>

E. Please list all current and past volunteer activities.

Name of Organization	Dates	Responsibilities
Art/Net	1992-present	Organizing Comm./ Director
Arts Plan 2000+	1991-92	Artist Needs Comm. / Exec. Steering Comm.
Portland Center for the Visual Arts (PCVA)	1987-89	Board of Directors / Exhibition Comm.

F. Please list all post-secondary school education.

Name of School	Dates	Responsibilities
Portland State University	1974-76	MFA
Fort Wright College	1973-74	BFA
Portland State / Oregon State	68-73	R.S.

G. Please list the name, address, and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Elizabeth Leach / Elizabeth Leach Gallery / 324-0521
 Joyce Ashmanskas / 7575 SW 140th Ave / Blawerton, OR 97005 / WK 643-3414 / Hm 646-0702

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

As a Board member of Art/Net, I may be voting on funding for this organization.

I. Affirmative Action Information

Female / Caucasian
 sex/racial ethnic background

Birth date: Month ____ Day ____ Year ____

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

Signature _____ Date _____



MULTNOMAH COUNTY, OREGON

RECEIVED

SEP 2 1994

RECEIVED

SEP 07 1994

BEVERLY STEIN

COUNTY CLERK

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Chair to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list.)

Metropolitan Arts Commission

B. Name Mary B. Ruble

Address 2839 SW Montgomery Drive

City Portland State OR Zip Code 97201

Do you live in _____ unincorporated Multnomah County or ☒ a city within Multnomah County.

Home Phone (503) 274-9009

C. Current Employer U.S. Bancorp

Address 111 SW 5th Ave

City Portland State OR Zip Code 97204

Your Job Title Vice President, Manager, Public Relations

Work Phone (503) 275-6200 (Ext) _____

Is your place of employment located in Multnomah County? Yes ☒ No _____

D. Previous Employers _____ Dates _____ Job Title _____

I have been with US Bancorp for my entire career (since 1980) and have held various positions primarily focused in Marketing and Communications. See resume.

E. Please list all current and past volunteer activities.

Name of Organization	Dates	Responsibilities
The Nature Conservancy, Oregon Board of Trustees	1991 - present	
Self Enhancement, Inc. - Commission Cabinet	1992 - present	
Portland's Living Festival Assoc. Board of Directors	1988 - 1991	
Artquake Board of Directors	Committee Chair 1986 - 1989	
Junior League of Portland	Member, Committee Chair - 1981 - 1991	
The Waterfront Classics	Board of Directors - 1985 - 1990	

F. Please list all post-secondary school education.

Name of School	Dates	Responsibilities
The Colorado College	1976 - 1980	BA, English Literature
Parritz Coast Bank School	Univ. of Washington	1988 - 1990, Completion
School of Bank Marketing	Univ. of Colorado	1985 - 1986, Completion
Stanford University Executive Marketing Program	- 1993	Completion

G. Please list the name, address, and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Bob Geddes, Corporate Counsel, US Bancorp, 111 SW 5th Ave, Portland, 275-3111

Amanda Baines Ashley, 4911 SW Patton Rd, Portland 97221, 228-1126

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

Not applicable

I. Affirmative Action Information

Female, White

sex/racial ethnic background

Birth date: Month 01 Day 12 Year 1958

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

Signature Mary B. Rubie Date 9/1/94

Mary B. Ruble
2839 S.W. Montgomery Drive
Portland, OR 97201
503-274-9009 Home
503-275-6200 Work

Objective

To oversee a strategic public relations/communications environment focused on achieving maximum image enhancement for a major corporation.

Philosophy

- Proactive and strategic media relations efforts enhance the image of a company and can influence brand preference among consumers.
- An assertive, open approach to media builds trust which is of essential importance.
- Public relations must be an influential and integral part of the management decision-making process in order to be truly effective.
- Teamwork in the unit and within the corporate environment is crucial to success.

Experience

- 1988 - Current Vice President and Manager, Corporate Public Relations, U.S. Bancorp
- Oversee all national, regional and local public relations efforts in fast growing super-regional financial institution. Includes media relations, special events oversight, issues management, strategic marketing/communications planning, and crisis management.
 - Manage public relations staff and agencies located throughout the Northwest.
- Extensive experience and capabilities in cross organizational indirect management.
- Act as corporate spokesperson.
 - Oversee budgets in amounts up to \$3 million annually.

1986 - 1988 Events Manager, U.S. Bancorp

- Created and managed special events program at U.S. Bancorp. Managed large budgets and multiple programs throughout region, targeted at various segments.

1983 - 1986 Marketing Officer, U.S. Bank of Oregon

- Managed product development for VISA card marketing program.

1981 - 1983 Communications Editor, U.S. Bancorp

- Edited all publications for U.S. Bancorp including internal news magazine and special publications. Wrote speeches and other communication pieces for executive management.

1980 - 1981 Career Development Trainee, U.S. Bank of Oregon

- Management Training course which included line and staff training in various areas of banking.

Education

- 1980 - Bachelor of Arts, The Colorado College, Colorado Springs, Colorado.
- 1986 - Graduate of the School of Bank Marketing at the University of Colorado (2 year program).
- 1990 - Graduate of the Pacific Coast Banking School at the University of Washington - 3 Year Program - Graduate level studies in Finance and Marketing.
- 1993 - Currently scheduled to attend the Stanford University Marketing Management Graduate Program in August, 1993.

Skills

- Excellent strategic planning and implementation skills.
- Excellent verbal and written communication skills.
- Proven leadership and management skills in areas of personnel as well as project management.
- Well developed interpersonal and persuasion skills.
- Proven risk-taker with successful track record.
- Effective team builder as well as team leader.

Community Involvement

Current

- VISA, USA Public Affairs Committee
- Oregon Bankers Association Public Relations/Marketing Committee
- The Nature Conservancy, Oregon Chapter, Board of Directors
- Self Enhancement, Inc., Campaign Cabinet

Past

- Artquake, Board of Directors, Marketing Committee Chairperson
- The Junior League of Portland, Member
- The Portland Rose Festival, Board of Directors
- The Waterfront Classics, Board of Directors

MEETING DATE: OCT 20 1994

AGENDA NO.: C-6

(Above space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Ratification of amendment to IGA with OHSU

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: October 20, 1994

Amount of Time Needed: Less than 5 minutes

DEPARTMENT: Health DIVISION: _____

CONTACT: Tom Fronk TELEPHONE #: 4274

BLDG/ROOM #: 160/7

PERSON(S) MAKING PRESENTATION: Tom Fronk/Shari Black

ACTION REQUESTED:

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

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

This IGA amendment clarifies authorized and unauthorized emergency and urgency care for CareOregon clients at OHSU. It also establishes a fee schedule for both levels of service.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

Or

DEPARTMENT MANAGER: Billi Osipard

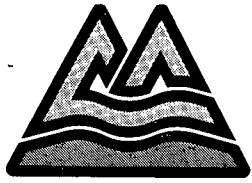
BOARD OF
COUNTY COMMISSIONERS
1994 OCT 12 PM 2:29
MULTNOMAH COUNTY
OREGON

(ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES)

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

5654

Originals returned to Herman Brune on 10-21-94.



MULTNOMAH COUNTY OREGON



HEALTH DEPARTMENT
426 S.W. STARK STREET, 8TH FLOOR
PORTLAND, OREGON 97204-2394
(503) 248-3674
FAX (503) 248-3676
TDD (503) 248-3816

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: *Bill* Odegaard, Health Department Director

Requested Placement Date: October 20, 1994

Date: October 4, 1994

Subject: Amendment to Intergovernmental Agreement (IGA) with Oregon Health Sciences University (OHSU) on behalf of CareOregon.

I. Recommendation/Action: The Health Department recommends approval of this amendment to the intergovernmental agreement (IGA) with OHSU on behalf of CareOregon for period upon execution through August 31, 1995.

II. Background/Analysis: OHSU provides inpatient services to CareOregon clients. This amendment clarifies what to do and how much to pay when clients are authorized care at OHSU's emergency room. It also clarifies what to do and how much to pay when clients are not authorized care at the emergency room.

III. Financial Impact: All expenditures are being reimbursed on a per capita basis by the Oregon Health Plan.

IV. Legal Issues: CareOregon has been receiving ongoing legal counsel from Multnomah County Counsel's Office.

V. Controversial Issues: This amendment resolves any current controversial issues between CareOregon and OHSU's emergency room.

VI. Link to Current County Policies: The Board defined County policy related to the Oregon Health Plan through County resolution 93-384 dated December 9, 1993.

VII. Citizen Participation: None.

VIII. Other Government Participation: There are no other governmental bodies involved in this particular issue.



CONTRACT APPROVAL FORM (See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

 Contract # 200714
 Amendment # _____

CLASS I	CLASS II	CLASS III
<input type="checkbox"/> Professional Services under \$25,000	<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	<input checked="" type="checkbox"/> Intergovernmental Agreement APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS AGENDA # <u>C-3</u> DATE <u>11/9/93</u> DEB ROGSTAD BOARD CLERK

 Department HEALTH Division _____ Date _____
 Contract Originator Brame Phone x2670 Bldg/Room 160/2
 Administrative Contact Fronk Phone x4274 Bldg/Room 160/7
 Description of Contract Provide sexual assault evidentiary exams.

 RFP/BID # _____ Date of RFP/BID _____ Exemption Exp. Date Hospital Emergen
 ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ QRF Exemption

 Contractor Name Oregon Health Sciences University
 Mailing Address 3181 S.W. Sam Jackson Park Rd.
Portland, Oregon (97201-3098)

 Phone 494-3662 or 494-4662
 Employer ID# or SS# _____
 Effective Date Upon Execution
 Termination Date August 31, 1994
 Original Contract Amount \$ Requirements
 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 \$ 200/exam. ☐ Net 30
☐ Other \$ _____ ☐ Other _____
☐ Requirements contract - Requisition required.
 Purchase Order No. _____
☐ Requirements Not to Exceed \$ _____

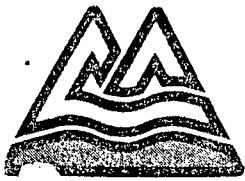
REQUIRED SIGNATURES:

 Department Manager Billie Odgaard
 Purchasing Director _____
 (Class II Contracts Only)
 County Counsel [Signature]
 County Chair / Sheriff [Signature]
 Contract Administration _____
 (Class I, Class II Contracts Only)

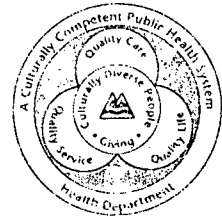
 Encumber: Yes ☐ No ☐
 Date 11/8/93
 Date _____
 Date 10-17-93
 Date November 9, 1993
 Date _____

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.	156	015	0890			6110		0399	01150-RE	Requirements	
02.											
03.											
* If additional space is needed, attach separate page. Write contract # on top of page.											

INSTRUCTIONS ON REVERSE SIDE



MULTNOMAH COUNTY OREGON



HEALTH DEPARTMENT
426 S.W. STARK STREET, 8TH FLOOR
PORTLAND, OREGON 97204-2394
(503) 248-3674
FAX (503) 248-3676
TDD (503) 248-3816

BOARD OF COUNTY COMMISSIONERS
GLADYS McCOY • CHAIR OF THE BOARD
PAULINE ANDERSON • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
RICK BAUMAN • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

MEMORANDUM

TO: H.C. Miggins
Acting Multnomah County Chair

VIA: Bill Odgaard, Director
Health Department

FROM: Tom Fronk, Business Services Manager
Health Department *Tom*

DATE: August 16, 1993

SUBJECT: Ratification of Agreement with Oregon Health Sciences University
(University Hospital)

Recommendation: The Health Department recommends County Chair approval and Board ratification of this intergovernmental agreement with Oregon Health Sciences University for the period upon execution, to and including August 31, 1994.

Analysis: This agreement provides for the performance of evidentiary examinations for adult victims of sexual assaults on an emergency basis. The Oregon Health Sciences University will also provide information, training, and technical assistance to various law enforcement agencies within Multnomah County as needed. The examinations are part of the "chain of evidence" necessary for later legal procedures. The hospital will be reimbursed only for persons referred by the county's Victim's Assistance Office or law enforcement agencies approved by the Victim's Assistance Office. The hospital will charge the county \$200 per exam. The Health Department has budgeted \$25,000 for FY 93-94 to pay for rape evidentiary exams.

Background: The District Attorney for Multnomah County's Victim's Assistance Program negotiated with the CARES Program at Emanuel Hospital to provide rape evidentiary exams for victims of sexual assault who are 14 years of age and under. This agreement will provide rape evidentiary exams for adults. The agreement is exempt from the competitive RFP process.

MEETING DATE: _____

AGENDA NO: _____

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Ratification of Intergovernmental Agreement with Oregon Health Sciences University

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: _____

Amount of Time Needed: 5 minutes or less

DEPARTMENT: Health DIVISION: _____

CONTACT: Fronk TELEPHONE #: x4274
BLDG/ROOM #: 160/7

PERSON(S) MAKING PRESENTATION: Fronk

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Ratification of Intergovernmental Agreement with Oregon Health Sciences for the provision of rape evidentiary examinations for adults on an emergency basis. The county will pay the hospital for the service.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: Billi Odgaard

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

AMENDMENT 1
AGREEMENT BETWEEN
UNIVERSITY HOSPITAL
AND
MULTNOMAH COUNTY HEALTH DEPARTMENT
FOR

SEXUAL ASSAULT

This is an amendment to agreement H-93-011 between the State of Oregon acting by and through the State Board of Higher Education for and on behalf of University Hospital of the Oregon Health Sciences University ("UNIVERSITY HOSPITAL") and Multnomah County of Oregon, Health Department, located in Portland, Oregon, ("MULTNOMAH COUNTY").

WHEREAS, MULTNOMAH COUNTY wishes to obtain evidentiary examinations for adult victims of sexual assaults occurring in the county; and

WHEREAS, UNIVERSITY HOSPITAL desires to provide to MULTNOMAH COUNTY sexual assault evidentiary exams under the terms and conditions hereinafter set forth; and

WHEREAS, the agreement may be extended for an additional year;

NOW, THEREFORE, it is agreed between the parties:

I. Section II, paragraph A. will be revised to read:

A. MULTNOMAH COUNTY will pay UNIVERSITY HOSPITAL \$200 for each examination performed under this agreement.

II. Section III. COMPENSATION WILL BE AS FOLLOWS: will be revised to read:

- A. UNIVERSITY HOSPITAL will promptly bill available and identified third (3rd) party payors.
- B. UNIVERSITY HOSPITAL will bill MULTNOMAH COUNTY at 60 days from billing date to third parties for all payments not received from billed third parties. Invoices will be sent to:

Health Department
Fiscal Services
P.O. Box 400046
Portland, OR 97204

- C. MULTNOMAH COUNTY agrees that these efforts by UNIVERSITY HOSPITAL to bill and collect from third parties shall be sufficient in meeting the intent of this agreement concerning collection efforts.
- D. MULTNOMAH COUNTY will pay UNIVERSITY HOSPITAL within 30 days following receipt of invoice.
- E. UNIVERSITY HOSPITAL will refund to MULTNOMAH COUNTY any credit balance on an individual account in excess of billed charges resulting from collection from third party for services rendered in accordance with this agreement.

III. Section IV, 5. Term of Agreement. will be revised to read:

- A. This Agreement shall be effective upon execution and shall continue through August 31, 1994.

III. This amendment shall be effective upon execution and shall remain in effect until or unless the Agreement effective January 20, 1993 is terminated. In all other respects, this Agreement shall remain in full force and effect.

State of Oregon Acting By and Through
the State Board of Higher Education on
behalf of University Hospital of the
Oregon Health Sciences University

3181 SW Sam Jackson Park Road
Portland, Oregon 97201
(503) 494-8548

Multnomah County
Health Department

426 SW Stark, 2nd Floor
Portland, Oregon 97201
(503) 248-3674

By

for *David C. Bunnell* *12/13/93*

Thomas G. Fox, Ph.D. Date
Vice President for Development
and Public Affairs

By

Beverly Stein *11/9/93*

Beverly Stein Date
Multnomah County Chair

By

Billi Odegard *10/8/93*

Billi Odegard Date
Director

By

Tom Horn *10-6-93*

Program Manager Date

Reviewed:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By

H. H. Lazenby, Jr. *10-17-93*

APPROVED MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

AGENDA # *C-3* DATE *11/9/93*
DEB BOGSTAD
BOARD CLERK



CONTRACT APPROVAL FORM (See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

 Contract # 200714
 Amendment # 3

CLASS I	CLASS II	CLASS III
<input type="checkbox"/> Professional Services under \$25,000	<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	<input checked="" type="checkbox"/> Intergovernmental Agreement APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS AGENDA # <u>C-6</u> DATE <u>10/20/94</u> Carrie A. Parkerson BOARD CLERK

 Department Health Division _____ Date 4 Oct 94

 Contract Originator Jim Kennedy Phone 6747 Bldg/Room 160/8

 Administrative Contact Tom Fronk Phone 4274 Bldg/Room 160/7

 Description of Contract This amendment identifies authorized and unauthorized use of urgency and emergency care at OHSU by CareOregon clients and establishes a fee schedule

RFP/BID # _____ Date of RFP/BID _____ Exemption Exp. Date _____

 ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ ORF

 Contractor Name Oregon Health Sciences University
3181 SW Sam Jackson Road
 Mailing Address _____
Portland, Oregon 97201-3098
 Phone 494-4768
 Employer ID# or SS# 93-6001786
 Effective Date upon execution
 Termination Date August 31, 1995
 Original Contract Amount \$ requirements
 Total Amount of Previous Amendments \$ requirements
 Amount of Amendment \$ _____
 Total Amount of Agreement \$ _____

 Remittance Address _____
 (If Different) _____

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 \$ <u>Submission of invoice</u>	<input type="checkbox"/> Other _____
<input type="checkbox"/> Requirements contract - Requisition required.	
Purchase Order No. _____	
<input type="checkbox"/> Requirements Not to Exceed \$ _____	

REQUIRED SIGNATURES:
 Department Manager Belli Odgaard
 Purchasing Director _____
 (Class II Contracts Only)
 County Counsel James G. Kressel
 County Chair / Sheriff James G. Kressel
 Contract Administration _____
 (Class I, Class II Contracts Only)
Encumber: Yes ☐ No ☐Date 10/4/94

Date _____

Date October 11, 1994Date October 20, 1994

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 - INITIATION

PINK - FINANCE

**AGREEMENT BETWEEN
UNIVERSITY HOSPITAL
AND
MULTNOMAH COUNTY HEALTH DEPARTMENT
FOR
SEXUAL ASSAULT**

This is Amendment 3 to agreement H-93-011 between the State of Oregon acting by and through the State Board of Higher Education for and on behalf of University Hospital of the Oregon Health Sciences University ("UNIVERSITY HOSPITAL") and Multnomah County of Oregon, Health Department, located in Portland, Oregon, ("MULTNOMAH COUNTY").

WHEREAS, MULTNOMAH COUNTY wishes to obtain evidentiary examinations for adult victims of sexual assaults occurring in the county; and

WHEREAS, UNIVERSITY HOSPITAL desires to provide to MULTNOMAH COUNTY sexual assault evidentiary exams under the terms and conditions hereinafter set forth; and

WHEREAS, both parties agree that Urgent Care Services by UNIVERSITY HOSPITAL can be added to this agreement;

NOW, THEREFORE, it is agreed between the parties:

- I. That Urgent Care Services will be added to this agreement under the following terms:
 - A. **URGENT CARE SERVICES TO AUTHORIZED MULTNOMAH COUNTY CAREOREGON CLIENTS.** When a CareOregon client is authorized by MULTNOMAH COUNTY for Urgent Care Services at UNIVERSITY HOSPITAL's emergency room, MULTNOMAH COUNTY will pay UNIVERSITY HOSPITAL \$65.00 plus billed charges for laboratory, xrays and medical supplies. Services will be provided by UNIVERSITY HOSPITAL in accordance with emergency room protocols. The attending Physician will always make final determination of the appropriate level of service to be provided. Following treatment, the Physician will call MULTNOMAH COUNTY to coordinate treatment, clinical follow up and planning as well as billing and authorization. IF THE LEVEL OF SERVICE PROVIDED IS "EMERGENCY" LEVEL SERVICE, payment to UNIVERSITY HOSPITAL will be under the terms of the CareOregon contract with UNIVERSITY HOSPITAL dated June 2, 1994, covering "certain hospital and alternatives to hospital services to CareOregon clients" and is not part of this agreement.

- B. **URGENT CARE SERVICES TO MULTNOMAH COUNTY CAREOREGON CLIENTS NOT YET AUTHORIZED.** Urgent Care/ Emergency Care services will be provided to clients not yet authorized under the same protocols as stated above. The attending Physician will call MULTNOMAH COUNTY to verify service level and to coordinate treatment, clinical follow up and planning as well as billing and authorization for Urgent Care Service. If services are authorized, MULTNOMAH COUNTY will pay UNIVERSITY HOSPITAL \$65.00 plus billed charges for laboratory, xrays and medical supplies. If authorization is not obtained, MULTNOMAH COUNTY will pay UNIVERSITY HOSPITAL \$32.50 plus billed charges for laboratory, xrays and medical supplies.

- II. This amendment shall be effective upon execution and shall remain in effect until or unless the Agreement effective January 20, 1993 is terminated. In all other respects, this Agreement and Amendments shall remain in full force and effect.

State of Oregon Acting By and Through
the State Board of Higher Education on
behalf of University Hospital of the
Oregon Health Sciences University

3181 SW Sam Jackson Park Road
Portland, OR 97201-3098
(503) 494-8548

By David C. Bunnell 9/16/94 Date
for James B. Walker
Vice President,
Finance and Administration

Multnomah County Health Dept

426 SW Stark, 2nd Floor
Portland, OR 97201
(503) 248-3674

By Beverly Steih 10-20-94 Date
Beverly Steih
Multnomah County Chair

Reviewed:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Laurence Kressel 10/11/94 Date

APPROVED MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # 2-6 DATE 10-20-94
Chris A. Harkins
BOARD CLERK

MEETING DATE: OCT 20 1994

AGENDA NO: C-7

(Above space for Board Clerk's Use Only)

AGENDA PLACEMENT FORM

SUBJECT: IGA with Portland State University/Regional Research Institute

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR BRIEFING Date Requested: _____

Amount of Time Needed: consent

DEPARTMENT: _____ **DIVISION:** Community & Family Svcs

CONTACT: Lorenzo Poe/ **TELEPHONE:** 248-3691

BLDG/ROOM: B161/2nd

PERSON(S) MAKING PRESENTATION: Lorenzo Poe/Rev España/Bill Thomas

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

This contract allows PSU/Regional Research Institute to provide evaluation services to the SAFAH program as defined in the HUD grant award. The Institute will evaluate the grant, review current literature/studies to assist in evaluating the grant, collect and analyze grant evaluation data, assist in writing relevant portions of the annual report that is presented to the funder, and participate in meetings with the project coordinator and service providers.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: Lorenzo Poe ms

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

originals
Returned to Cilla Murray on 10-20-94.

1994 OCT 11 PM 5:09
CLERK OF
MULTIPLAH COUNTY
OREGON



MULTNOMAH COUNTY OREGON

COMMUNITY AND FAMILY SERVICES DIVISION
ADMINISTRATIVE OFFICES
421 S.W. FIFTH AVENUE, 2ND FLOOR
PORTLAND, OREGON 97204
(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
Community and Family Services Division *LP/RE*

DATE: September 13, 1994

SUBJECT: Approval of an Intergovernmental Agreement with Portland State University/Regional Research Institute

I. Recommendation/Action Requested: The Community and Family Services Division recommends Board of County Commissioner approval of the attached contract with Portland State University/Regional Research Institute, for the period Upon Execution Through September 30, 1995.

II. Background/Analysis: This contract utilizes the expertise of the Institute to provide coordination, analysis and evaluation of the SAFAH homeless families to assist in evaluating the grant, collect and analyze grant evaluation data, assist in writing relevant portions of the annual report to be presented to the funder, participate in meetings with the project coordinator and service providers, and coordinate all work through designated staff in the Community and Family Services Division.

III. Financial Impact: None. Funds for this contract are included in the Community and Family Services Division adopted budget.

IV. Legal Issues: N/A

V. Controversial Issues: N/A

VI. Link to Current County Policies: N/A

VII. Citizen Participation: N/A

VIII. Other Government Participation: This agreement involves the collective efforts of Portland State University/Regional Research Institute and Multnomah County, Community and Family Services Division.

MULTNOMAH COUNTY CONTRACT APPROVAL FORM

(See Administrative Procedures CON-1)

Contract # 103515

Amendment # _____

<p style="text-align: center;">CLASS I</p> <p><input type="checkbox"/> Professional Services under \$15,000</p>	<p style="text-align: center;">CLASS II</p> <p><input type="checkbox"/> Professional Services over \$15,000 (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;">CLASS III</p> <p><input checked="" type="checkbox"/> Intergovernmental Agreement</p> <p><input type="checkbox"/> Intergovernmental Revenue Agreement</p> <p style="text-align: center;">APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS</p> <p>AGENDA # <u>C-7</u> DATE <u>10/20/94</u></p> <p style="text-align: center;"><u>Carrie A. Parkerson</u> BOARD CLERK</p>
--	--	--

Department: _____ Division: Community & Family Services Date: September 14, 1994

Contract Originator: _____ Phone: _____ Bldg/Room: _____

Administrative Contact: Cilla Murray Phone: 248-3691-6296 Bldg/Room: 161/2nd

Description of Contract: PSU/RRRI will provide evaluation services to the SAFAH program as in accordance with the HUD grant.

RFP/BID #: _____ Date of RFP/BID: _____ Exemption Expiration Date: _____

ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ JORF

<p>Contractor Name: <u>Portland State University,</u> <u>Regional Research Institute</u></p> <p>Mailing Address: <u>PO Box 751</u> <u>Portland, OR 97207</u></p> <p>Phone: <u>(503) 725-4040</u></p> <p>Employer ID# or SS#: <u>1-936001786-A6</u></p> <p>Effective Date: <u>Upon Execution</u></p> <p>Termination Date: <u>September 30, 1995</u></p> <p>Original Contract Amount: \$ _____</p> <p>Total Amt of Previous Amendments: \$ _____</p> <p>Amount of Amendment: \$ _____</p> <p>Total Amount of Agreement: <u>\$11,441</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 checked="" type="checkbox"/> Other \$ <u>Qrtly, upon execution</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: [Signature] Date: Sept. 28, 1994

Purchasing Director: [Signature] Date: _____

(Class II Contracts Only)

County Counsel: [Signature] Date: 9/30/94

County Chair/Sheriff: [Signature] Date: 10/20/94

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 DESCRIPT	AMOUNT	INC DEC IND
1.	156	010	1262			6060		1767	SAFAH	11,411	

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

DISTRIBUTION: Contracts Administration, Initiator, Finance

INTERGOVERNMENTAL AGREEMENT

103515

THIS AGREEMENT is made and entered into upon execution, by and between MULTNOMAH COUNTY, a home rule political subdivision of the State of Oregon and

Portland State University
Regional Research Institute
PO Box 751
Portland, OR 97207,

(hereinafter referred to as "CONTRACTOR").

WITNESSETH:

WHEREAS, COUNTY's Community and Family Services Division requires services which CONTRACTOR is capable of providing, under terms and conditions hereinafter described, and

WHEREAS, CONTRACTOR is able and prepared to provide such services as COUNTY does hereinafter require, under those terms and conditions set forth; now, therefore,

IN CONSIDERATION of those mutual promises and the terms and conditions set forth hereafter, the parties agree as follows:

1. Term.

The term of this Agreement shall be from Upon Execution through September 30, 1995, unless sooner terminated under the provisions hereof.

2. Services.

CONTRACTOR shall evaluate the SAFAH program in accordance with the grant. Tasks to completed within the contract period include:

A. Develop instruments to collect data to evaluate the grant.

B. Review literature on relevant and current studies and programs to assist in the evaluation.

C. Input evaluation data and analyze them.

D. Write and/or assist in the writing of relevant portions of the annual report to the funder and other documents as the need arises, as instructed by COUNTY.

E. Participate in meetings with service providers and the project coordinator as needed.

F. Coordinate work with the evaluation liaison at the Family and Community Services Division.

3. Compensation.

A. COUNTY agrees to pay CONTRACTOR up to \$11,411.00 for performance of those services provided hereunder, in accordance with the following conditions:

1) A quarterly payment of \$2,852.75 shall be made upon receipt of a written report detailing progress on the service goals and objectives. Reports are due in accordance to the following schedule:

- ▶April 15, 1995
- ▶July 15, 1995
- ▶October 15, 1995

2) Notwithstanding the above condition, CONTRACTOR may receive a quarterly payment of \$2,852.75 upon contract execution.

3) Payment is contingent upon demonstrated progress in meeting service objectives.

4) Additional compensation for the following services may be made available upon prior approval by the COUNTY.

- * The presentation of the SAFAH grant evaluation findings at professional conferences as requested by the COUNTY. Eligible items for compensation are conference fees, travel expenses to and from the conference sight, room accommodations, per diem.
- * Interviewers hired by the Institute to conduct one year follow-up interviews with SAFAH clients who have been difficult for case managers to track down. Cost per client follow-up to be no greater than \$25.00 per client. The cost to include interviewers participating in trainings and scheduled meeting as required.
- * With the COUNTY's prior determination of need, the availability of funding, and COUNTY prior approval, other services may be considered for funding.

B. COUNTY certifies that sufficient funds are available and authorized to finance the costs of this Agreement. In the event that funds cease to be available to COUNTY in the amounts anticipated, COUNTY may terminate or reduce contract funding accordingly. COUNTY will notify CONTRACTOR as soon as it receives notification from funding source.

4. CONTRACTOR is Independent Contractor.

A. CONTRACTOR shall be an independent contractor for all purposes and shall be entitled to no compensation other than all the compensation provided for under paragraph 3 of this Agreement.

B. CONTRACTOR acknowledges responsibility for liability arising out of the performance of this Agreement and shall defend and hold COUNTY harmless from and indemnify COUNTY for any and all liability, settlements, loss, costs and expenses in connection with any action, suit or claim resulting or allegedly resulting from activities under or services provided pursuant to this Agreement.

5. Workers' Compensation Insurance

A. CONTRACTOR shall maintain Workers' Compensation insurance coverage for all non-exempt workers, employees and subcontractors either as a carrier insured employer or a self-insured employer as provided in Chapter 656 of Oregon Revised Statutes. Contractors who perform the work without assistance or labor of any employee need not obtain such coverage. A certificate showing current Workers' Compensation insurance, or copy thereof, is attached to this Agreement and is incorporated herein as part of this Agreement.

B. In the event that CONTRACTOR's Workers' Compensation insurance coverage is due to expire during the term of this Agreement, CONTRACTOR agrees to renew such insurance before such expiration and to provide COUNTY a certificate of Workers' Compensation insurance coverage under such renewal contracts.

6. Contractor Identification.

CONTRACTOR shall furnish to COUNTY its employer identification number, as designated by the Internal Revenue Service, or CONTRACTOR's Social Security Number, as COUNTY deems applicable.

7. Subcontracts and Assignment.

CONTRACTOR shall neither subcontract with others for any of the work prescribed herein, nor assign any of CONTRACTOR's rights acquired hereunder without obtaining prior written approval from COUNTY; COUNTY by this Agreement incurs no liability to third persons for payment of any compensation provided herein to CONTRACTOR.

8. Access to Records.

COUNTY shall have access to such books, documents, papers, and records of CONTRACTOR as are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcripts.

9. Work is Property of County

All work performed by CONTRACTOR under this contract shall be the property of the COUNTY.

10. Adherence to Law.

A. CONTRACTOR shall adhere to all applicable laws governing its relationship with its employees, including but not limited to laws, rules, regulations and policies concerning Workers' Compensation, and minimum and prevailing wage requirements.

B. CONTRACTOR shall not unlawfully discriminate against any individual with respect to hiring, compensation, terms, conditions, or privileges of employment, nor shall any person be excluded from participating in, be denied the benefits of, or be subjected to discrimination under any program or activity because of such individual's race, color, religion, sex, national origin, age, handicap, or sexual orientation. CONTRACTOR must comply with all applicable provisions of federal, state, and local laws, regulations, and policies concerning nondiscrimination.

C. Pursuant to the requirements of Section 1352 of Public Law 101-121, the CONTRACTOR certifies, to the best of his or her knowledge and belief, that:

1) No federal appropriated funds have been paid or will be paid, by or on behalf of the CONTRACTOR, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan or cooperative agreement, the CONTRACTOR agrees to complete and submit Standard Form-LLL "Disclosure Form to Report Lobbying," in accordance with its instructions.

D. By signature on this contract, CONTRACTOR certifies compliance with the requirements of the federal "Drug-Free Workplace Act of 1988."

11. Modification.

Any modification of the provisions of this Agreement shall be reduced to writing and signed by the parties.

12. Integration.

This Agreement contains the entire Agreement between the parties and supersedes all prior written or oral discussions or Agreements.

13. Non-Violation of Tax Laws.

CONTRACTOR hereby certifies under penalty of perjury that to the best of CONTRACTOR's knowledge, CONTRACTOR is not in violation of any Oregon tax laws described in ORS 305.380(4).

14. Early Termination.

A. This Agreement may be terminated prior to the expiration of the agreed-upon term:

1) Immediately upon mutual written consent of the parties, or at such time as the parties agree; or

2) By either party upon 30 days' written notice to the other, delivered by certified mail or in person.


B. Payment of CONTRACTOR shall be prorated to and include the day of termination and shall be in full satisfaction of all claims by CONTRACTOR against COUNTY under this Agreement.

C. Termination under any provision of this paragraph shall not affect any right, obligation or liability of CONTRACTOR or COUNTY which accrued prior to such termination.

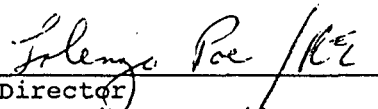
IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly appointed officers the date first written above.

MULTNOMAH COUNTY, OREGON

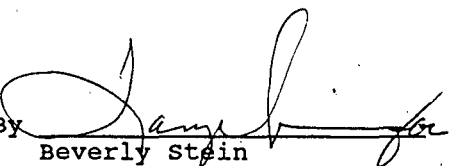
Portland State University
Regional Research Institute

By  9/21/94
Program Manager Date
Community Action Program Office

By _____
Authorized Agency Signer Date

By  9/18/94
Director Date
Community & Family Svc Division

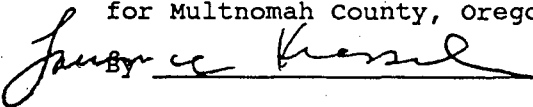
By _____
Authorized Agency Signer Date

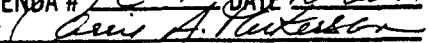
By  10-20-94
Beverly Stein Date
Multnomah County Chair

Federal I.D. #

REVIEWED:

LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

By  9/30/94
Date

APPROVED MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # 10-1 DATE 10-20-94

BOARD CLERK

MEETING DATE: OCT 20 1994.

AGENDA NO: C-8.

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Request Approval of Deed to Contract Purchaser for Completion of Contract.

BOARD BRIEFING: Date Requested: _____.

Amount of Time Needed: _____.

REGULAR MEETING: Date Requested: _____.

Amount of Time Needed: Consent.

DEPARTMENT: Environmental Services DIVISION: Assessment & Taxation.

CONTACT: Kathy Tuneberg TELEPHONE #: 248-3590.
BLDG/ROOM #: 166/200/Tax Title.

PERSON(S) MAKING PRESENTATION: Kathy Tuneberg.

ACTION REQUESTED:

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

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request approval of deed to contract purchaser for completion of Contract #15400. (Property originally repurchased by former owner.)

Deed D941024 and Board Orders attached.

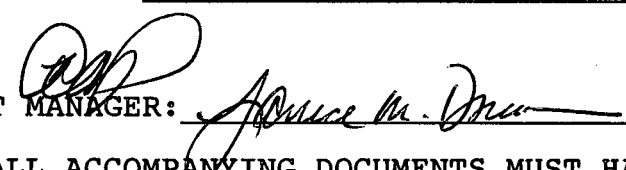
* Approved 9/8/94
ORDER 94-1600

CLERK OF BOARD OF
COUNTY OF CLATSOP
OREGON

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____.

OR

DEPARTMENT MANAGER: .

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of the Execution of)
Deed D941024 Upon Complete Performance of) ORDER
a Contract to)
WESLEY HAYZLETT)
JETTABE HAYZLETT)

It appearing that heretofore, on June 3, 1987, Multnomah County entered into a contract with WESLEY HAYZLETT and JETTABE HAYZLETT for the sale of the real property hereinafter described; and

That the above contract purchasers have fully performed the terms and conditions of said contract and are now entitled to a deed conveying said property to said purchasers;

NOW THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to the contract purchasers the following described real property, situated in the County of Multnomah, State of Oregon:

BONITA PARK
LOT 12, BLOCK 1

Dated at Portland, Oregon this day of 1994.

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

(SEAL)

Beverly Stein, Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By 

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of the Execution of
Deed D941024 Upon Complete Performance of
a Contract to

ORDER

WESLEY HAYZLETT
JETTABE HAYZLETT

It appearing that heretofore, on June 3, 1987, Multnomah County entered into a contract with WESLEY HAYZLETT and JETTABE HAYZLETT for the sale of the real property hereinafter described; and

That the above contract purchasers have fully performed the terms and conditions of said contract and are now entitled to a deed conveying said property to said purchasers;

NOW THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to the contract purchasers the following described real property, situated in the County of Multnomah, State of Oregon:

BONITA PARK
LOT 12, BLOCK 1

Dated at Portland, Oregon this day of 1994.

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

(SEAL)

Beverly Stein, Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By 

DEED D941024

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to WESLEY HAYZLETT and JETTABE HAYZLETT, Grantees, the following described real property, situated in the County of Multnomah, State of Oregon:

BONITA PARK
LOT 12, BLOCK 1

The true and actual consideration paid for this transfer, stated in terms of dollars is \$5,708.68.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

Until a change is requested, all tax statements shall be sent to the following address:

9121 SE HINKLEY ST
PORTLAND OR 97266

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this day of 1994, by authority of an Order of the Board of County Commissioners heretofore entered of record.

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

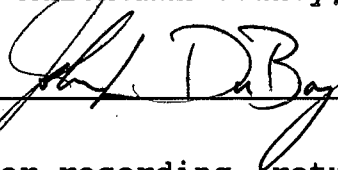
(SEAL)

Beverly Stein, Chair

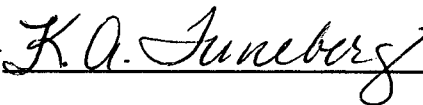
REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

DEED APPROVED:
Janice Druian, Director
Assessment & Taxation

By



By



After recording, return to Multnomah County Tax Title (166/200)

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

On this 20th day of October, 1994, before me, a Notary Public in and for the County of Multnomah and State of Oregon, personally appeared Beverly Stein, Chair, Multnomah County Board of Commissioners, to me personally known, who being duly sworn did say that the attached instrument was signed and sealed on behalf of the County by authority of the Multnomah County Board of Commissioners, and that said instrument is the free act and deed of Multnomah County.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate, written.

*Carrie Anne Parkerson
Notary Public for Oregon
My Commission Expires: 1/24/97*

MEETING DATE: OCT 20 1994

AGENDA NO: C-9

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Request Approval of Deed to Contract Purchaser for Completion of Contract.

BOARD BRIEFING: Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: _____

Amount of Time Needed: Consent

DEPARTMENT: Environmental Services DIVISION: Assessment & Taxation

CONTACT: Kathy Tuneberg TELEPHONE #: 248-3590

BLDG/ROOM #: 166/200/Tax Title

PERSON(S) MAKING PRESENTATION: Kathy Tuneberg

ACTION REQUESTED:

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

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request approval of deed to contract purchaser for completion of Contract #15591. (Property originally purchased at private sale.)

Deed D951104 and Board Orders attached.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: *Janice M. De* *Betsy Wellie*

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

*Sent Original Order 94-199 + Deed to Beverly Scott 6/93
on 10-21-94.*

CLERK OF
COUNTY COMMISSIONERS
1994 OCT 12 PM 2:29
MULTICOUNTY COUNTY
OREGON

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of the Execution of)
Deed D951104 Upon Complete Performance of) ORDER
a Contract to) 94-199

JAMAL TARHUNI)

It appearing that heretofore on February 4, 1991, Multnomah County entered into a contract with JAMAL TARHUNI for the sale of the real property hereinafter described; and

That the above contract purchaser has fully performed the terms and conditions of said contract and is now entitled to a deed conveying said property to said purchaser;

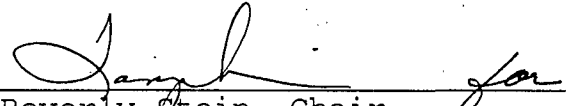
NOW THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to the contract purchaser the following described real property, situated in the County of Multnomah, State of Oregon:

MONTIA
LOT 17

Dated at Portland, Oregon this 20th day of October, 1994.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By 

DEED D951104

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to JAMAL TARHUNI, Grantee, the following described real property, situated in the County of Multnomah, State of Oregon:

MONTIA
LOT 17

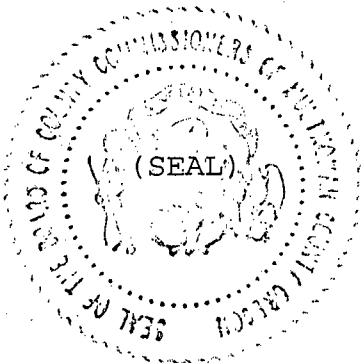
The true and actual consideration paid for this transfer, stated in terms of dollars is \$375.00.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.


Until a change is requested, all tax statements shall be sent to the following address:

PO BOX 216
PORTLAND OR 97207.

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 20th day of October, 1994, by authority of an Order of the Board of County Commissioners heretofore entered of record.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

DEED APPROVED:
Janice Druian, Director
Assessment & Taxation

By  _____

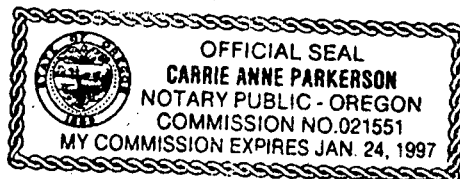
By _____

After recording, return to Multnomah County Tax Title, 166/200

STATE OF OREGON)
COUNTY OF MULTNOMAH)

On this 20th day of October 1994, before me, a Notary Public in and the County of Multnomah and State of Oregon, personally appeared Tanya Collier, Vice-Chair, Multnomah County Board of Commissioners, to me personally known, who being duly sworn did say that the attached instrument was signed and sealed on behalf of the County by authority of the Multnomah County Board of Commissioners, and that said instrument is the free act and deed of said County.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed by official seal the day and year first in this, my certificate, written.



Carrie Anne Parkerson
Carrie Anne Parkerson
Notary Public for Oregon
My Commission Expires: 1/24/97

MEETING DATE: OCT 20 1994

AGENDA NO: C-10

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Request Approval of Deed to Contract Purchaser for Completion of Contract.

BOARD BRIEFING: Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: _____

Amount of Time Needed: Consent

DEPARTMENT: Environmental Services DIVISION: Assessment & Taxation

CONTACT: Kathy Tuneberg TELEPHONE #: 248-3590

BLDG/ROOM #: 166/200/Tax Title

PERSON(S) MAKING PRESENTATION: Kathy Tuneberg

ACTION REQUESTED:

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

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request approval of deed to contract purchaser for completion of Contract #15592. (Property originally purchased at private sale.)

Deed D951105 and Board Orders attached.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: James M. Dm Betsy Welch

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

*Sent Original Order 94-200 to Beverly Scott on 10-21-94
& Deed 6/93*

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1994 OCT 12 PM 2:28

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of the Execution of)
Deed D951105 Upon Complete Performance of) ORDER
a Contract to) 94-199

JAMAL TARHUNI)

It appearing that heretofore on February 4, 1991, Multnomah County entered into a contract with JAMAL TARHUNI for the sale of the real property hereinafter described; and

That the above contract purchaser has fully performed the terms and conditions of said contract and is now entitled to a deed conveying said property to said purchaser;

NOW THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to the contract purchaser the following described real property, situated in the County of Multnomah, State of Oregon:

MONTIA
LOT 18

Dated at Portland, Oregon this 20th day of October, 1994.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By 

DEED D951105

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to JAMAL TARHUNI, Grantee, the following described real property, situated in the County of Multnomah, State of Oregon:

MONTIA
LOT 18

The true and actual consideration paid for this transfer, stated in terms of dollars is \$375.00.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

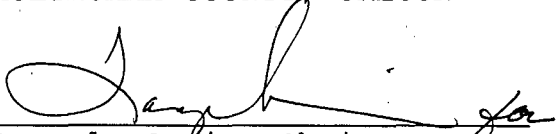
Until a change is requested, all tax statements shall be sent to the following address:

PO BOX 216
PORTLAND OR 97207

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 20th day of October, 1994, by authority of an Order of the Board of County Commissioners heretofore entered of record.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

DEED APPROVED:

Janice Druian, Director
Assessment & Taxation

By  _____

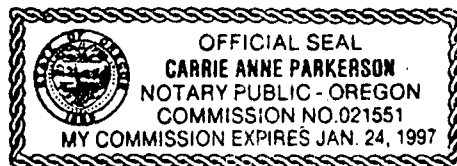
By  _____

After recording, return to Multnomah County Tax Title, 166/200

STATE OF OREGON)
COUNTY OF MULTNOMAH)

On this 20th day of October 1994, before me, a Notary Public in and the County of Multnomah and State of Oregon, personally appeared Tanya Collier, Vice-Chair, Multnomah County Board of Commissioners, to me personally known, who being duly sworn did say that the attached instrument was signed and sealed on behalf of the County by authority of the Multnomah County Board of Commissioners, and that said instrument is the free act and deed of said County.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed by official seal the day and year first in this, my certificate, written.



Carrie Anne Parkerson
Carrie Anne Parkerson
Notary Public for Oregon
My Commission Expires: 1/24/97

MEETING DATE: OCT 20 1994

AGENDA NO: C-11

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Approval of County Quitclaim Deed to Mrs. Appa Anderson

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: October 20, 1994

Amount of Time Needed: Consent Calendar

DEPARTMENT: Non-department

DIVISION: County Counsel

CONTACT: Matthew Ryan

TELEPHONE #: 248-3138

BLDG/ROOM #: 106/1530

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Tax Foreclosed Real Property which has been redeemed from foreclosure, has clouded title because of 1992 Quitclaim Deed executed by Mrs. Anderson to the County.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: Matthew O. Ryan for John L. DuBry


BOARD OF
COUNTY COMMISSIONERS
1994 OCT 11 PM 5:07
MULTNOMAH COUNTY
OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C163 Sent Original Order 94-201 + Deed to Matthew Ryan Boulderly Scott
on 10-21-94. 6/93

TO: BOARD OF COMMISSIONERS

FROM: MATTHEW RYAN, Assistant County Counsel 

DATE: OCTOBER 7, 1994

REQUESTED
PLACEMENT DATE: OCTOBER 20, 1994

RE: APPROVAL OF QUITCLAIM DEED FROM MULTNOMAH
COUNTY TO APPA L. ANDERSON

I. Recommendation/Action Requested:

County Counsel on behalf of the Tax Title is requesting the Board approve the enclosed Quitclaim Deed from the County to Appa L. Anderson, regarding the following described real property:

Lot 5, Block 9, Brighton Park Addition, Portland
Multnomah County, Oregon

II. Background/Analysis:

This action is requested so that title in the property can be cleared. This property was foreclosed for back taxes in 1991. It was in the redemption period in 1992 when Mrs. Anderson quitclaimed her interest to the County. The 1992 quitclaim deed from Appa L. Anderson to the county was recorded on July 27, 1992 at Bk 2569 Pg 2166 in the County Deed Records.

At the time Mrs. Anderson quitclaimed to the County, her interest in the property was probably best described as that of an heir at law. Her interest in the property was created upon the death of her mother Grace Stober, in 1971. Mrs. Anderson had at least four siblings, who also would have an equal interest in the property.

In March 1993, Mrs. Anderson filed a "small estate" Multnomah County Probate Court in an apparent attempt to probate her deceased mother's estate. Grace Stober died without a will. The court file in the "small estate" consisted simply of an Affidavit of Appa Anderson and a copy of her mother's death certificate.

What effect the filing of the small estate action had is unclear. Ticor Title Insurance Co. as of September 1994, still showed the property's title to be vested in Grace Stober, the decedent.

County Counsel tried to ascertain what weight if any should be given to Mrs. Anderson's quitclaim. At best the deed conveyed a 20% interest in the real property to the County (because Mrs. Anderson shared her interest with her siblings or their heirs or

devisees in equal shares.) It also appears the County never formally acknowledged the acceptance of the quitclaim by BCC action. Although the County did take the property off the tax rolls and did maintain the property, the delinquent taxes remained from the foreclosure and the property remained on the redemption list.

This confusing state of affairs regarding the quitclaim deed led this office to advise the Tax Collection Section to allow the redemption of the property by the issuance of a redemption certificate to the heirs and or devisees of the estate of Grace B. Stober. On October 3, 1994, the heirs did come forward and redeem the property paying all due taxes and maintenances charges incurred by the County. However, the Title Insurance Co. has requested the County issue a quitclaim deed back to Appa Anderson to clear any cloud on the title created by her 1992 quitclaim deed to the County.

Finally, in order to do that the enclosed quitclaim deed from Multnomah County to Appa Anderson is presented for BCC approval.

III. Financial Impact: N/A

IV. Legal Issues:

ORS Chapter 275 regulates how counties may sell county owned real property or county interests in real property less than full ownership. Usually sales to the public are by public auction. See ORS 275.110. This office has concluded, however, that in this unique situation and circumstance the County by issuing this quitclaim deed is not selling or conveying to Mrs. Anderson any valid County interest in real property. But rather, that by this action we are correcting a mistake of record that occurred when Mrs. Anderson's 1992 quitclaim deed to Multnomah County was recorded and the real property was taken off the tax rolls.

V. Controversial Issues: See IV above.

VI. Link to Current County Policies: N/A

VII. Citizen Participation: N/A

VIII. Other Government Participation: N/A

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of the Execution of
Quitclaim Deed to Appa L. Anderson

)
)
)

ORDER
94-201

It appearing that heretofore on July 27, 1992, Appa L. Anderson recorded a quitclaim deed of her interest in the real property of her mother, Grace L. Stober, deceased, to Multnomah County at Book 2569, Page 2166 of the County deed records; and

It further appearing, that at the time Mrs. Anderson quitclaimed her interest to the County, the property had been foreclosed for delinquent taxes; and

It further appearing, that because the nature of Mrs. Anderson's interest in the property was unclear and because the County did not formally acknowledge acceptance of Mrs. Anderson's quitclaim deed; and

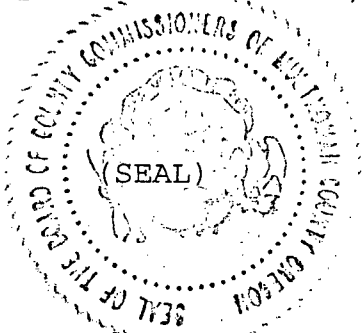
It further appearing, that Mrs. Anderson's quitclaim deed did not convey a valid property interest to the County but rather created a cloud on the title to the property;

NOW THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a quitclaim deed of the following described real property, situated in the County of Multnomah, State of Oregon:

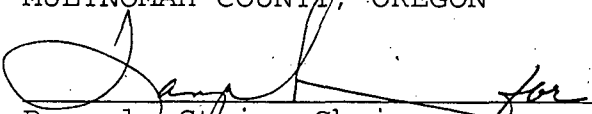
BRIGHTON PARK ADDITION TO EAST PORTLAND

LOT 5, BLOCK 9

Dated at Portland, Oregon this 20th, day of October, 1994.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By



QUITCLAIM DEED

Multnomah County, Grantor, releases and quitclaims to Appa Anderson, Grantee, all right, title and interest in and to the following described real property situated in the County of Multnomah, State of Oregon, to wit:

BRIGHTON PARK ADDITION TO EAST PORTLAND LOT 5, BLOCK 9

This deed is being recorded to clear title which may have been clouded by the recording of that certain instrument dated July 24, 1992 and recorded July 27, 1992 in Book 2569, page 2166, Multnomah County Deed Records.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE REAL PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS- BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

The true consideration for this conveyance is 0.

Dated this 20th day of October 1994



Board of County Commissioners
Multnomah County, Oregon

[Signature]
Beverly Stein, Chair **REVIEWED**

STATE OF OREGON)

) ss

COUNTY OF MULTNOMAH)

By *[Signature]*
MULTNOMAH COUNTY COUNSEL

On this 20th day of October, 1994 before me, a Notary Public in and for the County of Multnomah and State of Oregon, personally appeared Beverly Stein, Chair, Multnomah County Board of Commissioners, to me personally known, who being duly sworn did say that the attached instrument was signed and sealed on behalf of the County by authority of the Multnomah County Board of Commissioners, and that said instrument is the free act and deed of said County.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed by official seal the day and year first in this, my certificate, written.

Notary Public for Oregon
My commission expires _____

Multnomah County _____ Grantor
Appa L. Anderson _____ Grantee

Until a change is requested, send tax statement to the following address:

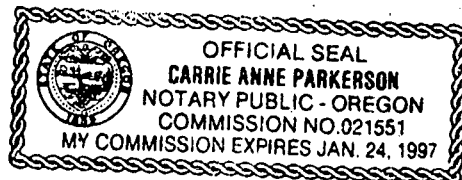
Appa L. Anderson
14028 SE Bush St.
Portland, Or 97236

After recording return to:
Multnomah County Tax Title PO Box 2716 Portland, Or 97208

STATE OF OREGON)
COUNTY OF MULTNOMAH)

On this 20th day of October 1994, before me, a Notary Public in and the County of Multnomah and State of Oregon, personally appeared Tanya Collier, Vice-Chair, Multnomah County Board of Commissioners, to me personally known, who being duly sworn did say that the attached instrument was signed and sealed on behalf of the County by authority of the Multnomah County Board of Commissioners, and that said instrument is the free act and deed of said County.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed by official seal the day and year first in this, my certificate, written.



Carrie Anne Parkerson
Carrie Anne Parkerson
Notary Public for Oregon
My Commission Expires: 1/24/97

BUDGET MODIFICATION NO.

MCSO #1

(For Clerk's Use) Meeting Date OCT 20 1994Agenda No. R-11. REQUEST FOR PLACEMENT ON THE AGENDA FOR October 13, 1994

(Date)

DEPARTMENT Sheriff's OfficeDIVISION EnforcementCONTACT Larry AabTELEPHONE 251-2489

* NAME(S) OF PERSON MAKING PRESENTATION TO BOARD _____

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

Budget modification requesting authorization to reclassify a Community Service Officer position to an Integrated Community Service Coordinator.

(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 modification will reclassify a Community Service Officer in the David Douglas Safety Action Team budget to an Integrated Community Service Coordinator. This reclassification has been approved by the Sheriff's Office's Personnel Analyst. The pay scale for the new position is slightly higher than the old position, but since the position is currently vacant, savings of \$2,039 will result. The money will be transferred to the overtime line item.

3. REVENUE IMPACT (Explain revenues being changed and reason for the change)

Increase cash transfer to the Insurance Fund \$1,114.

1994 OCT 12 AM 9:33
CLERK OF
JUDICIAL DEPARTMENT
HILL COUNTY
OREGON

4. CONTINGENCY STATUS (to be completed by Budget & Planning)

Fund Contingency before this modification (as of _____)

Date

\$ _____

After this modification

\$ _____

Originated By

Date

Department Director

Date

Plan/Budget Analyst

Date

Employee Services

Date

Board Approval

Date

Shirlee Robertson

10/11/94

Carrick A. Peterson 10-20-94

CSO Reclass

Transaction EB[] TRANSACTION DATE: _____

ACCOUNTING PERIOD: _____

BUDGET FY: _____

Transaction RB[] TRANSACTION DATE: _____ ACCOUNTING PERIOD: _____ BUDGET FY: _____

BUDMOD2.WK3

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

6. CURRENT YEAR PERSONNEL DOLLAR CHANGES (Calculate costs/savings that will take place in this FY; these should explain the actual dollar amounts being changed by this BudMod.)

BUDMOD1

BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENT

TO: BOARD OF COUNTY COMMISSIONERS

FROM: SHERIFF BOB SKIPPER

TODAY'S DATE: 10/3/94

REQUESTED PLACEMENT DATE: 10/13/94

RE: BUDGET MODIFICATION - Reclassify Community Service
Office

I. Recommendation/Action Requested:

Approval of budget modification.

II. Background/Analysis:

This modification will reclassify a Community Service Officer in the David Douglas Safety Action Team budget to an Integrated Community Service Coordinator. This reclassification has been approved by the Sheriff's Office's Personnel Analyst. The pay scale for the new position is slightly higher than the old position. However, since the position is currently vacant, hiring at the beginning level will result in a savings of \$2,039. The difference will be transferred to the overtime line item.

III. Financial Impact:

None - The pay scale for the new position is slightly higher than the old position. However, since the position is currently vacant, hiring at the beginning rate will result in a savings of \$2,039. The difference will be transferred to the overtime line item.

IV. Legal Issues:

None

V. Controversial Issues:

None

VI. Link to Current County Policies:

None

VII. Citizen Participation:

None

VIII. Other Government Participation:

None

MEETING DATE: OCT 20 1994
AGENDA NO: R-2

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: PCRB EXEMPTION REQUEST

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: October 13, 1994

Amount of Time Needed: 5 minutes

DEPARTMENT: DES DIVISION: Facilities and Property Management Division

CONTACT: Bob Kieta/Lillie Walker TELEPHONE #: 248-3322/5111

BLDG./ROOM #: 421/1st

PERSON(S) MAKING PRESENTATION: Bob Kieta/Lillie Walker

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request of the Board of County Commissioners as Public Contract Review Board for approval to extend an Exemption to contract with Swanberg and Associates for security services in various County facilities.
10/13/94 copies of notice & Application to Lillie Walker, Bob Kieta & PCRB List

SIGNATURE REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: 

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

Copies of Order 94-202 & Notice of Approval sent to Lillie Walker, Bob Kieta & PCRB List on 10-21-94.

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENT**

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Lillie Walker, Purchasing Director

TODAY'S DATE: September 29, 1994

REQUESTED PLACEMENT DATE: October 13, 1994

RE: Extension of Exemption from the competitive bid process to continue a contract with Swanberg and Associates to provide Security Services at various County Buildings.

I. RECOMMENDATION: The DES, Facilities Management Division, requests a PCRB Exemption to continue the current contract with Swanberg and Associates to provide security guard services in various County buildings from September 1, 1994, through January 31, 1995.

II. Background/Analysis: The Security Guard Services provided under contract with Swanberg and Associates expired on January 31, 1994. Prior to contract expiration, Bob Kieta, Custodial and Contracts Manager, has to prepare new bid specifications which include changes for the temporary Central Library, McCoy Building Evening and weekend Clinics, Mid-County Health Clinic and the Walnut Park Building. The Contractor, Swanberg & Associates is willing to extend the contract until the issue of "Wage and Benefit floors" is decided by the Board of County Commission and a competitive bid issued and awarded. The BCC acting as PCRB approved the Exemption on March 31, 1994.

The Security Service bid was advertised on April 1, 1994, with a bid opening date of April 21, 1994. After the bid was advertised several Commissioners were contacted about prevailing wages for County Contracts. David Boyer was asked to develop a report that addressed the issue of "wage and benefit floors" and what impact inclusion of these wages would have on the County. As a result of this study, the bid was canceled until after the July 19, 1994 BCC meeting when complete finding regarding "Wage and Benefit Floors" can be presented and a decision made by the Board.

To date the "Wage and Benefit Floors" issue has not been resolved and the exemption to extend the contract for the period of May 15, 1994, through September 1, 1994, has now expired. The current request is to extend the exemption through January 31, 1995.

III. Financial Impact: There is no financial impact for the exemption period as the Security Service will be continued at the same hourly rate.

IV. Legal Issues:

A legal opinion has been requested from County Counsel on "Wage and Benefit Floors".

V. Controversial Issues:

The number of service contracts and the dollar amount to establish "Wage and Benefit Floor".

VI. Link to Current County Policies:

Multnomah County Public Contract Review Board Rules and ORS Chapter 279 allow for competitive bidding exemptions.

VII. Other Government Participation: None.



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
DIVISION OF FACILITIES AND
PROPERTY MANAGEMENT
2505 S.E. 11TH AVENUE
PORTLAND, OREGON 97202
(503) 248-3322

BEVERLY STEIN
MULTNOMAH COUNTY CHAIR

TO: Lillie Walker
FROM: Betsy Williams *Betsy Williams*
DATE: September 22, 1994
RE: Security Contract Exemption

On January 31, 1994 the contract for security services at various County facilities expired. Bob Kieta, the Custodial and Contracts manager of Facilities Management has been working to prepare new bid specifications for this contract including the changes for the temporary Central Library, McCoy building evening and weekend clinics, Mid-County Health Clinic and the Walnut Park building. The current contractor, Swanberg and Associates, agreed to continue providing service until such time as a new contract is bid and awarded. Swanberg had agreed to continue providing service according to the current contract terms. Bob had estimated that he would have the new contract awarded by May 15, 1994, so we requested that you submit a PCRB exemption request and upon approval issue a Purchase Order for Swanberg and Associates to cover the months of February, March, April and half of May, while the new contract was bid and awarded. The Board approved the PCRB exemption request on March 31, 1994. Since then, Security Guard Services were advertised on April 1, 1994 with a opening date set for April 21, 1994. Seven contractors responded to the bid by attending the Mandatory pre-bid meetings.

Purchasing, Facilities, Health and Dave Boyer were contacted by Commissioners requesting information on "Wage and Benefit floors", and if the County could require "floors" in our contracts. Dave Boyer is working to develop a report that addresses the issue of wage and Benefit floors and the impact this will have on the County. Commissioners first asked for a two week extension to review information. Now, due to the delay while analyzing the number of contracts that would potentially be impacted by this decision, the bid has been canceled. Dave Boyer is continuing to prepare his findings for presentation to the Board. Once a decision is made regarding "Wage and Benefit Floors" this contract will be re-bid. Please reference Bid #B36-806-8670

Due to the ongoing information gathering to answer the BCC questions regarding the effect this will have on all County contracts, we will now need a new exemption so we can continue having Swanberg & Assoc. provide security services. The new exemption will cover the period of September 1, 1994 through January 31, 1995. Thank you for your help in processing this request.

cc: F.Wayne George
Dave Boyer

RECEIVED
PURCHASING SECTION

94 SEP 27 AM 11:22

MULTNOMAH COUNTY



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

BOARD OF COUNTY COMMISSIONERS

BEVERLY STEIN •	CHAIR •	248-3308
DAN SALTZMAN •	DISTRICT 1 •	248-5220
GARY HANSEN •	DISTRICT 2 •	248-5219
TANYA COLLIER •	DISTRICT 3 •	248-5217
SHARRON KELLEY •	DISTRICT 4 •	248-5213
CLERK'S OFFICE •	248-3277 •	248-5222

NOTICE OF HEARING

The Multnomah County Board of Commissioners, sitting as the Public Contract Review Board, will consider an application on Thursday, October 20, 1994, at 9:30 a.m. in Room 602 of the Multnomah County Courthouse, 1021 SW Fourth, Portland, Oregon, in the Matter of Exemption from Public Bidding to Extend a Contract with Swanberg & Associates for Security Services Pending a Decision on "Wage and Benefit Floors".

A copy of the application is attached.

For additional information, please contact Multnomah County Purchasing and Central Stores Director Lillie Walker at 248-5111.

**BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON
PUBLIC CONTRACT REVIEW BOARD**

Deborah L. Bogstad
Office of the Board Clerk

enclosure

cc: Lillie Walker
Bob Kieta

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
ACTING AS THE PUBLIC CONTRACT REVIEW BOARD

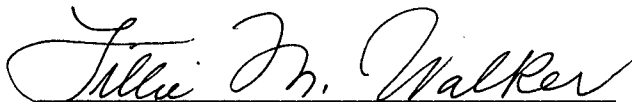
In the Matter of Exemption from Public Bidding to)
extend a Contract with Swanberg & Associates for)
Security Services pending a Decision on "Wage and) APPLICATION
Benefit Floors".)

Application is hereby made to the Public Contract Review Board on behalf of DES, Facilities Management Division, to extend and Exemption from competitive bidding for security services in various County Buildings. The Exemption request is pursuant to the Board's PCRB Administrative Rule 10.010 and ORS 279.015, for an Order of Exemption to continue the contract with Swanberg & Associates. The exemption period would terminate January 31, 1995.

This Exemption Request is supported by the following facts:

1. Service level requirements and the addition of the temporary Library building necessitated changes in the security service specifications. An Exemption was requested to cover the period beginning February 1, through May 15, 1994. On March 31, 1994, the Board granted the Exemption.
2. Specifications were developed and a new bid was advertised and issued with a bid opening date of April 21, 1994. Prior to the bid opening, date, the issue of "wage and benefit floors" for security services surfaced. The Board requested that David Boyer, Finance Director, prepare a report on "Wage and Benefit floors" and the impact of including this criteria in County contracts. The complete impact report has been prepared for presentation to the Board, after which time a decision may be made by the Board of County Commissioners.
3. Security services are required until a decision has been made and a new bid is developed, issued and awarded. The extension of Exemption will cover the period beginning September 1, through January 31, 1995.
4. The Purchasing and Central Stores Section has reviewed the information provided by the Facilities Management Division and recommend approval of the requested Exemption.

Dated this 28th day of September, 1994.



Lillie Walker, Director
Purchasing, & Central Stores

Attachments



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

BOARD OF COUNTY COMMISSIONERS

BEVERLY STEIN •	CHAIR •	248-3308
DAN SALTZMAN •	DISTRICT 1 •	248-5220
GARY HANSEN •	DISTRICT 2 •	248-5219
TANYA COLLIER •	DISTRICT 3 •	248-5217
SHARRON KELLEY •	DISTRICT 4 •	248-5213
CLERK'S OFFICE •	248-3277 •	248-5222

NOTICE OF APPROVAL

On Thursday, October 20, 1994, the Multnomah County Board of Commissioners, sitting as the Public Contract Review Board, considered and approved a request for approval in the Matter of Exempting from Public Bidding an Extension of Exemption to Contract with Swanberg & Associates for Security Guard.

For additional information, please contact Lillie Walker, Multnomah County Purchasing Director, (503) 248-5111.

**BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON
PUBLIC CONTRACT REVIEW BOARD**

Carrie A. Parkerson
Office of the Board Clerk

cc:Lillie Walker
Bob Kieta

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
ACTING AS THE PUBLIC CONTRACT REVIEW BOARD

In the Matter of Exempting from Public Bidding an)
extension of Exemption to contract with Swanberg &) **ORDER**
Associates for Security Guard Services) 94-202

The above entitled matter is before the Board of County Commissioners, acting in its capacity as the Multnomah County Public Contract Review Board, to review, pursuant to ORS 279.015 and PCRB Administrative Rule 10.010, an exemption to extend the contract with Swanberg & Associates to provide security guard services at various County facilities. The extension of Exemption is for the period beginning September 1, 1994 and ending January 31, 1995.

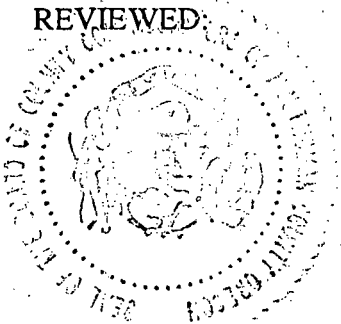
It appearing to the Board that the request for exemption, as it appears in the order, is based upon the fact that the Board has requested a comprehensive report on the impact on the County of "Wage and Benefit Floors" on security services and other contracts of like nature. This exemption would allow specification changes to accommodate the Board's decision.

It appearing to the Board that this exemption request is in accord with the requirements of ORS 279.015 and PCRB Rule AR 10.010; now therefore,

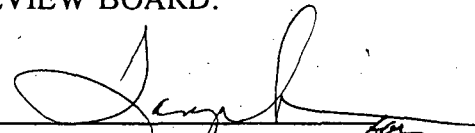
IT IS ORDERED that the exemption to extend the contract with Swanberg & Associates be exempted from the requirement of formal competitive bidding.

Dated this 20th day of October, 1994.

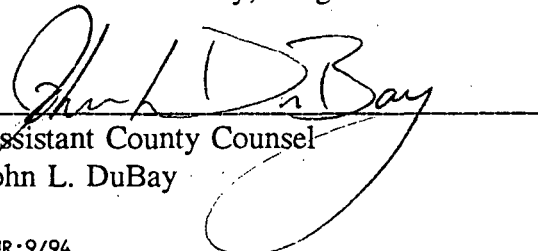
REVIEWED:



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
ACTING AS THE PUBLIC CONTRACT
REVIEW BOARD:

By 
Beverly Stein, County Chair

LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

By 
Assistant County Counsel
John L. DuBay

MEETING DATE: OCT 20 1994

AGENDA NO.: R-3

(Above space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: ENVIRONMENTAL HEALTH FEES ORDINANCE

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: OCTOBER 20, 1994

Amount of Time Needed: 10-15 MINUTES

DEPARTMENT: HEALTH DIVISION: REGULATORY HEALTH

CONTACT: GARY OXMAN TELEPHONE #: 248-3674

BLDG/ROOM #: 160/8TH FLOOR

PERSON(S) MAKING PRESENTATION: GARY OXMAN

ACTION REQUESTED:

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

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

First reading of an ordinance to increase license fees for all restaurant categories, tourist accommodations, swimming pools and spas, and plan reviews of pools, spas, and food service facilities.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

Or

DEPARTMENT MANAGER: Billi Odgaard

(ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES)

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

First Reading Approved. Second Reading 10-27-94.

BOARD OF
COUNTY COMMISSIONERS
1994 OCT 11 PM 5:07
MULTNOMAH COUNTY
OREGON



MULTNOMAH COUNTY OREGON



HEALTH DEPARTMENT
426 S.W. STARK STREET, 8TH FLOOR
PORTLAND, OREGON 97204-2394
(503) 248-3674
FAX (503) 248-3676
TDD (503) 248-3816

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

VIA: *Bill* Bill Odegaard, Director, Health Department

FROM: *GO* Gary Oxman, M.D., M.P.H., Health Officer

REQUESTED PLACEMENT DATE: October 20, 1994

DATE: October 10, 1994

SUBJECT: Increasing Environmental Health Fees

- I. Recommendation/Action Requested: The Board is requested to approve the ordinance increasing Environmental Health license attached fees.
- II. Background/Analysis: The Health Department periodically reviews the fees it charges for licenses issued and services provided by the Environmental Health Program. The last such review was in 1992, and resulted in updating of fees charged in the 1993 and 1994 calendar years. There have been no fee increases in the past two years.

It has been the Health Department's policy that fees charged to regulated facilities generally should cover the costs of mandatory licensing and related services. Fee increases are necessary at this time because the costs of Environmental Health Program regulatory and licensing activities have continued to rise due to both routine inflationary pressures and increasing demand.

The proposed fee increases are based on a careful analysis of actual costs to carry out mandated licensing and regulation. Over the past two years, three factors have been major contributors to increased program costs:

- 1) Increased salary and benefits costs for existing staff. These increases are driven primarily by collective bargaining and exempt employee agreements;
- 2) Addition of 1.0 FTE sanitarian position to address a long-term mismatch between program staffing and growing demand. The Board approved this position in the current budget with the understanding that 75% of the cost would be covered by fee revenues.
- 3) Increasing allocation of centralized county costs (e.g., building management) to the program.

III. Financial Impact: The ordinance will increase fee revenues approximately \$50,000-60,000. This is equivalent to a 6-7% increase in revenue relative to that collected during the 1993-4 fiscal year. This increase is consistent with the Health Department's revenue projections for the current fiscal year. These monies are deposited to the County General Fund.

Based on past input from the regulated industries, fee increases for small licensees have been kept to the minimum consistent with actual costs.

IV. Legal Issues: Oregon laws and statutes mandate the licensing and regulation of restaurants and other food service facilities, spas and swimming pools, and tourist accommodations. These laws and rules also authorize collection of license fees to defray the costs associated with these activities.

New Oregon Administrative Rules require a number of changes in the county's approach to license fees. They have: 1) limited the amount of personnel and overhead costs that can be allocated to food service licenses; 2) forced changes in the size classification of restaurants; and 3) specified a new fee system for partial year licenses. The proposed fee derivation methods and fee increases are within the limits of those Rules.

- V. Controversial Issues: Fee increases are always controversial. The proposed increases are consistent with the county's actual costs. The overall increase is equivalent to about three percent (3%) per year over the past two years.
- VI. Link to Current County Policies: As discussed above, it has been the long-standing policy of the Health Department for regulated facilities to bear the costs of regulation.
- VII. Citizen Participation: These proposed changes have been shared with the Multnomah County Food Service Advisory Committee, and the Oregon Restaurant and Hospitality Association. Both of these groups have been asked to make comment directly to the Board.
- VIII. Other Government Participation: See Section IV above. No direct participation by other governmental agencies is required in this matter.

ORDINANCE FACT SHEET

Ordinance Title: 5.10.320 - 5.0.345 Food Service, Swimming Pool and Spas and Tourist Accommodation License Fees. 8.30.250 Food handler certificate fees.

Give a brief statement of the purpose of the ordinance (include the rationale for adoption of ordinance, description of persons benefited, other alternative explored):

Increases license fees for all restaurant categories, tourist accommodations, swimming pools and spas, and plan reviews of food service facilities, pools and spas.

What other local jurisdictions in the metropolitan area have enacted similar legislation?

Washington and Clackamas Counties.

What has been the experience in other areas with this type of legislation?

They have been allowed to set up fees to cover the cost of providing the inspections and plan reviews.

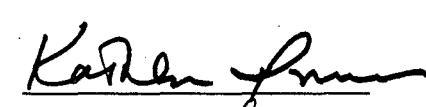
What is the fiscal impact, if any?

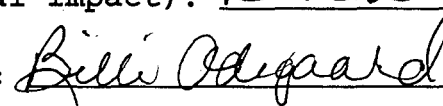
The proposed fees are an increase of approximately 7% over the last years fees and will cover the entire cost of providing these services.

(If space is inadequate, please use other side)

SIGNATURES

Person Filling Out Form:  Gary L. Oxman, M.D., M.P.H.

Planning & Budget Division (if fiscal impact): 

Department Manager/Elected Official: 

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
ORDINANCE NO. ____

An ordinance to provide fee schedule changes for the Environmental Health Section of the Department of Health.

(Language in brackets [] is to be deleted; underlined language is new)

Multnomah County ordains as follows:

SECTION 1. AMENDMENT.

MCC 5.10.320 is amended to read as follows:

5.10.320 Food Service License Fee. For the services of the Department of Health in connection with issuance of food service licenses, the department shall collect a fee from every applicant, at the time of application.

The following fee structure shall apply for full service restaurants, limited service restaurants, or commissary licenses issued or applied for between January 1, and [March 31] September 30:

[Seating Capacity 0-15	\$215
	Seating Capacity 16-50	\$280
	Seating Capacity 51-100	\$333
	Seating Capacity Over 100	\$398
	Limited Service Restaurants	\$215
	Commissaries servicing 1-5	
	mobile units and/or 1-50	
	vending machines	\$215
	Commissaries servicing 6 or	

more mobile units and/or 51 or more vending machines	\$323]
--	-------	---

<u>Seating Capacity 0-15</u>	<u>\$230</u>
------------------------------	--------------

<u>Seating Capacity 16-50</u>	<u>\$300</u>
-------------------------------	--------------

<u>Seating Capacity 51-150</u>	<u>\$360</u>
--------------------------------	--------------

<u>Seating Capacity Over 150</u>	<u>\$430</u>
----------------------------------	--------------

<u>Limited Service Restaurants</u>	<u>\$230</u>
------------------------------------	--------------

<u>Commissaries servicing 1-5 mobile units and/or 1-50</u>	
--	--

<u>vending machines</u>	<u>\$230</u>
-------------------------	--------------

<u>Commissaries servicing 6 or more mobile units and/or 51 or more vending machines</u>	<u>\$350</u>
---	--------------

Where there are more than two food service facilities located at the same address and licensed [by] to the same licensee, the licensee fee shall be the amount listed above for the first two largest facilities and one-half the amount for each additional facility.

[The following fee structure shall apply for full-service restaurants, limited service restaurants, or commissary licenses issued or applied for between April 1 and June 30:

Seating Capacity 0-15	\$161
-----------------------	-------

Seating Capacity 16-50	\$210
------------------------	-------

Seating Capacity 51-150	\$250
-------------------------	-------

Seating Capacity Over 150	\$299
---------------------------	-------

Limited Service Restaurants	\$161
-----------------------------	-------

Commissaries servicing 1-5	
----------------------------	--

mobile unites and/or 1-50	
vending machines	\$161
Commissaries servicing 6 or	
more mobile units and/or	
51 or more vending	
machines	\$242

Where there are more than two food service facilities located at the same address and licensed by the same licensee, the licensee fee shall be the amount listed above for the first two largest facilities and one-half the amount for each additional facility.]

The following fee structure shall apply for full-service restaurants, limited service restaurants, or commissary licenses issued or applied for between [July] October 1 and December 31:

[Seating Capacity 0-15	\$108
	Seating Capacity 16-50	\$140
	Seating Capacity 51-150	\$167
	Seating Capacity Over 150	\$199
	Limited Service Restaurants	\$108
	Commissaries servicing 1-5	
	mobile unites and/or 1-50	
	vending machines	\$108
	Commissaries servicing 6 or	

more mobile units and/or

51 or more vending

machines \$161]

Seating Capacity 0-15 \$115

Seating Capacity 16-50 \$150

Seating Capacity 51-[100] 150 \$180

Seating Capacity Over [100] 150 \$215

Limited Service Restaurants \$115

Commissaries servicing 1-5

mobile unites and/or 1-50

vending machines \$115

Commissaries servicing 6 or

more mobile units and/or

51 or more vending

machines \$175

Where there are more than two food service facilities located at the same address and licensed to the same licensee, the licensee fee shall be the amount listed above for the first two largest facilities and one-half the amount for each additional facility.

For [licenses issued or applied for, for] the following special food service facilities, the following fees shall be charged for licenses issued or applied for:

Temporary Restaurants:

1 day	[\$ 59]	<u>\$ 65</u>
2-4 days	[\$ 97]	<u>\$105</u>
5 or more days	[\$108]	<u>\$115</u>

Seasonal Full Service,
Commissaries or Limited
Service Restaurants

Operating Six (6) months or less	[\$108]	<u>\$115</u>
-------------------------------------	---------	--------------

Smoke Shops: Selling
only pre-wrapped food
without the use of
reusable utensils

	[\$108]	<u>\$120</u>
--	---------	--------------

Warehouses	[\$ 129]	<u>\$140</u>
------------	----------	--------------

Mobile Units	[\$ 115]	<u>\$125</u>
--------------	----------	--------------

Vending Machines:

1 - 10 units	[\$ 118]	<u>\$ 130</u>
11 - 20	[\$ 237]	<u>\$ 255</u>
21 - 30	[\$ 354]	<u>\$ 385</u>
31 - 40	[\$ 413]	<u>\$ 445</u>
41 - 50	[\$ 471]	<u>\$ 510</u>
51 - 75	[\$ 589]	<u>\$ 635</u>
76 - 100	[\$ 706]	<u>\$ 765</u>
101 - <u>250</u>	[\$ 941]	<u>\$1,015</u>
<u>251</u> - 500	[\$1,765]	<u>\$1,900</u>
<u>501</u> - 750	[\$2,826]	<u>\$3,050</u>
751 - 1,000	[\$3,532]	<u>\$3,815</u>
1,001 - 1,500	[\$4,711]	<u>\$5,090</u>
1,501 - 2,000	[\$4,814]	<u>\$5,090</u>

plus \$1 for each
unit over 2,000 units

SECTION 2. AMENDMENT.

MCC Chapter 5.10 is amended to read as follows:

5.10.321 Food Service Plan Review. For the services of the Department of Health in

connection with the review of plans for the construction of food service facilities as those terms are defined in ORS 624, the department shall collect the following fees:

Mobile units	[\$ 97]	<u>\$105</u>
Minor remodeling	[\$ 97]	<u>\$105</u>
Major remodeling	[\$194]	<u>\$210</u>
New construction	[\$242]	<u>\$280</u>

The definition of these categories shall be established by administrative rule.

SECTION 3. AMENDMENT.

MCC Chapter 5.10.322 is amended to read as follows:

5.10.322 Payment of license fees and delinquency penalty:

(A) [ORS 624.020 states that all licenses] Licenses issued under this section [(ORS 624.020)] terminate and are renewable on December 31 of each year. The renewal of license fees imposed by MCC 5.10.320 through 5.10.345 shall be paid or postmarked on or before midnight of January 31 of the current license year, to the department.

(B) Except as provided in subsection (C) of this section, to any license fee not paid as required in subsection (A) and (D) of this section, there shall be added a penalty of fifty percent of such license fees.

(C) If the department determines that the delinquency was due to reasonable cause and without any intent to avoid payment, the penalty provided by subsection (B) of this section shall be waived.

(D) When a license fee is due at any other time of the year other than January 31, the license fee shall be payable to the department within thirty days of application. If the license fee is not paid as provided in this subsection, then subsection (b) of this section shall apply.

(E) The license fee for a seasonal facility, which operates six (6) or fewer consecutive months, shall be payable within 30 days of the first day of operation for the current year. If the fee is not paid as provided in this subsection, then subsection (B) of this section will apply.

(F) One-half of the license fee shall be refunded if an establishment closes or changes ownership within the first two months of the year or within any two-month period of ownership, and the application for a refund is made, in writing, within the same two-month period.

(G) The license fee for a temporary restaurant operating on an intermittent basis at the same specific location in a grouping of less than six shall be \$[108] 120 per month for the first four (4) months of operation within a calendar year, and \$[36] 40 per month for the remainder of the year.

SECTION 4. AMENDMENT.

MCC 5.10.323 is amended to read as follows:

5.10.323 Bed and Breakfast Facilities. Food service license fees: For the services of the Department of Health in connection with the inspection of food service facilities as those terms are defined in ORS 624, the department shall collect a \$[115] \$120 annual license fee from each applicant.

SECTION 5. AMENDMENT.

MCC 5.10.340 is amended to read as follows:

5.10.340 Swimming pool license fee. For the service of the Department of Health in connection with the inspection of public swimming pools, public spa pools, and bathhouses as those terms are defined in ORS 448.005, the department shall collect annual license fees from

each applicant [, except where more than one public swimming pool or public spa pool is] based
on the number of swimming or spa pools located at the same address, and operated by the same
licensee. [in which case the annual] Annual license fees shall be as follows:

For the first three pools	[\$177]	<u>\$195</u> each.
For each additional pool	[\$ 89]	<u>\$ 95</u> each.

SECTION 6. AMENDMENT

MCC 5.10.341 is amended to read as follows:

5.10.341 Swimming pool and spa plan review. For the services of the Department of Health in connection with the review of plans for the construction of public swimming pools, public spa pools and bathhouses as those terms are defined in ORS 448.005 the department shall collect a [~~\$473~~] \$500 fee from each applicant.

SECTION 7. AMENDMENT.

MCC 5.10.345 is amended to read as follows:

5.10.345 Tourist and travelers facilities license fees. For the services of the Department of Health in connection with the issuance of licenses the department shall collect from every applicant at the time of application, the following fees:

Tourist and travelers facilities and recreation parks:

1 - 25 units	[\$145]	<u>\$155</u>
26 - 50	[\$172]	<u>\$185</u>
51 - 75	[\$199]	<u>\$215</u>
76 - 100	[\$226]	<u>\$245</u>
101 units and over	[\$226]	<u>\$245</u> plus \$1 per unit over 101 units

Picnic parks	[\$ 59]	<u>\$ 65</u>
Organizational camps	[\$118]	<u>\$125</u>
Day Camps	[\$ 75]	<u>\$ 80</u>

SECTION 8. AMENDMENT.

MCC Chapter 5.10 is amended to read as follows:

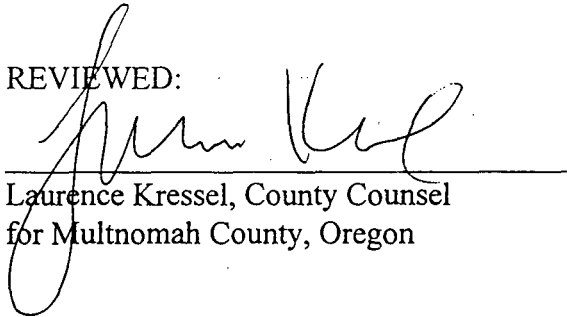
5.10.346 Bed and Breakfast Facilities. Tourist Accommodations license fee. For the services of the Department of Health in connection with the inspection of tourist accommodation facilities as those terms are defined in ORS 446, the department shall collect a [\$59] \$65 annual license fee from each applicant.

ADOPTED this _____ day of _____, 1994, being the date of its
 _____ reading before the Board of County Commissioners of Multnomah County,
 ADOPTED this _____ day of _____, 1994, being the date of its _____
 reading before the Board of County Commissioners of Multnomah County, Oregon.

(SEAL)

 Beverly Stein, Chair
 Multnomah County, Oregon

REVIEWED:



 Laurence Kressel, County Counsel
 for Multnomah County, Oregon

MEETING DATE: OCT 20 1994 .

AGENDA NO: R-4 .

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Distribution of Proceeds from the Sale of Tax Foreclosed Properties for the period July 1, 1993 through June 30, 1994

BOARD BRIEFING: Date Requested: _____ .

Amount of Time Needed: _____ .

REGULAR MEETING: Date Requested: October 13, 1994 .

Amount of Time Needed: 5 minutes .

DEPARTMENT: Environmental Services DIVISION: Assessment & Taxation .

CONTACT: Kathy Tuneberg TELEPHONE #: 248-5132 X2331 .
BLDG/ROOM #: 166/200 .

PERSON(S) MAKING PRESENTATION: Kathy Tuneberg .

ACTION REQUESTED:

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

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request an Order authorizing reimbursement by the Tax Title Fund to the Assessment & Taxation Fund for \$603,366.06 of expenditures incurred and disbursed during the period of July 1, 1993 through June 30, 1994 for the administration and maintenance of tax foreclosed properties and a further Order for the distribution to the Taxing Districts of Multnomah County of the balance of the proceeds from the sales of these properties in the amount of \$356,913.44, in accordance with the formula provided in ORS 311.990.

This action is required under the provision of ORS 275.75.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____ .

OR

DEPARTMENT MANAGER: James M. DeBor Betsy William .

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222
6/93

Copy Order 94-203 sent to Beverly Scott on 10-21-94.

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
OCT 11 PM 5:02

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENT**

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Kathy Tuneberg

TODAY'S DATE: September 27, 1994

REQUESTED PLACEMENT DATE: October 13, 1994

RE: Distribution of Proceeds from the Sale of Tax Foreclosed Properties for the period July 1, 1993 through June 30, 1994

I. Recommendation/Action Requested:

Request Order authorizing reimbursement of the Assessment & Taxation Fund and additional Order authorizing distribution of tax foreclosed property sale proceeds to Multnomah County Taxing Districts.

II. Background/Analysis:

Tax foreclosed property administration and maintenance is budgeted and expended in the Assessment & Taxation Fund. The Board must authorize the reimbursement of these expenditures by the Tax Title Fund. The Board must also authorize the distribution of the proceeds, after deducting expenditures, to the Taxing Districts.

This process occurs one to two times a year and is provided for by statute.

III. Financial Impact:

The County is fully reimbursed for appropriate administrative and maintenance expenditures associated with tax foreclosed properties. Any excess of revenue (sale proceeds, contract payments, interest, etc) over expenditures is to be returned to the taxing districts.

IV. Legal Issues:

None. The process is provided for in ORS 275.275 and 311.390.

V. Controversial Issues:

None known.

VI. Link to Current County Policies:

N/A

VII. Citizen Participation:

No citizen involvement is anticipated.

VIII. Other Government Participation:

All taxing districts in the County receive a percentage of the distribution.

MULTNOMAH COUNTY
Division of Assessment & Taxation
Distribution of Tax Title Proceeds
for the period
July 1, 1993 to June 30, 1994

REVENUE:

Total Tax Title Fund Revenue	\$	960,279.50	
Less: Pass Through/Refunds		<u>(34,276.78)</u>	
Net Revenue Available for Distribution	\$		926,002.72

EXPENDITURES:

Tax Title Program Expenditures			
Personal Services	\$	177,340.71	
Materials & Services		390,713.57	
Capital		<u>1,035.00</u>	
Total Administration & Maintenance	\$		<u>(569,089.28)</u>

Distribution to Taxing Districts	\$		<u>356,913.44</u>
----------------------------------	----	--	-------------------

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Distribution of)	
Proceeds from the Sale of Tax)	ORDER
Foreclosed Properties for the Period)	94-203
July 1, 1993 through June 30, 1994)	

WHEREAS, it appearing that Multnomah County, during the period July 1, 1993 through June 30, 1994, has made sales of tax foreclosed real properties which have produced revenues of \$960,279.50, and that the County has incurred the sum of \$603,366.06 for administration and maintenance of these properties and that the unexpended balance is \$356,913.44, and

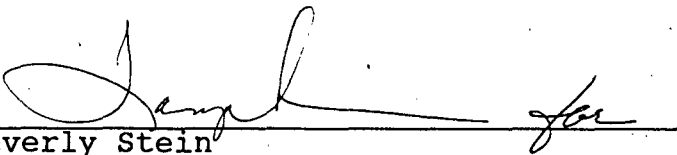
WHEREAS, under the provision of ORS 275.275, after refunding to the County's Assessment & Taxation Fund all expenditures incurred by the County in the maintenance and administration of such properties, the remaining proceeds from the sale of said properties are to be distributed to the various taxing districts in Multnomah County, Oregon.

Now, THEREFORE, it is ordered that expenditures in the sum of \$603,366.06 be disbursed to Multnomah County's Assessment & Taxation Fund, and

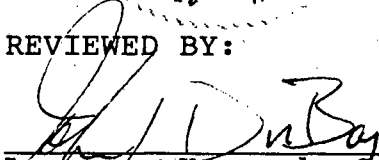
it is FURTHER ORDERED that the balance of the proceeds, \$356,913.44, be distributed to the Taxing Districts of Multnomah County by the County Treasurer in accordance with the formula provided in ORS 311.390.

Approved this 20th day of October, 1994




Beverly Stein
Chair of the Multnomah County
Board of County Commissioners

REVIEWED BY:


Laurence Kressel, County Counsel
for Multnomah County, Oregon

MEETING DATE: OCT 20 1994
AGENDA NO: R-5

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Intergovernmental Agreement with Marion County

BOARD BRIEFING Date Requested: _____
Amount of Time Needed: _____

REGULAR MEETING: Date Requested: October 13, 1994
Amount of Time Needed: 10 minutes

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: Gregory H. Kirby TELEPHONE #: 6139
BLDG/ROOM #: 425/B26

PERSON(S) MAKING PRESENTATION: Gregory H. Kirby

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Approve Intergovernmental Agreement with Marion County to receive training and support for the Pavement Management System that Multnomah County is implementing.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: *[Signature]*

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

GKVH1346.AGD

RECEIVED

OCT 05 1994

COUNTY COUNSEL FOR
MULTNOMAH COUNTY, OR

Originals sent to Gregory Kirby on 10-21-94.

MULTNOMAH COUNTY
OREGON
COUNTY COMMISSIONERS
1994 OCT 10 AM 9:00

6/93



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

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: Gregory Kirby *GK*

TODAY'S DATE: September 27, 1994

REQUESTED PLACEMENT DATE:

RE: Intergovernmental Agreement with Marion County to Receive Training and Support for Pavement Management System.

I. Recommendation/Action Requested:

Approve Intergovernmental Agreement with Marion County.

II. Background/Analysis:

Multnomah County has been getting prepared to implement a computerized Pavement Management System (PMS). Marion County has been using the PMS system that Multnomah County is going to use for the past five years. Multnomah County will benefit greatly from the training and support that Marion County can give us.

III. Financial Impact:

The cost will be based on how much time Marion County will need to train and support Multnomah County staff.

GKVVH1346.SUP

IV. Legal Issues:

None

V. Controversial Issues:

None

VI. Link to Current County Policies:

This agreement will accelerate the learning time that it takes to get our PMS system going.

VII. Citizen Participation:

None

VIII. Other Government Participation:

Marion County worked with County staff to develop this agreement.

**CONTRACT APPROVAL FORM**

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 30124-5

Amendment # _____

CLASS I <input type="checkbox"/> Professional Services under \$25,000	CLASS II <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	CLASS III <input checked="" type="checkbox"/> Intergovernmental Agreement APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS AGENDA # R-5 DATE 10/20/94 Carrie A. Parkerson BOARD CLERK
---	---	---

Department Environmental Services Division Transportation Date 9/27/94Contract Originator Gregory H. Kirby Phone 6139 Bldg/Room 425/B26Administrative Contact Same as above Phone _____ Bldg/Room _____Description of Contract Intergovernmental Agreement with Marion County to be trained and receive support in implementing Pavement Management program.

RFP/BID # _____ Date of RFP/BID _____ Exemption Exp. Date _____

ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ QRF

Contractor Name Marion County
 Mailing Address 220 High Street NE
Salem, OR 97301-3670
 Phone (503) 588-5036
 Employer ID# or SS# _____
 Effective Date Upon Signature
 Termination Date June 30, 1995
 Original Contract Amount \$5,000.00
 Total Amount of Previous Amendments \$ _____
 Amount of Amendment \$ _____
 Total Amount of Agreement \$ 5,000.00

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 [Signature]
 Purchasing Director _____
 (Class II Contracts Only)
 County Counsel [Signature]
 County Chair / Sheriff _____
 Contract Administration _____
 (Class I, Class II Contracts Only)

Encumber: Yes ☐ No ☐Date 10/3/94

Date _____

Date 10/7/94Date 10/20/94

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.	150	030	6101		16110	6110					
02.											
03.											
* If additional space is needed, attach separate page. Write contract # on top of page.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - CONTRACT ADMINISTRATION

CANARY - INITIATION

PINK - FINANCE

INTERGOVERNMENTAL AGREEMENT

Between

MARION COUNTY

a political subdivision of the State of Oregon

and

MULTNOMAH COUNTY

a political subdivision of the State of Oregon

for

PAVEMENT MANAGEMENT SERVICES AND PAVEMENT CONDITION ANALYSIS

This Agreement is made pursuant to O.R.S. 190.003 to 190.110, between Marion County and Multnomah County, political subdivisions of the State of Oregon.

The consideration of the mutual obligations and benefits herein set forth, the parties agree as follows:

- I. Multnomah County Obligations:
 - A. Set up initial database as required to successfully operate the latest edition of the Metropolitan Transportation Commission (MTC) software.
 - B. Set up the information for construction of pavement management program decision tree. The information to be provided shall be:
 1. The type of maintenance treatments applied to Multnomah County Roads;
 2. The costs per square yard for the application of treatments.
 - C. Provide dates reflecting year of construction of roads in the network.
 - D. Provide staff to be trained to inspect and rate the pavement segments.
- II. Marion County Obligations:
 - A. Provide Multnomah County with two (2) executed contracts.
 - B. Train Multnomah County staff for pavement condition assessment.

C. Provide technical support on an as needed basis for the following:

1. Inspection for pavement condition assessment
2. Review Multnomah County's MTC database
3. Reports from MTC database
4. Budget analysis, and Budget "what if" scenarios

III. Compensation:

Multnomah County shall compensate Marion County for services provided under section II paragraphs B and C. Compensation shall be based on the Hourly Billing Rates effective July 1, 1994 contained in this Agreement labeled attachment "A", plus an administrative charge of fifteen (15) percent.

Marion County shall provide an itemized Bill on a monthly basis. Multnomah County shall pay the bill within thirty (30) days of receipt.

IV. Mutual Obligations:

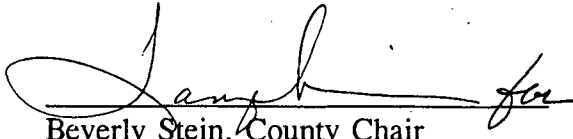
- A. This Agreement may be amended by mutual agreement of both parties in writing.
- B. This Agreement shall remain in effect from the date of execution until June 30, 1997.
- C. This Agreement may be terminated by either party by giving thirty (30) days written notice to the other party.
- D. This Agreement is dependent upon availability of funding.

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed by their duly authorized representatives as of this ____ day of _____, 1994.

MARION COUNTY
Department of Public Works

BOARD OF COUNTY COMMISSIONERS
for Multnomah County, Oregon

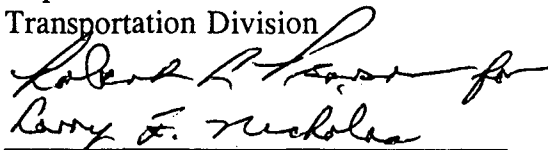
Robert J. Hansen, Director


Beverly Stein, County Chair

Approved as to Form:

Department of Environmental Services
Transportation Division

Marion County Legal Counsel


Larry F. Nicholas, Director

Approved as to Form:

Risk Management

Reviewed:
LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

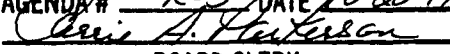
Board of Commissioners
for Marion County, Oregon

By 
Deputy County Counsel

Chairperson

Commissioner

Commissioner

APPROVED MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # K-5 DATE 10-20-94

BOARD CLERK

ATTACHMENT "A"

Hourly Billing Rates

Effective July 1, 1994

POSITION	RATE
Director of Public Works	\$58.49
Chief Engineer	\$52.88
Civil Engineer	\$39.41
Engineering Manager	\$39.41
Construction Manager	\$33.47
Civil Engineering Associate I	\$34.24
Engineering Tech 3	\$32.62
Engineering Tech 2	\$27.20
Engineering Assistant	\$25.41
Engineering Tech 1	\$24.88
Land Surveyor	\$35.71
Survey Tech 2	\$27.20
Survey Tech 1	\$24.88
Weighmaster	\$24.88
Department Specialist 4	\$23.82
Programmer/Analyst	\$34.24
Mileage Reimbursement	\$0.29

Administrative charge of 15% to be added to above listed hourly rates.

MEETING DATE: OCT 20 1994

AGENDA NO: R-6

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Transportation Systems Development Charge

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: September 22, 1994

Amount of Time Needed: 5 minutes

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: Ed Pickering

TELEPHONE #: 248-3636

BLDG/ROOM #: #425

PERSON(S) MAKING PRESENTATION: Ed Pickering

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

An ordinance establishing a Transportation Impact Fee (TIF) systems development charge and a resolution establishing the TIF rate and application methodology. Impacts unincorporated properties located in the Urban Service Areas of the cities of Gresham, Fairview, Troutdale, and Wood Village. Provides for consistent administration of development within the East County TIF area. The cities' and county's TIF will generate approximately \$19 million of 2010 for needed transportation capital improvements resulting from future growth impacts on the East County Transportation system.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: for Betty Williams

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

EPCK0825.FOR

Copy of Ordinance No. 802 Sent to Ed Pickering & Betty Williams on 10-21-94 & Ord. Sub. list on 10-24-94.

1994 OCT 11 PM 5:06
MULTNOMAH COUNTY
OREGON



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

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: Betsy Williams, DES Director *Betsy Williams*
Larry Nicholas, P. E., Transportation Division Director

TODAY'S DATE: September 8, 1994

REQUESTED PLACEMENT DATE: SEPTEMBER 25, 1994

RE: Adoption of Ordinance and Resolution - Traffic Impact Fee Systems Development Change

I. Recommendation/Action Requested:

The Transportation Division recommends that the Board: 1) Adopt Ordinance No. ___ which establishes the Traffic Impact Fee (TIF) systems development charge for unincorporated properties in the urbanizing East County area; and 2) Adopt Resolution No. ___ which establishes the fee rate and methodology to administer the TIF.

II. Background/Analysis:

The city of Gresham undertook a traffic impact fee study in 1993. Multnomah County joined in the project and enlarged the scope to include additional areas located in Troutdale, Wood Village, and Fairview. The completed Trafficway Plan and Impact Fee Study (DKS, November 1993) develops information necessary to implement a TIF by:

1. Identifying existing transportation system deficiencies which are not eligible for TIF funding;
2. Identifying the level of growth and development in East Multnomah County to the year 2010;
3. Identifying the impacts from this growth on the transportation system; and

4. Establishes the basis for the transportation systems development charge pursuant to O.R.S. 223.297.

The cities of Gresham, Fairview, and Troutdale are in the process of conducting hearings to adopt a consistent East County regional TIF. Fairview and Troutdale City Councils have requested that the county also adopt the TIF. The action before the Board provides that properties located in the Urban Service Areas of East County cities will be administered consistently, including properties that have not yet been annexed by those cities.

III. Financial Impact:

The number of properties subject to the county's TIF is limited so that the revenue to be generated may not be great. However, revenue from the regional TIF with involvement by the county and East County cities is projected, based on the costs to mitigate transportation impacts from anticipated future growth, to be upwards of \$19 million by the year 2010.

The proposed improvements are located predominantly on the county road system. Therefore, Multnomah County will benefit by additional capital to invest in the East County road system, following a project prioritization process by the East Multnomah County Transportation Committee (EMCTC).

IV. Legal Issues:

Transportation Impact Fees are a type of systems development charge which are provided for by state law. There are no known legal issues.

V. Controversial Issues:

Wood Village has chosen not to hear the Traffic Impact Fee so that future growth in this area of East County will be excluded from the regional TIF area. However, the Wood Village representative to the East Multnomah County Transportation Committee (EMCTC) will have an equal vote in setting TIF capital spending priorities.

City of Troutdale is debating adoption of the regional TIF of \$1,190. One option under consideration is reducing the regional portion of the fee by \$582 which is the rate of their local TIF. Thus, Troutdale's regional fee will only be \$618. Troutdale will also have a vote in setting TIF priorities at EMCTC.

City of Troutdale has also requested that the county consider including in the TIF area future growth to occur in adjacent rural areas. The amount of growth allowed in these areas is very limited and would not significantly impact the East County urban transportation system.

Concern has also been expressed regarding the TIF as a disincentive to economic growth and job development in East County because of developments that, by their nature or location, reduce trips generated and impacts on the transportation system. The TIF methodology provides for exceptions and has the ability to reduce fees to the extent that PM peak hour trips are reduced. Each of the other three counties in the bi-state region has comparable traffic impact fees (Portland being the major exception) so that, the effect of adopting an East County TIF is to provide consistent development parameters in areas subject to suburban growth pressures. Gresham and the Gresham Area Chamber of Commerce are considering other measures to provide incentives for targeted development to locate in East County.

VI. Link to Current County Policies:

The TIF is consistent with Multnomah County Comprehensive Framework Plan Policy No. 32: Capital Improvements, and Policy No. 33: Transportation Systems.

VII. Citizen Participation:

Citizens have had the opportunity to be informed at four city council briefings, one at each of the four East County cities, and to be heard at six public hearings held to date. Seven of these meetings will have been broadcast to area homes by the local cable companies. Gresham has reviewed the proposal with their Transportation Citizen Advisory Committee.

VIII. Other Government Participation:

Gresham and Fairview have adopted the regional TIF and the consistent vote. City of Troutdale is considering adopting the TIF. The city of Gresham was co-sponsor of the project along with the county. The East Multnomah County Transportation Committee has been briefed throughout the development of the TIF report. The EMCTC has also agreed to set priorities for capital funding using TIF funds on an annual basis.

ORDINANCE FACT SHEET

Ordinance Title: An ordinance amending Multnomah County Code Chapter 5.10 establishing a transportation system development charge and declaring an emergency

Give a brief statement of the purpose of the ordinance (include the rationale for adoption of ordinance, description of persons benefitted, and other alternatives explored).

The transportation systems development charge assesses new development a fee based on projected P.M. peak hour trips to fund, on a pro rata basis, transportation improvements made necessary from new development. The result will be that new development pays for necessary system improvements rather than existing residents and businesses. Current and future residents and businesses will benefit from an efficient transportation in East Multnomah County. Other funding sources have been explored in the Trafficway Plan and Impact Fee Study (November 1993).

What other local jurisdictions in the metropolitan area have enacted similar legislation?

The cities of Gresham and Fairview have recently adopted similar ordinances and Troutdale will be considering adoption October 11, 1994, covering all properties within their corporate limits. Multnomah County has been requested by the City Councils of Fairview and Troutdale to adopt this ordinance affecting unincorporated properties within their respective urban service areas, so that all properties in the traffic impact fee area are treated equally.

What has been the experience in other areas with this type of legislation?

Each of the other three counties in the region have enacted traffic impact fee provisions as a means of financing new transportation capital improvements in coordination with private development. Many cities undergoing rapid development have also enacted traffic impact fees as well as other types of system development charges (sewers, parks, schools).

What is the fiscal impact, if any?

The county ordinance will not generate a great deal of new revenue as the number of properties affected is limited. However, the county and cities' ordinances will generate cumulatively approximately \$19 million by year 2010. Since many of the projected future transportation improvements are located on the county road system, much of the revenue will be transferred to the county, with priorities established by the East Multnomah County Transportation Committee.

(If space is inadequate, please use other side)

SIGNATURES:

Person Filling Out Form: _____

Planning & Budget Division (if fiscal impact): _____

Department Manager/Elected Official: _____

Submitted to

City of Gresham
Multnomah County



Trafficway Plan and Impact Fee Study

Final Report

by

DKS Associates



November 1993



Technical Advisory Committee
for
Gresham/East Multnomah County
Trafficway Plan and Impact Fee



David Rouse
Project Manager
City of Gresham

Ed Pickering
Project Manager
Multnomah County

Jerry Anderson
Wood Village

Scott Barrie
Home Builders Association

Scott Cline
City of Troutdale

Sandy Emrick
Home Builders Association

Karla Forsythe
Home Builders Association

Joanne Foulkrod
City of Portland

Jim Galloway
City of Troutdale

Guy Graham
City of Gresham

Bob Johnson
Multnomah County

John Pettis
City of Fairview

Sajjad Rasheed
ODOT

Richard Ross
City of Gresham

Jeff Sarvis
City of Fairview

DKS Associates

921 S.W. Washington Street, Suite 612

Portland, OR 97205-2824

Phone: (503) 243-3500

Fax: (503) 243-1934

November 10, 1993

David S. Rouse
City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030-3825

Subject: Gresham/East Multnomah County Trafficway Plan and Impact Fee Study P91259

Dear Dave:

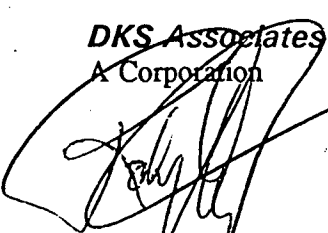
DKS Associates is pleased to submit this final project report for the Gresham/East Multnomah County Trafficway Plan and Impact Fee Study. This document represents the coordinated efforts of the technical advisory committee and DKS Associates over the past 18 months to collect accurate data, develop reasonable forecasts and perform analysis for the purpose of defining a method to fund transportation capacity needs caused by land use growth for the next 20 years.

The final report incorporates comments from each of the technical advisory committee members and other affected groups participating in this project, and will be used as a background document in the implementation of transportation system development charges for the Gresham/East Multnomah County area. Supporting detailed technical information regarding existing transportation conditions, land use, level of service calculations and cost estimates of recommended SDC improvement projects is provided in technical supplements to this report.

We appreciate the technical assistance and input provided by all involved agencies to make this a coordinated regional effort. It has been a pleasure to conduct this study with you and we look forward to working with you again in the future.

Sincerely,

DKS Associates
A Corporation


Ransford S. McCourt
Principal



Submitted to

City of Gresham
Multnomah County



Trafficway Plan and Impact Fee Study

Final Report

by

DKS Associates



November 1993

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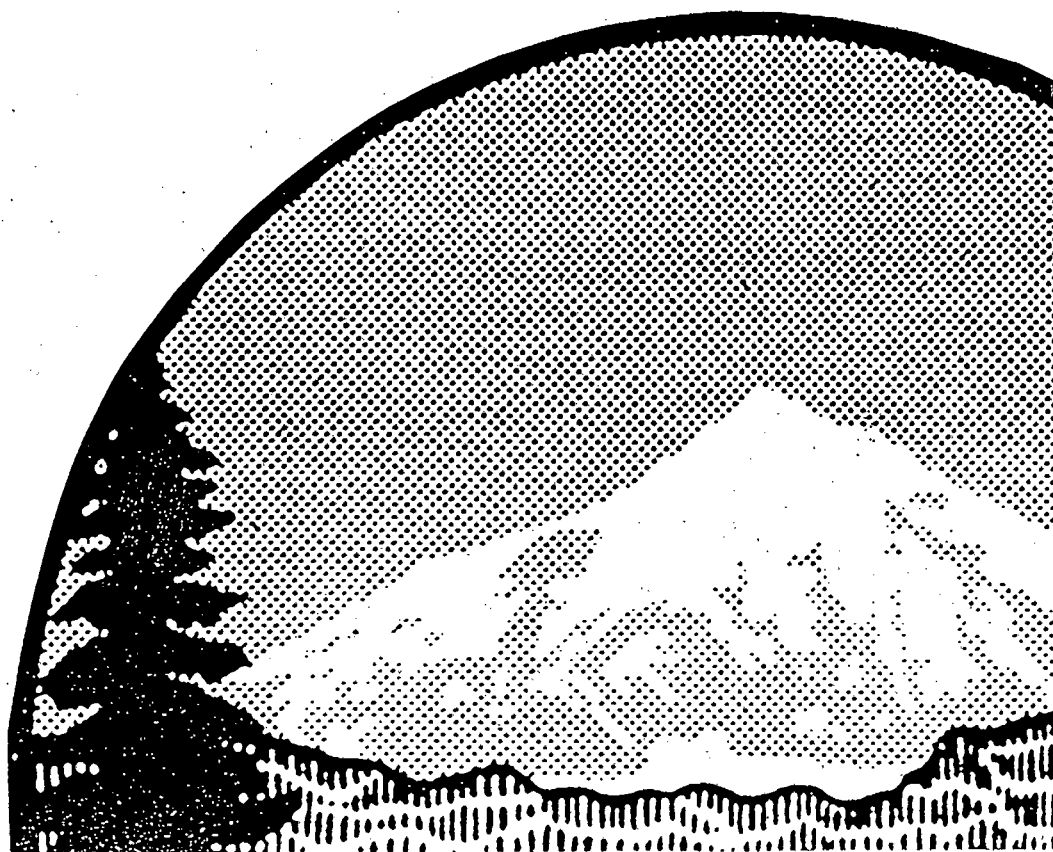
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- 1. EXISTING CONDITIONS
- 2. TRAFFIC OPERATION ANALYSIS
- 3. CORRIDOR PERFORMANCE

1. Introduction



1. Introduction and Summary

Rapid urban growth and development in east Multnomah County has placed increased pressure on the transportation system, resulting in congestion and poorer traffic levels of service. Planning is underway for the addition of significant regional improvements to the transportation network, such as I-84 improvements, the Mt. Hood Parkway, and the Sunrise Corridor. It will be necessary to develop a program to provide improvements to arterial and collector trafficways within Gresham and east Multnomah County to assure an adequate, balanced transportation system. Public funding for roadway capacity improvements is limited and becoming more scarce. To ensure that transportation improvements occur concurrently with development, improvement projects must be identified in advance and costs fairly distributed among users of the system.

PURPOSE

The *Gresham/East Multnomah Trafficway Plan and Impact Fee Study* was initiated by the City of Gresham with the purpose of developing a traffic impact fee, or system development charge, to help fund the transportation improvements that will be needed as Gresham grows in the future. Multnomah County joined the City of Gresham in this effort and expanded the original study area to include the Cities of Fairview, Troutdale, Wood Village, and the unincorporated areas of Multnomah County generally south of the Columbia River and west of the Sandy River.

The Transportation Planning Rule (Section 660-12-040) calls for development of a Transportation Finance Program for urban areas. A system development charge can fulfill a portion of the financing picture by developing a funding source that links future development to future capacity needs. The intent of an impact fee or system development charge (SDC) is to provide a balanced transportation system as land use changes addressing roadway improvements, sidewalks, bike lanes and bus facilities. As the program evolves, elements can be added or subtracted to the impact fee system based upon the actual growth and types of transportation projects being considered to resolve system deficiencies.

It is important to implement the impact fee at this time for several reasons:

- To ensure continued development of a balanced transportation system along with new development;
- To ensure timely implementation of improvements which serve new development before the system degrades to unacceptable operating conditions;

- Identify needed future capacity-related improvements and initiate a prioritization of improvements; and
- To establish a set of guidelines for developers in East Multnomah County which define level of transportation system improvements and the charges for those improvements.

GENERAL APPROACH TO THE FEE

The acceptance and defensibility of a traffic impact fee program depends on how well the fee is developed. State courts increasingly base the validity of impact fee systems on the rational nexus test which contends that there must be a reasonable connection between new community growth and the need for additional facilities to serve that growth. Communities must demonstrate that the need for additional facilities results from new development, not from existing deficiencies. The basic approach to the Gresham/East Multnomah County traffic impact fee assumes that responsibility for alleviating existing deficient conditions will be accepted by the cities and county. Funds will be provided from sources other than the impact fee.

This clarifies the role of new development in terms of impacts on the transportation system. If the impact fee program starts from a point in time when traffic conditions meet minimum acceptable service standards and regional circulation issues are addressed, all future degradation to the transportation system could be associated with future land use changes. Therefore, the first step in developing a traffic impact fee is to identify those improvements, and associated funding mechanisms, which are needed to bring today's circulation system up to community standards. Once these existing deficiencies and the means of funding them are determined, the specific projects related to *future* development that are needed to maintain the traffic circulation system within community standards can be identified. An equitable cost sharing system can then be devised. Based on this premise, the process to develop the Gresham/East Multnomah County traffic impact fee was as follows (Figure 1):

- Establish a multi-agency technical advisory committee (TAC) with participation from the regional home builders association.
- Establish criteria to determine both existing and future deficiencies in conjunction with the TAC. The service standard criteria were selected to balance the desires of the participating jurisdictions to have an efficient transportation system with the cost of maintaining this system.
- Determine existing roadway deficiencies and the associated costs to improve conditions into the acceptable range.
- Prepare a detailed east county sub-area traffic forecast model to project future transportation conditions, incorporating regionally accepted future land use and network assumptions. The

WORK METHODOLOGY

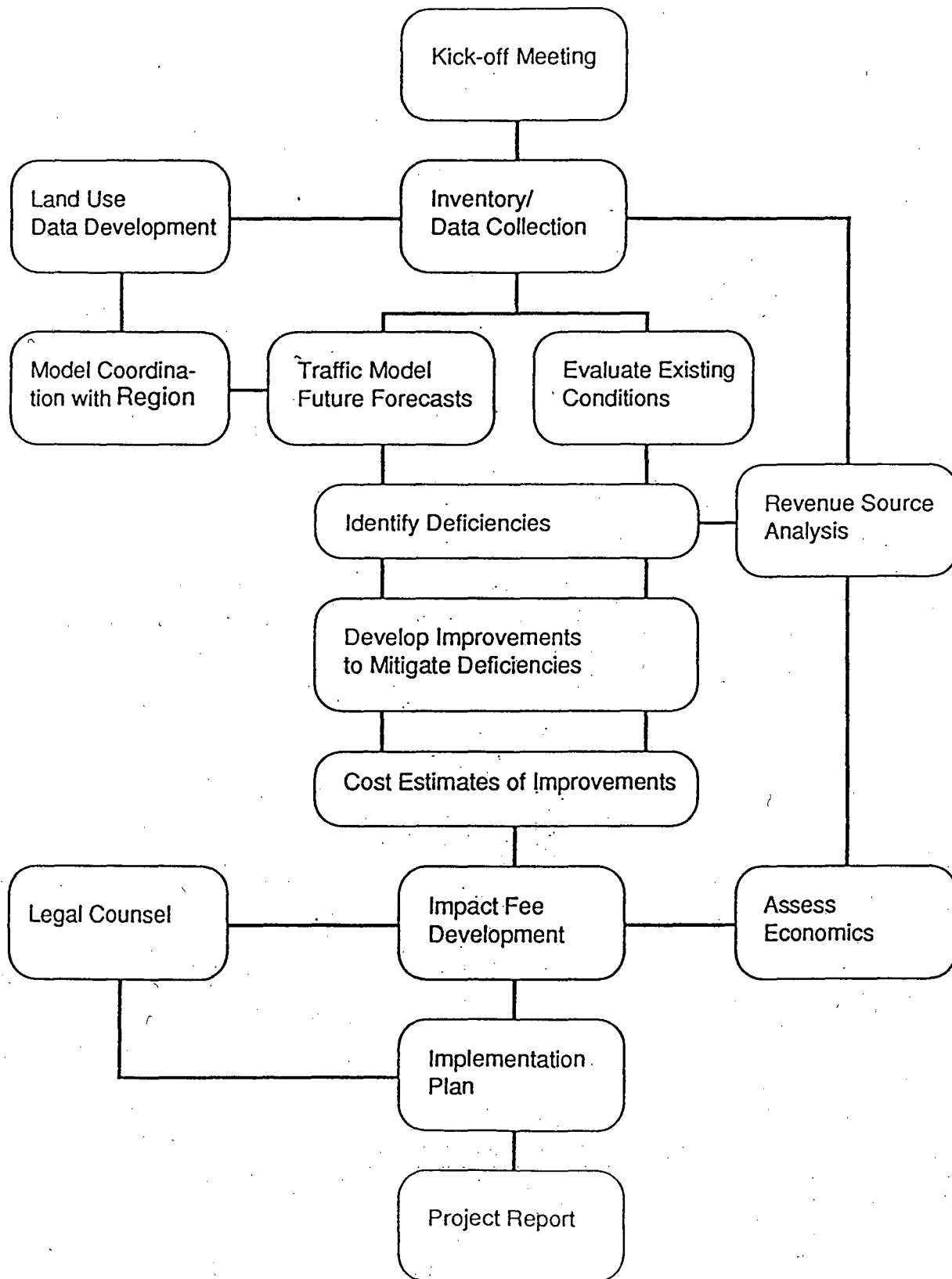


Figure 1

model data base provides the basis to link land use changes and transportation system impacts.

- Determine the transportation improvements needed to maintain acceptable future (year 2010) traffic conditions on the east county transportation system.
- Determine how much of the future improvements are likely to be paid for from other sources (if available) such as federal or state programs, fronting landowners, or other assessment districts.
- Determine the cost of improvements to be funded by the traffic impact fee by taking the difference between the future costs to be included in the fee and the sum of 1) cost to improve existing conditions, and 2) contributions from other sources.
- Develop a cost allocation plan (e.g. system development charge schedule) based on additional PM peak hour trips generated by future development.

REGIONAL CONSISTENCY

Substantial time and effort during the development of the Gresham/East Multnomah County impact fee proposal has been committed to assuring regional consistency in the technical analysis and findings. From involvement and coordination with Metro on travel forecasting, to review of ODOT plans for state highway improvements in the area, to use of Multnomah County Transportation Division staff in the capital cost estimating, steps have been taken to incorporate existing transportation plans and analysis for the study area. The staff from the cities of Gresham, Troutdale, Fairview, Wood Village and Portland, along with Multnomah County and ODOT have participated in the development and recommendations for the Gresham/East Multnomah County Trafficway Plan and Traffic Impact Fee Study. The development of this analysis and report has been a team effort aimed at building agreement and consensus.

RELATIONSHIP TO OTHER MODES

This study focuses on a balanced transportation system of roads, pedestrianways, bikeways and transit. Each of the specific improvements identified in the Gresham/East Multnomah County Trafficway program includes consideration of and/or provisions for:

- street improvements
- sidewalks
- bike lanes
- transit stop improvements
- signal system upgrades to make efficient use of available capacity with growth

Also, in an effort to meet statewide Transportation Planning Rule, an additional five (5) percent of the total roadway project costs was added to further provide other mode improvements, similar to those listed above, in the study area. At this time, these improvements can clearly and legally be addressed within the context of a system development charge. This balanced program of improvements provides the starting point for implementing the impact fee program. In the future, as conditions change, different elements of the transportation system can be emphasized or de-emphasized in refining the specific program of transportation improvements which meet the evolving needs of the communities. In each future update, the test of "rational nexus" must be applied and met to assure conformance with legislative requirements of system development charges. These updates can be accommodated through the periodic review process of the comprehensive plan.

SUMMARY

This report provides an overview of the technical findings and process used in developing the Gresham/East Multnomah County Trafficway Plan and Impact Fee Study. Chapter 2 summarizes existing deficiencies resulting from analysis of existing conditions. Analysis of 126 study intersections provides a solid benchmark of current operations in 1992 which can be used to measure changes in system performance as land use changes occur in the future. Chapter 3 provides an overview of the travel modelling work and documents the need for future improvements in the year 2010 based upon the evaluation criteria established for this study. Chapter 4 outlines the cost estimates of the transportation improvements to mitigate both existing and future deficiencies. Chapter 5 reviews current revenue sources for roadway projects and compares current traffic impact fees charged in other cities in the metropolitan area and elsewhere in Oregon. Chapter 6 outlines the development of the impact fee methodology and Chapter 7 provides implementation language for a transportation system development charge.

Technical Supplements

Additional technical supplements have been prepared for this project. Technical Supplement No. 1 to this report provides a detailed description and evaluation of existing conditions for the arterial corridors in east Multnomah County. The Technical Appendices provide the following information: Technical Appendix A collects the meeting notes from the Technical Advisory Committee meetings which guided the study process; Technical Appendix B provides detailed land use data base information for each of the traffic analysis zones in the study area; Technical Appendix C includes all of the level of service calculation sheets for existing and future analyses; Technical Appendix D contains the detailed cost estimate information provided by the County; and Technical Appendix E is a copy of the City of Troutdale's existing Traffic System Development Charge. Included with the Technical Appendices are computer disk copies of all working files necessary for defense, monitoring, and updating of the traffic impact fee.

Land Use Inventory

The first step in the technical analysis was to conduct a detailed land use inventory for the study area. Today, there is over 17 million square feet of commercial development and almost 56,500 residential dwelling units in the East Multnomah County study area. Land uses were categorized to provide clear definition in forecasting future trip generation and to provide a broad basis for impact fee development. In the 1992 evening peak hour, approximately 86,000 vehicle trips (vehicles entering or exiting land use sites) are generated in the study area. Some of the key existing land use groups are summarized in Table 1.

Table 1
Summary of Existing Land Uses in Study Area

Land Use	Study Area Inventory
Residential Housing Units	34,191 Single Family / 22,280 Multi-Family
Office	1,314.3 KSF
Medical Uses	429.8 KSF
Light Industrial	4,195.0 KSF
Warehousing/Manufacturing	3,877.7 KSF
Large Retail Sites (> 100,000 Square Feet)	1,953.8 KSF
Medium Retail Sites	2,678.6 KSF
Small Retail Sites (< 10,000 Square Feet)	836.7 KSF
Hotel/Motel	810 Rooms
Schools	54,095 Students
Park and Ride	1,068 Spaces
Community Uses	1,503.8 KSF
Government Offices	516.5 KSF

Criteria/Measures of Effectiveness

Measures of effectiveness were established to define what represents acceptable transportation system performance. These measures included operational characteristics such as street capacity, vehicle delay and safety. The service standards used for this study include:

- Level of Service (D or better)
- Delay (Average stopped delay at signalized intersections of 40 seconds or less)
- Volume to Capacity Ratio (0.90 or better)
- Safety Analysis (Top accident locations)

Existing Deficiencies

Analysis of existing transportation system operating conditions indicated that several capacity increasing or safety improvements would be required to bring the system into conformance with the service standards. Table 2 summarizes the locations and improvements required. All of these improvements would cost approximately \$6,573,000 and require funding from existing local, state and federal sources. Of this amount approximately \$4,558,000 is already programmed for implementation. The remaining \$2,015,000 needs to be funded from existing agency roadway funding sources.

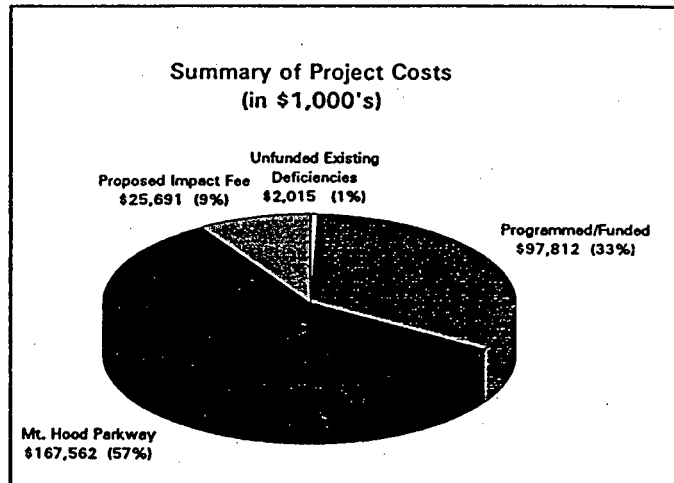
Table 2
Summary of Mitigations for Existing Deficiencies

LOCATION	IMPROVEMENT
242nd - Hogan/Division Intersection	Provide 5 lanes from Division to Hall on Hogan
136th/Powell Intersection	Add northbound right turn lane
201st/Halsey Intersection	Install traffic signal with interconnect
I-84 Eastbound Ramps-Frontage Road/Graham	Two lanes eastbound-one being a right turn lane, two lanes southbound
Graham/Columbia River Highway	Provide two lanes each way on Graham with left turn lanes, provide one lane each way on Columbia River Highway with left turn lanes. Provide eight phase signal.
Halsey/Columbia River Highway	Access from I-84 to Columbia River Highway to be closed by ODOT
Walters/Powell	Install traffic signal and interconnect
Signal System	Optimize signal operation on 181st, Division, Burnside and Powell
Safety Improvements*	Develop channelization, signal and striping improvements to improve safety and operation at 15 candidate intersections (not capacity related)

- * - These improvements were not defined as part of existing deficiencies and are not to be included on the improvement list funded by the traffic impact fee. These improvements will need to be defined, programmed and funded through existing local, state and federal sources.

Future Conditions

Analysis of year 2010 conditions in East Multnomah County indicated that evening peak hour vehicle trip generation would increase by approximately 25,000 vehicles per hour (86,000 to 111,000 PM peak hour trips). This conclusion is based upon modelling performed by Metro and is consistent with the adopted Regional Transportation Plan¹. The 2010 scenario transportation network included existing roads, plus those improvements which are currently funded and would likely be implemented by the year 2010. The Hogan alignment of the proposed Mt. Hood Parkway was also included in the future base network. It was necessary to include Mt. Hood Parkway in the traffic impact fee analysis to avoid developing duplicate local improvements that will not be necessary with the Parkway in place. If all the local improvements that would be needed if the Parkway were not built were included in the traffic impact fee, then the resulting fee would be substantially higher than other fees currently charged in the region. The estimated cost of the funded programmed improvements included in the future base network is \$97,812,000. An additional \$167,562,000 will be funded by non-impact fee sources for Mt. Hood Parkway engineering, right-of-way acquisition, and construction².



Impact Fee Development

Future traffic generated by new land uses in the study area resulted in identification of 27 transportation improvements (Figure 5, Chapter 3), in addition to the programmed improvements which will be required to meet the service standards established for this study. Twenty (20) of these projects are located within the City of Gresham (Table 3). These additional projects make up the list of improvements to be funded by the proposed traffic impact fee. While these projects are not listed in order of priority, a first cut at prioritization was developed based on technical data (congestion and delay). This preliminary prioritization was provided to the TAC starting on page 4 of the June 23 memo (see Technical Appendix A).

¹ - *Regional Transportation Plan: 1992 Revision of 1989 Update*, Metro, January 1992.

² - Based on an estimate provided via 07/19/93 phone conversation with Dave Simpson of the Oregon Department of Transportation.

Table 3
Gresham Traffic Impact Fee Project List

PROJECT NUMBER	LOCATION
1	181st at I-84
2	181st Avenue (I-84 to Halsey Street)
3	Powell Boulevard (Gresham City Limits to Eastman Parkway)
9	181st Avenue at San Rafael Street
10	181st Avenue at Halsey Street
11	181st Avenue at Glisan Street
12	181st Avenue at Burnside Street
13	181st Avenue at Stark Street
14	182nd Avenue at Division Street
15	185th Avenue at Sandy Boulevard
16	202nd-Birdsdale at Powell Boulevard
18	223rd-Fairview at Glisan Street
19	Regner Road at Roberts Avenue
20	Burnside Street at Division Street
21	242nd-Hogan at Stark Street
22	242nd-Hogan at Palmquist Road
24	257th Avenue-Kane at Powell Valley Road
25	262nd Avenue-Barnes at Orient Drive
26	Areawide Signal System
27	Impact Fee Studies

While no specific improvements for other modes (transit, bicycle, pedestrian) have been explicitly identified, project descriptions include provision for sidewalks and proposed bicycle facilities. Additionally, five (5) percent of the total proposed traffic impact fee is provided for other mode improvements such as park and ride spaces, bus stops and bus stations. The proposed impact fee project list does not include provision of the Mt. Hood Parkway or MAX service improvements. These facilities were assumed to be of regional need and to be funded through available regional, state and federal sources. The improvements on the proposed traffic impact fee project list are on collector and arterial streets.

The cost of the future improvements identified as part of the impact fee amounts to \$24,468,000 in 1993 dollars, plus an additional \$1,223,000 for other modes, resulting in a total of \$25,691,000. A cost allocation formula was developed based upon the amount of evening peak hour trip generation for each land use. The evening peak trip generation was used since peak hour traffic volumes are a primary determinate in sizing roadways. Additionally, extensive research and documentation exists regarding trip generation by different land use types nationally³.

Two different implementation conditions were analyzed. The first assumed all study area jurisdictions participated in the proposed traffic impact fee, and the fee formula included all future trips and all identified improvements within the study area. Assuming a single district or areawide fee under these conditions resulted in \$1,028 per new PM peak hour trip. The second scenario assumed that only the City of Gresham trips and projects would be included in the fee formula and resulted in \$1,340 per new PM peak hour trip.

The development of the proposed traffic impact fee was based on transportation needs from a regional basis. Under the condition that all jurisdictions participate in the traffic impact fee, the impact fees were distributed equally through the study area after evaluation of several alternative strategies (districts, subareas, city fees). The areawide approach provides a basis to distribute costs for improvements needed throughout the study area.

Comparison of Traffic Impact Fees/SDCs in Portland Region and Oregon

A key to the feasibility of the SDC for East Multnomah County will be how it compares with other local SDC and fees in the region. Table 4 provides a summary of traffic impact fees charged in the region. A series of sample development sizes were developed and fees calculated based on current charges. Fees in the Portland region are generally larger than downstate cities. The proposed traffic impact fee for the two study area scenarios (areawide with all jurisdictions participating, and Gresham only) are also summarized at the bottom of Table 4. Chapter 6 of this report describes the differences in fee calculation methodologies for other existing transportation fees within the Portland region and Oregon.

³ - *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.

Table 4
Sample Transportation SDC/Fees
Within Portland Region and Oregon

Land Use	Residential Cost per Dwelling Unit		Non-Residential Cost per 1,000 Square Feet (1)				
	Single Family House	Multi-Family Home	Light Industrial	Office (2)	Medical Office	Retail (2)	Fast Food
ITE Code	210	220	110	710	720	820	834
Clackamas Co.	\$1,221	\$828	\$945	\$1,902	\$4,633	\$4,500	\$13,580
Washington Co.	\$1,520	\$927	\$1,025	\$2,283	\$4,774	\$3,599	\$3,800
Clark County	\$1,170	\$710	\$810	\$1,595	\$3,973	\$7,497	\$73,504
Lake Oswego	\$1,370	\$828	\$946	\$1,903	\$4,636	\$8,235	\$85,753
Oregon City	\$1,000	\$660	\$606	\$1,617	\$1,617	\$1,978	\$3,044
Troutdale	\$602	\$425	\$596	\$1,032	\$2,462	\$3,084	\$25,536
West Linn - City	\$643	\$436	N/A	\$973	\$973	\$2,476	\$2,476
- Future Urban	\$3,020	\$2,048	N/A	\$4,569	\$4,569	\$11,629	\$11,628
Wilsonville	\$1,960	\$1,385	\$2,097	\$3,487	\$5,120	\$5,024	\$27,381
Corvallis	\$585	\$351	\$252	\$152	\$222	\$504	\$2,160
Eugene	\$475	\$259	\$424	\$734	\$1,920	\$2,400	\$4,706
Medford	\$1,250	\$825	\$757	\$1,168	\$2,127	\$2,471	\$5,703
AVERAGE	\$1,235	\$807	\$846	\$1,785	\$3,086	\$4,450	\$21,606
AREAWIDE (3)	\$1,038	\$648	\$1,007	\$1,911	\$4,008	\$3,494	\$15,021
GRESHAM ONLY (4)	\$1,353	\$844	\$1,313	\$2,491	\$5,224	\$4,554	\$19,580

- (1) Some costs per 1,000 square feet vary by size of development.
(2) Costs in table are representative of the following sample sizes:
100,000 Square Feet Gross Floor Area of General Office
150,000 Square Feet Gross Leasable Area of Shopping Center
(3) Represents identified improvements and trip growth within eastern Multnomah County based on a cost of \$1,028 per PM peak hour trip.
(4) Represents identified improvements and trip growth only within the City of Gresham limits based on a cost of \$1,340 per PM peak hour trip.

SOURCE: DKS Associates

Implementation

The impact fee would be collected by the local agency where the land use application is received. The funds would be kept in a separate account for transportation system development charges. This account can not legally disperse funds to any activity other than the projects identified by the impact fee study. The priorities of projects would be set by the East Multnomah County Transportation Committee in the areawide scenario on an annual basis (which has representation of all the agencies involved in transportation within East Multnomah County). Each year the agencies with the operating authority to implement the improvements will define their funding requirements to complete the priority projects assigned to them. Fund reserves from each of the agencies will be reviewed and adjustments made at the time projects are initiated if imbalances exist.

The enacting code requirements for a system development charge have been initially drafted for adoption by each agency. The implementation requirements which provide the basis for collecting the fees are provided in Chapter 7.

PROJECT ISSUES

During the course of the Gresham/East Multnomah County Trafficway Plan and Impact Fee study, several issues were raised regarding fee methodology and implementation. Several Technical Advisory Committee meetings were held and presentation made to the East Multnomah County Transportation committee and Gresham City County. The following sections summarizes and addresses some of the specific issues presented in these meetings.

Many concerns were raised regarding the effect of the traffic impact fee, at least in the short to mid term, on the potential development of office, industrial, and commercial uses within the City of Gresham. There was a general consensus that an evaluation was needed to clearly assess how competitive the City of Gresham is with other jurisdictions in terms of total development fees.

A general comparison of traffic impact fees in the Portland region, as well as the rest of Oregon, was performed as part of this study. A series of sample development sizes were developed and traffic fees were calculated for several jurisdictions. Based on this review, the proposed traffic impact fee was determined to be comparable to other transportation SDC's in the region. However, this review did not include many of the other costs associated with development such as business license fees, business income taxes, water, sewer and park fees, etc. At the Gresham City Council meeting on September 14, 1993, Mayor McRobert requested that Jerry Gillham work with city staff to develop a thorough comparison of development costs in the Portland region. The results of this evaluation are to be presented to City of Gresham Council in a separate document on December 14, 1993.

Also, it should be mentioned that while implementation of a traffic impact fee may, in the beginning, discourage development in the community, the fees also may lead to the ability to maintain a level of livability that would draw people to the community.

What is the difference between the "Gresham Only" and the "Areawide" traffic impact fee?

The study area for the project includes the Cities of Gresham, Fairview, Troutdale, and Wood Village, as well as the unincorporated areas of Multnomah County generally south of the Columbia River and west of the Sandy River. A regional approach was used as the starting point for analysis. Jurisdictional boundaries were disregarded in analysis since most drivers in the area do not perceive to jurisdiction changes as they drive. Based on projections of 2010 transportation conditions, a package of improvements was recommended for the entire study area which would provide a balanced transportation system that would operate at acceptable service standards.

In the "Areawide" scheme, all jurisdictions would participate in the fee and all of the identified projects within the study area would be funded. The fee rate per PM peak hour trip would be consistent over the entire implementing area, and would be equal to the total cost of all improvements divided by the total number of PM peak hour trips generated in the study area. In this scheme, it was recommended that the East Multnomah County Transportation Committee prioritize projects on the traffic impact fee project list.

In the "Gresham Only" scheme, it was assumed that the City of Gresham would implement a traffic impact fee and Multnomah County, Fairview, Troutdale, and Wood Village would not participate. Only those improvements that fall within the city limits of Gresham will be funded by the fee. The fee rate per PM peak hour trip would be equal to the cost of those improvements within the City of Gresham divided by the number of PM peak hour trips generated in the City of Gresham. The reason there is a difference between fee rates per PM peak hour trip is that most of the intersections and links (and their associated improvements) are geographically located within the City of Gresham. Gresham has higher project costs relative to trip generation than areawide project costs to areawide trip generation. In this scheme, the City of Gresham would prioritize the projects on the traffic impact fee project list.

Could the fee structure be modified to encourage or facilitate development of certain land uses? What about companies who make concerted efforts to promote transit and other non-single occupant vehicle modes?

Transportation fees can be set by councils/boards to address various land development issues. However, the guiding force of a SDC is the rationale nexus. If the modifications cannot directly link land use changes to transportation costs, then a challenge could be possible.

The proposed fee was developed to be defensible from any challenge in terms of fairness. The proposed fee structure as recommended is the result of treating all developments equal in the technical

assessment. The proposed fee falls within a reasonable market level of traffic impact fees charged within the region and fully funds all identified projects.

Many jurisdictions have chosen to restructure impact fees based on political desires, including what citizens want to encourage or discourage community. Adjustments can be made, but decision-makers should be aware of potential consequences. The fee needs to provide a direct nexus between new community growth and the need for additional facilities to serve that growth. Also, if certain uses are provided a break on the fee, yet the same improvements are needed, either other uses will need to make up the difference is generated funds, or the project list will not be fully funded.

Those developments that provide facilities that encourage non-single occupant vehicle modes, need to prove and document that they actually generate fewer trips than identified in the ITE trip generation manual. If a development puts a transportation demand management (TDM) program in place that reduces trip generation, the fee could be set to reflect those trips that are produced. However, to be effective a monitory program must be established to assure trip generation is maintained at or below the assumed levels.

The fees were developed to allow transfer of ownership without creating requirements for fees. If the original property owner obtains a lower fee due to a TDM program or proximity to transit, then the new property owner will be bound to the same conditions or be subject to the fee. This may create administrative problems and potentially constrain sales of land, depending on how the fee reduction is encumbered to the property.

Is the fee based on property square foot (including parking lots) or gross leasable area?

Development of the proposed fee is based on PM peak hour trip generation, since this is the time period for which most roadways are designed. For most non-residential uses, PM peak hour trip generation is based on trips per 1000 gross leasable square feet. These trip generation rates are well researched and well documented in transportation literature. Additionally, they take into account the actual trips generated by the use, regardless of size. For example, a cold storage facility may have 100,000 square feet but only four employees and no visitors, whereas a fast food restaurant is usually in a small building but attracts many trips during the PM peak hour. The square footage of a project is used to estimate PM peak hour trips. The proposed fee is *per generated PM peak hour trip*, not per 1000 square feet and relates to the unique characteristics of each land use.

Are there any adjustments to the fee for pass-by or diverted trips associated with many retail uses, such as fast food facilities or service stations?

Fast food restaurants and service stations, as well as most other retail facilities, have a high percentage of pass-by or diverted trips. These trips are intermediate stops of a user passing a development on an adjacent street that has direct access to the generator, or trips diverted from another roadway in the vicinity to the roadway with access to the site. A forty to sixty percent (40%-60%) adjustment

factor has been included in the calculation of the impact fee for all retail uses (ITE land use codes in the 800s or 900s). This adjustment can be seen in the comparison of fast food SDC's for some other cities where pass by trips are not adjusted (high fees).

However, it should be noted that while these retail uses do draw off many trips from the existing traffic stream, they do create the need for turn lanes. Many of the identified improvements on the traffic impact fee project list are located at intersections and include elements such as the addition of turn lanes, signalization or signal upgrades. Traffic that would have gone through at an intersection is now in a turn lane which may need to be increased to double left turn lane. These uses can create needs for intersection improvements.

What will happen if Mt. Hood Parkway does not get built by year 2010, or not at all?

The future 2010 base network included existing roads, plus those improvements which are currently funded and would likely be implemented by the year 2010. The Hogan alignment of the proposed Mt. Hood Parkway was also included in the future base network. Although conditions have changed in the last month or two, this study assumed that at some point Mt. Hood Parkway would be built. This is a key assumption which can substantially affect the traffic impact fee. There was a concern that if the fee program was established without Mt. Hood Parkway, there would be a substantial number of improvements on the impact fee project list than the 27 identified. Many of these improvements would be redundant to an eventual Mt. hood Parkway. It was necessary to include Mt. Hood Parkway in the traffic impact fee analysis to avoid developing duplicate local improvements that would not be necessary with the Parkway in place. If Mt. Hood Parkway is not constructed, the ability of the transportation system in the study area to move traffic would be severely affected. This impact study would need to be updated. If all the needed local improvements were defined without the Parkway, it is likely the resulting fee would be substantially higher than other fees currently charged in the region.

How will developers building commercial establishments on streets that are fully built out be assessed? How would a charge be justified since no improvements would be made immediately adjacent to the development?

Over 130 intersections were analyzed under future traffic conditions, while improvements were identified at only 20 to 25 locations. Therefore, not all development will occur at intersections where improvements have been identified. The reality is that the development may not cause a need for an improvement right in front of the development. However, users of the development would potentially use several of the intersections and roadways where improvements are needed. Traffic to and from a development does not simply leave the driveway and disappear; it spreads out and disbursed into the transportation network. It may be possible to have some small development that in fact have users that find a way to never go through any intersection that has an identified improvement. Other developments will locate at an intersection that has improvements identified for all approaches. The

intent of the proposed fee was not to define fairness in microscopic terms. It was the intent to propose a fee which treats the bulk of new development on the whole and in the aggregate fairly.

If the proposed fee is implemented, will developers still be required to put half-street frontage improvements in place? How about credits for off-site improvements?

The proposed impact fee does not release developers from constructing any frontage improvements which have been standard requirements in the State of Oregon for years. They would still be required to make frontage improvements, just as any developer has in the past. The traffic impact fee deals strictly with those improvements that specifically address needs due to incremental growth as identified on the proposed traffic impact fee project list. The costs associated with the fee are directly related to a detailed list of projects.

If an off-site improvement that is on the traffic impact fee project list is constructed by a developer, the developer will get a direct credit towards the traffic impact fee. If the improvement is required by the development and is not identified on the project list, then a credit would not necessarily be funded. The credits are directly related to the traffic impact fee project list.

Scott Barrie of the Metropolitan Homebuilders' Association pointed out at the Council meeting on September 14, 1993, that the legislature has passed new rules for off-site credits. This legislation was aimed at limiting developers exposure to the combination of off-site improvements and SDC's. The proposed SDC program funds a specific list of projects, which along with other funded projects, would produce acceptable levels of service in year 2010. As development actually occurs, variation in this list will be addressed through periodic updates. That should generally assure that significant off-site improvements would not be necessary. However, should a project create an impact by its size, character or operation which uniquely impacts the roadway network enough to cause the need for off-site improvements (worse than LOS D conditions), those improvements along with the SDC would be viewed as the responsibility of the industrial development.

Could the traffic impact fee funds be combined into the capital improvement program? Could it be used for other types of projects?

The funds generated by the proposed traffic impact fee would strictly be for funding of those transportation projects identified on the traffic impact fee project list. The impact fee project would be separate from other general capital improvement programs. The impact fee would not be additional money for the capital improvement program, other than the fact that it would fund roadway improvements.

Do transportation SDC's discourage development?

On a localized level for the East County area, if Gresham implements a transportation SDC and Fairview, Troutdale, Wood Village and Multnomah County do not, there may be some decisions made

to develop in adjacent cities. However, on the whole, nearly the entire Portland region (including Clark County) already has transportation SDC's. The City of Portland, while not having transportation SDC's has various other charges and costs for development. Since the proposed Gresham SDC would be similar to other jurisdictions in the Portland region (generally not the highest or the lowest) it is unlikely there would be a cost advantage between sectors of the region. Additionally, if transportation SDC's significantly discouraged development, both Washington County and Clark County have not exhibited this outcome following adoption of impact fees. Land holdings cannot be moved between jurisdictions and the decisions to develop or not develop properties will not be solely tied to the adoption of a transportation SDC. Conversely, some residents and policy makers have viewed transportation SDC's as a growth management strategy.

How will the SDC address new trip generators such as the Hot-n-Now?

While fast food categories are identified, the advent of new trip intensive land uses must be monitored. The concern was presented that these auto-intensive uses should be made to "pay more". The structure of the SDC is well suited to this end. The basis of the SDC is PM peak hour trips. If a new use (such as Hot-n-Now) submits an application, more detailed trip generation data may become necessary to reflect conditions not present in the ITE Trip Generation Manual. For example, the small building size of a Hot-n-Now would not likely provide an accurate estimate of trip potential using the ITE rates. This condition is the same for site which anticipate lower than normal trip generation due to transportation demand management. In both cases, specific data and monitoring may be necessary to provide the most accurate portrayal of trip generation.

Will the SDC eliminate the need for traffic impact studies?

The need for future cumulative analysis will be eliminated with the Trafficway Plan, as long as it is periodically updated. However, site traffic analysis will most likely still be necessary to address issues such as driveway placement/sizing, sight distance, parking needs, site circulation, site access capacity, and pedestrian/bicycle and transit access. What would not be necessary would be extensive off-site traffic capacity analysis. Monitoring traffic generation of development relative to the land use assumptions in the Trafficway Plan would also be needed. The scale and scope of these studies should be less than they have been in the past.

Why not use gas tax to pay for these improvements?

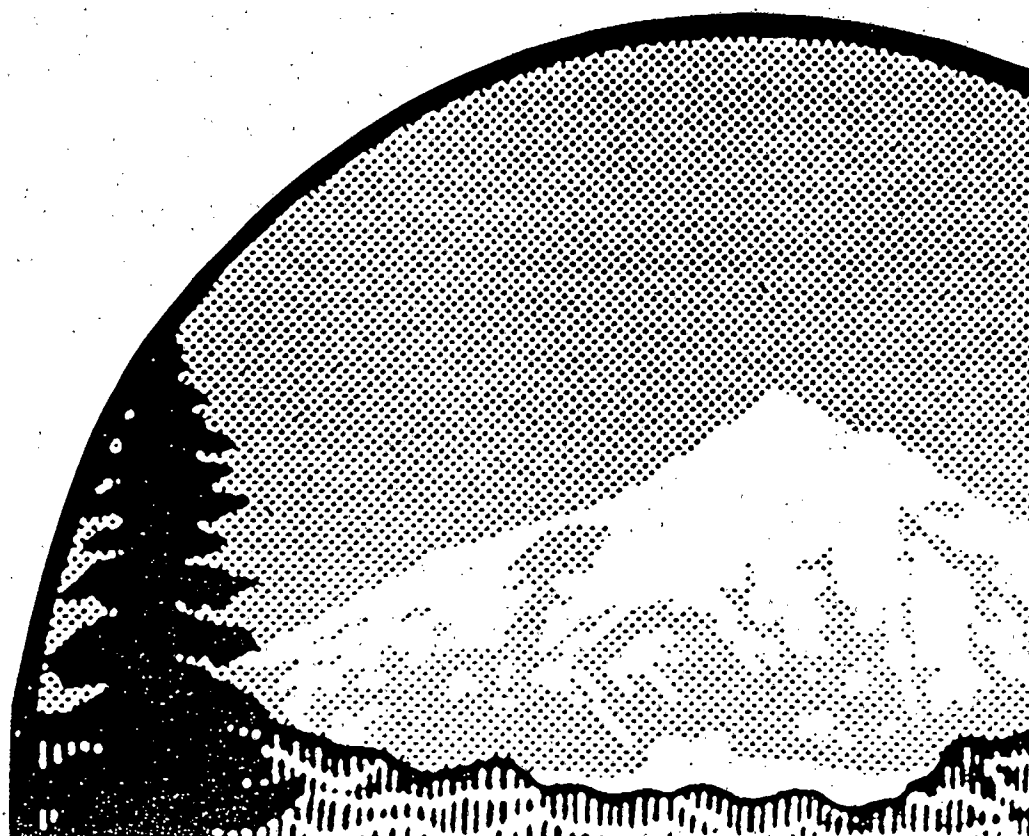
Gas tax was studied as an option to a transportation SDC. However, the list of impact fee projects was specifically crafted to related to new development growth only. These projects represent less than 10 percent of the total improvement costs in the east Multnomah County study area. Over 90 percent of the improvements would be funded through gas taxes. For this development related increment, a direct relationship was established between the need for improvements and growth. If growth did not occur, the improvements would not be needed and an acceptable (LOS D or better) system would

result. The SDC was viewed as the best way to fund these growth related improvements and not further burden existing taxpayers for the cost of development related improvements.

Can SDC's be lowered along Gresham's LRT corridor?

The SDC structure can be altered by the action of the city council. However, in the councils findings they must find a nexus between the actions they take regarding the SDC rate structure and land use growth. For the LRT corridor, it could be found that vehicle trip generation could be reduced for developments within a certain walking distance of transit stations. Credits of this nature have been devised by other jurisdictions with impact fees (particularly in California). However, it is important that the SDC be reduced if the action of locating near the transit station does reduce vehicle trips. If a Hot-n-Now located near a transit station, it is unlikely that a significant change in trip generation would occur. At the same time an office building or residential complex could increase the number of non-auto related trips by locating near a transit station. Specific detail would need to be developed to articulate the types of land uses which have the greatest potential to use transit and the best estimate of traffic reduction. It may be that an overlay zone be established initially to allow further study and refinement to assure an adequate balance between reduced transportation system needs, costs and SDC's.

2. Existing Deficiencies



2. Existing Deficiencies

A complete inventory was made of the Gresham/East Multnomah County study area (refer to Technical Supplement No. 1). Based upon agreement of the TAC, a series of criteria was established to define acceptable transportation system operation. A list of locations that are considered deficient today was developed and mitigation measures were recommended. These improvements have been defined separately in the development of an impact fee since it was assumed (with TAC approval) that existing deficiencies would not be part of the impact fee basis. This chapter summarizes the development of measures of effectiveness and, based on this criteria, the specific improvements that are needed today.

MEASURES OF EFFECTIVENESS

The basic approach to a traffic impact fee relies on identifying the relative contribution of *new development* to the need for future street improvements. In doing so, jurisdictions must take responsibility to provide for the costs of improvements necessary to alleviate existing deficiencies. Measurable criteria were established in order to identify existing deficiencies, as well as future deficiencies that will be the result of growth.

A key issue in developing deficiency criteria is the determination of what represents an "acceptable" condition. Measures of effectiveness which quantify operational characteristics of the transportation system were defined, such as street capacity, vehicle delay and traveler safety. Thresholds for defining acceptable roadway operation must balance the desire of a jurisdiction to have an efficient transportation system with the cost of maintaining this system. While adopting strict standards may result in safer, less congested roadways, these standards can result in excessively large streets, expensive to build, and undesirable from an urban design perspective. On the other hand, adopting non-restrictive standards may result in severe congestion and safety concerns. The objective in establishing criteria is to provide for adequate and safe mobility to a growing area at a reasonable cost.

The Technical Advisory Committee recommended criteria to be used to determine existing deficiencies and to trigger the need for future improvements, would be based on operational standards such as level of service (LOS) and volume-to-capacity (v/c) ratios, and safety gauges such as accident rates. Considerations for the use of these standards and safety gauges are described below.

Level of Service

Level of Service (LOS) is similar to the school report card-type rating of intersection operating performance. It is based upon the average delay per vehicle. LOS A represents free flow conditions

and LOS F represents jammed conditions. Variations in LOS are sometimes difficult to perceive. The difference between a low LOS C and a high LOS C can be more distinct than the difference between high LOS C and a low LOS D.

The City of Gresham¹ and Multnomah County have ordinances or code requirements adopting LOS D as the minimum acceptable peak hour level of service for signalized intersections. At stop-controlled intersections, LOS E may be acceptable for local street movements as long as these movements do not create hazardous traffic conditions. These standards will be used in the *Gresham/East Multnomah County Trafficway and Impact Fee* study.

Volume-to-Capacity (v/c)

Some cities incorporate a volume-to-capacity (v/c) ratio as part of their level of service standard. A v/c standard goes hand in hand with level of service standards when using analysis methods that base level of service on the v/c ratio (for example, TRB *Circular 212* or the ICU method). For this study the 1985 *Highway Capacity Manual*² is used which defines level of service in terms of delay, not v/c ratio. Delay is a measure of driver discomfort, frustration, excess fuel consumption and lost travel time. Using the 1985 *Highway Capacity Manual* methodology for the level of service standard, it is possible to have delays in the range of LOS F while the v/c ratio is below 1.00 (considered LOS F in the *Circular 212*³ Planning Method). High delays can occur at lower v/c ratios if a traffic signal cycle length is long, a specific lane group receives a disproportionate amount of red time, or there is poor signal progression. The reverse is also possible. A saturated approach or lane group (i.e. v/c ratio = 1.00) may have low delays if the cycle length is short or signal progression is favorable. The designation of LOS F, as defined by the 1985 *Highway Capacity Manual*, does not automatically imply that the intersection approach or lane group is overloaded, nor does LOS A-E automatically imply that there is unused capacity available. For these reasons, we suggest using v/c ratios as a second gauge of reasonableness. Where conditions exist that the v/c ratio is greater than 0.90, further investigation and mitigation may be recommended.

Accident Rates

Study area intersections in Gresham which have greater than 1.0 accidents per million entering vehicles (MEV) and other intersections in the top 10 (ten) percent Safety Priority Index System (SPIS) rating in east Multnomah County were evaluated. Certain intersections from this list were selected for further investigation.

¹ - Section 6.0411.1 - Level of Service Criteria

² - *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington D.C., 1985.

³ - Transportation Research Board, *Interim Materials on Highway Capacity No. 212*, 1980.

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of *level of service* has been developed to correlate numerical traffic volume data to subjective descriptions of traffic performance at intersections.

Tables 5 and 6 define the level of service categories for signalized and unsignalized intersections respectively. These categories are similar to school report card ratings but are for intersection traffic performance. Intersections are the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is nearly always diminished at intersections. For this study, over 130 intersections were analyzed in East Multnomah County. Levels of service A, B, or C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E represent progressively worse peak hour operating conditions, and LOS F indicates conditions where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the acceptable level of service for peak hour operation (as have Gresham and Multnomah County), and plan for level of service C or better for all other times of the day.

Traffic Signal Warrant Analysis

Level of service E or F for a minor street movement at an unsignalized intersection indicates that there are insufficient gaps of suitable size to allow minor street traffic to easily enter or cross the major street. However, it should be noted that even when a minor street movement experiences LOS E or F conditions, the major street traffic generally moves without any delay. Since the minor street typically represents only a small fraction of the total traffic through a intersection, conditions at each intersection must be evaluated for acceptability. One such measure is a traffic signal warrant analysis. Traffic signals are valuable devices for the control of vehicle and pedestrian traffic. Traffic control signals, properly located and operated, can have one or more of the following advantages:

- orderly movement of traffic;
- increase in traffic handling capacity of the intersection;
- reduce the frequency of certain types of accidents, especially right angle type;
- allow for coordination to provide continuous or nearly continuous traffic movement at a certain speed along a given route; and/or
- permit minor street traffic, vehicular or pedestrian, to enter or cross continuous traffic on major street.

Table 5
Level of Service Definitions
Signalized Intersections

Level of Service	Vehicle Delay (secs.)	Volume to Capacity Ratio	Description
A	≤ 5.00	0.00-0.59	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	5.1-15.0	0.60-0.69	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	15.1-25.0	0.70-0.79	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	25.1-40.0	0.80-0.89	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1-60.0	0.90-0.99	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait though several signal cycles. Long queues form upstream from intersection.
F	≥ 60.0	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No.209, Washington D.C., 1985.
Transportation Research Board, *Interim Materials on Highway Capacity*, Circular No. 212, 1980.

However, installation of unwarranted signals may cause:

- excessive delay;
- disobedience of the signal indications;
- circuitous travel of alternative routes; and/or
- an increase in accident frequency, particularly rear-end type.

Table 6
Level of Service Definitions
Unsignalized Intersections

Level of Service	Expected Delay	Reserve Capacity (Vehicles/Hour)
A	Little or no delay	≥ 400
B	Short traffic delay	300-399
C	Average traffic delays	200-299
D	Long traffic delays	100-199
E	Very long traffic delays	0-99
F	Extreme delays potentially affecting other traffic movements in the intersection	≤ 0

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board Washington, D.C., 1985.

Consequently, prior to the installation of any traffic signal, it is important that consideration of a signal warrants and the selection of equipment be preceded by a thorough study and based on consistent criteria. Justification for installation of traffic signals at intersections should be based on signal warrants stated in the *Manual on Uniform Traffic Control Devices*⁴ (MUTCD) or by the Oregon Department of Transportation (ODOT).

The MUTCD has been adopted by the state of Oregon and is used throughout the nation. This study evaluated MUTCD Traffic Signal Warrant 11 (peak hour volumes), ODOT Traffic Signal Warrant 1 (minimum vehicular traffic), and ODOT Traffic Signal Warrant 2 (interruption of continuous traffic) for all unsignalized intersections that have specific turn movements operating at LOS E or worse (Table 7).⁵

⁴ - *Manual on Uniform Traffic Control Devices for Streets and Highways*, U.S. Department of Transportation, Federal Highway Administration, 1988, pages 4C-1 to 4C-12.

⁵ - Warrants 1, 2, and 11 were analyzed based upon availability of data.

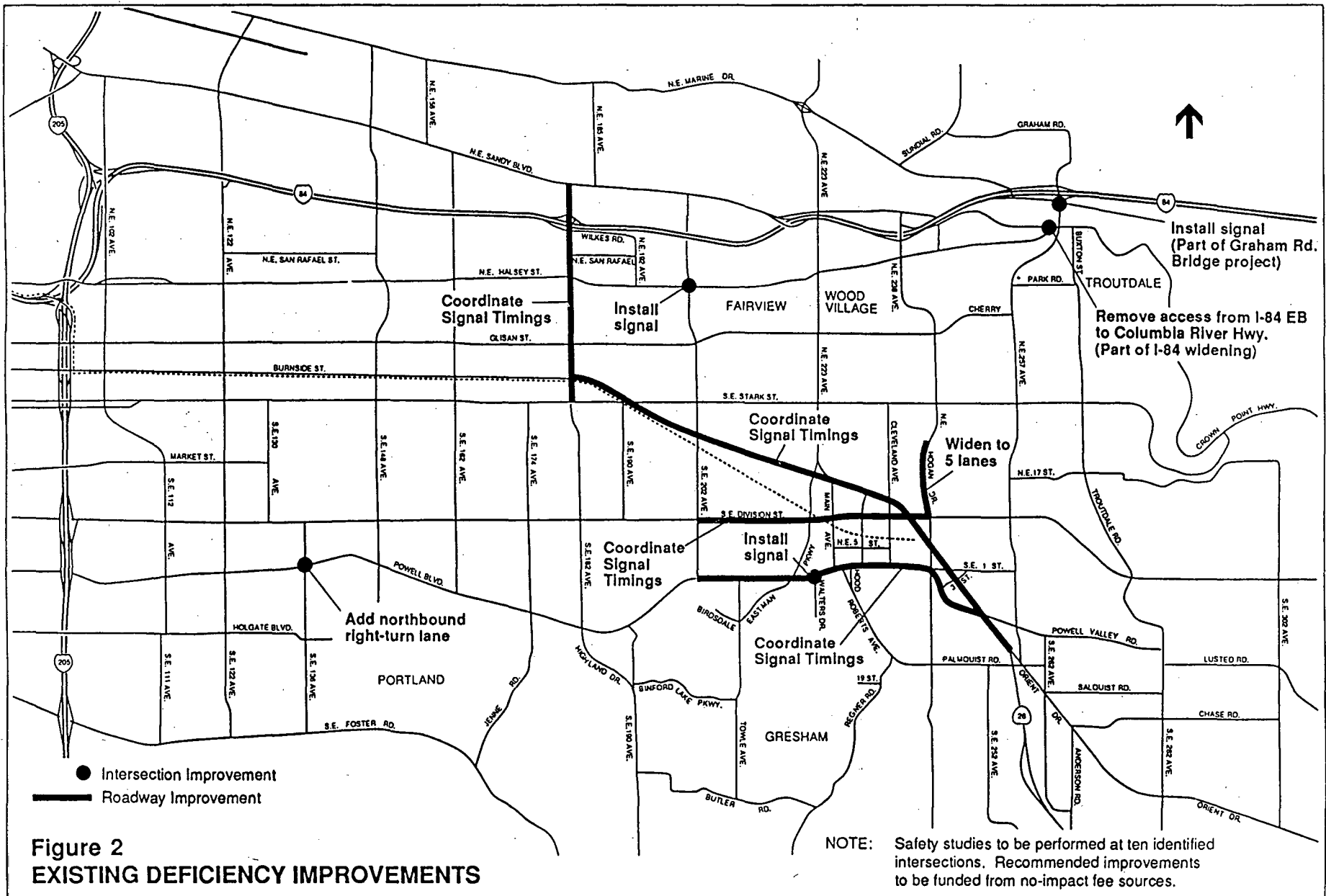
Table 7
Existing Signal Warrant Summary
Unsignalized Intersections at LOS E or Worse

INTERSECTION	MUTCD Warrant 11	ODOT Warrant 1	ODOT Warrant 2
190th/Highland			
201st/Halsey	•	•	
Walters/Powell	•		
Burnside/1st-Bull Run	•		•
Marine/I-84 WB On			
Highway 26/Orient	•	•	•
262nd/Orient	•		
Halsey/Columbia Hwy	•		
Graham-Frontage/I-84 WB			
Graham-Frontage/I-84 EB	•		

MUTCD Warrant 11: Peak Hour Warrant
 ODOT Warrant 1: Minimum Vehicular Traffic Warrant
 ODOT Warrant 3: Interruption of Continuous Traffic Warrant
 • Warrant Met

EXISTING DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Following analysis of over 130 study intersections (including field observations) and review with operating jurisdictions, a series of traffic improvements were defined. The following eleven projects represent improvements needed to bring the existing roadway system into acceptable conditions whether any future land use changes occur or not. These improvements are summarized graphically in Figure 2. Several of these improvements are already funded. Other projects require identification of funds from existing sources.



242nd-Hogan/Division

Intersection Description. Near Division, 242nd-Hogan is a two lane roadway carrying over 2,000 vehicles during the PM peak hour (about 2,130 vehicles north of Division, and 2,050 vehicles south of Division). At its intersection with Division, a left turn lane, a through lane, and a right turn lane are provided on both the north and south legs, and each single through lane carries very high volumes (710 northbound, and 851 southbound). Right turn volumes are relatively low (190 northbound, and 97 southbound). As a result of the single lanes for through volumes, large queues form and drivers experience significant delays.

Recommended Improvement (E-1). The recommended improvement is consistent with the fully funded programmed improvement at this location. The programmed improvement is to reconstruct the existing two-lane roadway to provide for a full 66 foot paved road with four travel lanes from Division to Hall Street, a continuous left turn lane, sidewalks, street lighting and bike lanes. This improvement is schedule for construction in 1994.

Issues. The following issues were identified during field reconnaissance and analysis:

- The Hogan alignment of Mt. Hood Parkway was selected as the most likely for future 2010 analysis and identification of future improvements. Under this scenario, 242nd-Hogan becomes a frontage road to Mt. Hood Parkway. Certain improvements along 242nd-Hogan may be included as part of construction of Mt. Hood Parkway. It should be determined if the improvements needed to mitigate existing deficiencies are to be permanent or temporary. Based on this determination, the appropriate level of improvements and bike and pedestrian facilities should be provided.
- Widening will require removal of a portion of the lawn of an apartment complex and landscape boulders on the east side of the north leg.
- About 70 feet of on-street parking in front of a 7-11 convenience store on the east side of the north leg of 242nd-Hogan will need to be removed.

Transit Considerations. Bus route 26 which runs along Division and the new bus route 81 on Hogan will not be affected.

Pedestrian Considerations. Sidewalks are currently provided on all sides of all approaches. The sidewalk on the east side of the north leg of 242nd-Hogan extends about 180 feet from Division. The recommended improvement does not provide for an extension of this sidewalk (although it could be provided), but a minimum of a three foot striped shoulder will be provided.

Bicycle Considerations. Bikeways will be provided on widened section of 242nd-Hogan between Hall and Division.

Traffic Operation Results:

Intersection Geometries	LOS	V/C	Delay
Existing	E	0.91	41.4
With 242nd-Hogan as a 4-lane roadway with turn lanes	C	0.79	23.1

136th/Powell

Intersection Description. This signalized intersection has a high northbound right turn movement during the PM peak hour. Although the existing northbound lane is only 13.5 feet from centerline to edge of pavement, an unstriped right turn lane effectively exists today; numerous vehicles making a northbound right turn use the wide unpaved shoulder to avoid waiting behind northbound through vehicles.

Recommended Improvement (E-2). Add a northbound right turn lane through a combination of restriping and widening. No parking should be allowed along the east side of the south leg of 136th (northbound). Sidewalks do not exist along the south leg of 136th. Sidewalks should be provided as part of frontage improvements performed when development occurs at this intersection.

Issues. The following issues were identified during field reconnaissance and analysis:

- 136th is a collector, but is also a bus route (Line 17). The bus route is northbound on 136th to westbound on Powell.
- Minimum corner radius requirements should be reviewed for the northbound right turn movement, particularly in light of trucks and potential for Tri-Met operation. A 40 foot radius is considered desirable by Tri-Met (although a smaller radius may be developed based upon specific site requirements).
- On the southeast corner, an existing utility pole, traffic signal controller cabinet, and signal pole may need to be relocated.

Transit Considerations. Bus route 17 will not be affected.

Pedestrian Considerations. Sidewalks are currently provided on both sides of 136th north of Powell, and on the north side of Powell, west of 136th. No sidewalks are provided on 136th south of Powell. A new sidewalk should be provided on the east side of 136th between Rhine and Powell. Crosswalks are currently provided on all legs of the intersection.

Bicycle Considerations. No bikeways exist or are proposed on 136th. The existing bike lanes on Powell will not be affected by the improvement, and should be retained.

Traffic Operation Results:

Intersection Geometries	LOS	V/C	Delay
Existing	E	0.97	45.2
Add northbound right turn lane on 136th	C	0.85	21.2

201st/Halsey

Intersection Description. This intersection has high through volumes in both directions on Halsey Street as well as a high northbound left turn onto 201st, resulting in long peak period delays.

Recommended Improvement (E-3). Traffic signal installation with interconnect to adjacent signalized intersections.

Issues. The following issues were identified during field reconnaissance and analysis:

- Adding turn lanes at all-way stop controlled intersections generally does not improve levels of service due to the arrival pattern assumed in the analysis methodology.
- The PM peak hour traffic signal warrant (MUTCD Warrant 11) and ODOT Warrant 1 are satisfied.

Transit Considerations. Bus route 24 which runs along Halsey Street will not be affected. Under existing conditions, all vehicles must stop along Halsey at 201st. With the addition of a signal, vehicles on Halsey need only stop when encountering a red light (during the green phase for 201st). The park and ride lot located southeast of the intersection will not be affected.

Pedestrian Considerations. Crosswalks currently exist on all approaches to the intersection. Installation of the signal should include pedestrian improvements such as pedestrian push buttons and signal heads. Sidewalks do not currently exist in the vicinity of this intersection. Pedestrian facilities should be provided as frontage improvements when development occurs near the intersection. Additionally, the programmed improvement along Halsey (192nd to 201st) should include pedestrian facilities.

Bicycle Considerations. No bikeways currently exist or are proposed along the approaches to the intersections.

Traffic Operation Results:

Intersection Geometries and Control	LOS	V/C	Delay
Existing (All-way stop)	B/C/F/B	N/A	N/A
Signalized	B	0.54	9.0

Graham-Frontage/I-84 Eastbound Ramps

Intersection Description. This intersection handles high PM peak period volumes on the north, south and west legs. Additionally, there is a high percentage of truck and/or other heavy vehicles due to the truck stops located along the frontage road.

Recommended Improvement (E-4). Widening of Graham Road to four lanes is programmed as part of ODOT's Graham Road Bridge Project. Traffic signal installation with signal interconnect to adjacent traffic signals, closure of access to Kendall on the east leg, and provision of a crosswalk across Graham Road to provide pedestrian access between the factory outlet mall on the east side of Graham and the restaurants on the west side of Graham are included. Construction is underway on this project.

Issues. The following issues were identified during field reconnaissance and analysis:

- ODOT is proceeding with construction for the Graham Road Bridge project. This intersection will be signalized and access to Kendall will be eliminated as part of this project.
- Due to closure of access to Columbia River Highway from I-84 (west of this site), high traffic volumes are projected for eastbound right turn volumes at Graham/I-84 eastbound ramps and for southbound left turns at Graham/Columbia River Highway. The following traffic changes need to be considered.
 - **Graham Road/I-84 Eastbound Ramps** - provide for one eastbound left-through and one eastbound exclusive right turn lane, and provide two southbound through lanes.
 - **Graham Road/Columbia River Highway** - provide a fully actuated eight-phase signal with protected left turn phasing; provide one exclusive left-turn lane, one through lane and one through-right lane on northbound and southbound approaches, provide one exclusive left-turn lane and one through-right lane on eastbound and westbound approaches.

Transit Considerations. The bus route 24 and new route 81 would not be affected.

Pedestrian Considerations. Crosswalks currently exist on the east and west sides of Graham Road (crossing Frontage and the eastbound on-ramp). The recommended improvement should provide for pedestrian crossings across Graham with sidewalks.

Bicycle Considerations. A bike route (striped shoulder) currently exists along Graham from Columbia River Highway to Marine Drive. The recommended improvement should provide improved bicycle facilities.

Traffic Operation Results:

Intersection Geometries and Control	LOS	V/C	Delay
Existing (All-way stop)	C/C/F/A	N/A	N/A
Signalized	B	0.63	9.7

Halsey/Columbia River Highway

Intersection Description. Today the south leg of the intersection (Halsey) intersects Columbia River Highway at a skewed angle. Eastbound traffic is controlled by a stop sign and flashing red signal, all other movements are uncontrolled; flashing yellow is provided for the northbound Halsey approach and westbound Columbia River Highway traffic. There is a bus stop (Line 24) located on each side of Halsey immediately south of Columbia River Highway. A sidewalk is provided along the north curb of Columbia River Highway, beginning about 50 feet east of the intersection. Five foot bike lanes are striped in each direction on Halsey. The nearest intersection (Graham/Columbia River Highway) is about 270 feet to the east. The high eastbound left turn at Graham/Columbia River Highway frequently exceeds the available left turn storage and backs up towards the Halsey/Columbia River Highway intersection.

During the PM peak hour, the eastbound stop controlled movement is the major traffic movement with 580 vehicles. The opposing uncontrolled movements have less than a third of the eastbound traffic flow (185 vehicles from Halsey northbound to Columbia River eastbound, and 125 vehicles from Columbia River westbound to Halsey southbound). Under existing roadway conditions, the intersection would operate acceptably if the heavy eastbound movement were uncontrolled, and the northbound movements were stop controlled, or if the eastbound volume were significantly reduced. The current ODOT I-84 project plans to close access from I-84 to Columbia River Highway. Therefore, the eastbound volume at Halsey/Columbia River Highway will be substantially reduced.

Recommended Improvement (E-5): As part of the funded ODOT I-84 widening from 223rd to Troutdale scheduled to begin in the next few years, access to Columbia River Highway from I-84 will be eliminated, resulting in a significant reduction in eastbound traffic at the Halsey/Columbia River Highway intersection. For this reason no deficiency improvements are recommended.

Issues. The following issues were identified during field reconnaissance:

- The intersection will continue to operate at unacceptable levels of service until access from I-84 to Columbia River Highway is closed.
- Sight distance on Halsey approaching Columbia River is over 400 feet.

Transit Considerations. The existing bus stop on the east side of Halsey will not be affected.

Pedestrian Considerations. There are no sidewalks along Halsey or along Columbia River Highway west of the existing intersection. Sidewalks are currently provided on the north and south sides of Columbia River Highway east of the intersection. Existing uses do not require extending the existing sidewalk. Crosswalks currently exist across Columbia River Highway at Graham Road.

Bicycle Considerations. The existing bike lanes on Halsey will not be affected by the improvement, and should be retained.

Traffic Operation Results:

Intersection Geometries and Control	LOS	V/C	Delay
Existing (Columbia River Stop-Controlled Eastbound)	F/A	N/A	N/A
Access to I-84 Closed	A/D	0.65	12.3

Walters/Powell

Intersection Description. Under existing conditions, Walters is stop sign controlled, and Powell is controlled by a pedestrian activated signal to allow for safe movement of pedestrians to and from West Gresham grade school, located southwest of the intersection. High PM peak hour volumes on Powell result in LOS F conditions for side street traffic. Level of service F indicates that there are insufficient gaps of suitable size to allow minor street traffic to safely enter or cross the major street. This is generally evident by long delays and queuing on the minor street. Level of service F may also result in side street vehicles accepting smaller than usual gaps. In such cases, safety may be compromised, and some disruption to the major street traffic can result.

Recommended Improvement (E-6). As part of the programmed US 26-Powell Boulevard interconnect and pre-emption project, install a traffic signal.

Issues. The following issues were identified during field reconnaissance and analysis:

- The intersection meets peak hour traffic signal warrants.

- A Residential driveway exists as the north leg of the intersection.
- Concern over school driveway location within 200 feet of the intersection (does not meet standards for minimum distance from intersection).
- Other traffic mitigation measures besides signalization were considered, including providing separate right and left turn lanes for the side street, or prohibiting the northbound left turn lane. Separate turn lanes would allow right turns to be made onto Powell Boulevard, but left turns would still face long delays and present safety concerns. These compromises were considered unacceptable, especially in the vicinity of a grade school. Prohibiting the northbound left turn was rejected due to the need for access to and from the adjacent grade school.
- The City of Gresham, Multnomah County, and ODOT staff have met several times regarding improvements at this intersection, including the portion of Walters Road south of Powell. No final plans have been agreed upon.

Transit Considerations. Bus route 9 which runs along Powell Boulevard may experience increased delay due to the signal providing green time to Walters.

Pedestrian Considerations. West Gresham grade school is located southwest of the intersection. A pedestrian crosswalk is currently provided across Powell Boulevard on the west leg of the intersection, and sidewalks are provided along both sides of Powell Boulevard. Pedestrian push buttons and signal heads should be provided as part of signal installation.

Bicycle Considerations. The existing bike route along Powell will not be affected.

Traffic Operation Results:

Intersection Geometries and Control	LOS	V/C	Delay
Existing (Walters Stop-Controlled)	C/F	N/A	N/A
Signalized	A	0.55	5.0

Highway 26/Orient

Intersection Description. This intersection experiences high left turn volumes from Highway 26, the major street, onto Orient (over 600 vehicles in the PM peak hour). Evaluation using the HCM unsignalized method of analysis, which assumes random arrivals, results in LOS F for the major street left turn. However, under existing conditions, the nearest signal to the south at Highway 26/Palmquist provides adequate gaps for the left turn movement, and other movements between the south leg of

Highway 26 and Orient are restricted (northbound right, and westbound left). The westbound movement from Orient merges with Highway 26.

Recommended Improvement. Field review confirms that adequate gaps are provided for the southbound left turn movements, with minor queues developing during the PM peak hour. Installation of a traffic signal controlling northbound movements to provide a left turn phase for southbound left turn movements would result in an overall increase in delay at the intersection, both for northbound through and southbound left turning movements. Southbound movements on Highway 26 and westbound movements from Orient would be unaffected. For these reasons, signalization is not recommended at this time.

Issues. The following issues were identified during field reconnaissance and analysis:

- No additional storage capacity is needed for the southbound left turn movement. Near Orient, Highway 26 is a five lane roadway. The center turn lane currently provides enough storage capacity for the high southbound left turn volume.

Transit Considerations. Bus route 84, a rush hour or infrequent route, runs between the north leg of Highway 26 and Orient. Buses may experience and continue to experience delays while waiting for a gap in northbound through traffic.

Pedestrian Considerations. No pedestrian facilities are currently provided at this intersection. Since movements on Highway 26 and westbound movements from Orient are not controlled, no pedestrian crossings are recommended. Crosswalks are provided across Highway 26 just south of Orient at Palmquist.

Bicycle Considerations. The bike route which currently exists along Powell will not be affected and should be maintained.

High Accident Locations

Study area intersections in Gresham which have greater than 1.0 accidents per million entering vehicles and other intersections in the top ten percent Safety Priority Index System (SPIS) rating in Multnomah County were evaluated (Table 8). Based on this criteria, fourteen intersections were selected for review, and it was determined that of these, ten intersections would require further investigation.

Recommended Improvement (E-7). Safety studies assessing access control (driveway locations), geometry (provision of turn lanes), channelization, and signal phasing and timing should be performed for the intersections listed below. Subsequent findings and recommended improvements will need to be funded from existing (non-impact fee) sources.

- 162nd/Halsey
- 181st/Halsey
- 181st/Burnside
- Burnside/Stark
- 202nd/Glisan
- 202nd/Stark
- 223rd/Glisan
- Eastman/Division
- 242nd-Hogan/Division
- Burnside/3rd

Signal Coordination

Description. Only limited signal coordination exists in the study area. Four traffic signals on 181st from Sandy Boulevard to I-84 and four signals on Powell Boulevard near Main Avenue operate in the coordinated mode. All other traffic signals in the Gresham/East Multnomah County area operate uncoordinated. Due to the lack of signal coordination in the study area vehicle progression from one traffic signal to the next is typically poor. This results in increased travel time, delay, and stops for vehicles and also increases vehicle emissions. This condition is magnified along the 181st, Burnside Street (east of 181st), Division Street and Powell Boulevard corridors where high traffic volumes are coupled with close signal spacing.

Recommended Improvement. Utilize existing equipment and interconnect to implement coordinated signal timings on 181st, Burnside, Division, and Powell. Where existing signal interconnect is not available, time-based coordination should be used. A signal optimization plan is necessary to define the signal system improvements needed to meet existing needs. The limits for signal coordination could initially be assumed to be the most heavily travelled corridors, including:

- 181st from Sandy Boulevard to Stark Street (E-8)
- Burnside Street from 181st to Palmquist Road (E-9)
- Division Street from Birdsdale/202nd to Hogan/242nd (E-10)
- Powell Boulevard from Birdsdale Avenue to Burnside Street (E-11)

Transit Consideration. Travel times for buses should improve for routes along corridors with signal coordination.

Pedestrian/Bicycle Considerations. Existing pedestrian and bicycle facilities will not be impacted.

IMPROVEMENT COSTS

The total cost for all of the above recommended improvements needed to mitigate existing deficiencies is estimated to be \$6.57 million. Each project cost is shown in Technical Appendix D.

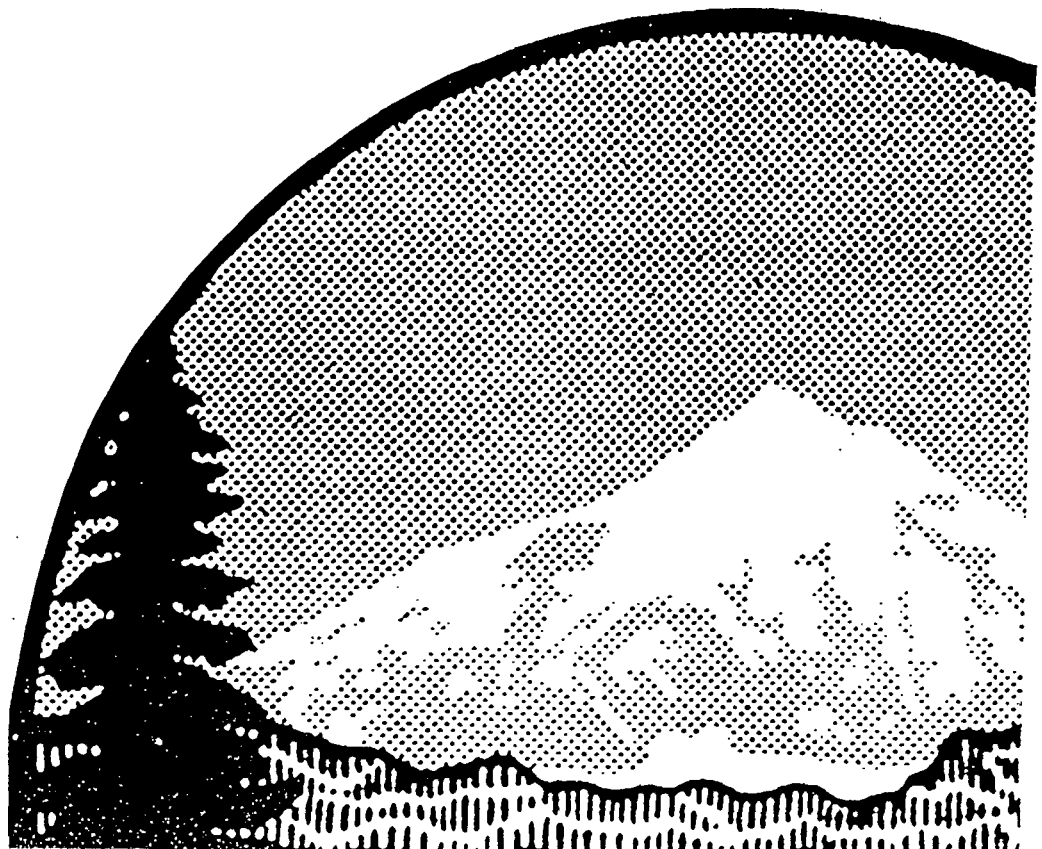
Table 8
Existing Accident Summary
Average Number of Accidents Per Year
1989-1991

INTERSECTION	TYPE OF ACCIDENT									TOTALS
	Right Angle	Rear End	Left Turn/ Opposing	Right Turn	Sideswipe	Head-On	Pedestrian	Fixed Object	Other	
162nd/Halsey	1.0	0.7	5.0	0.7	0	0	0	0	0	7.3
162nd/Glisan	0.7	0.3	1.7	0.3	0.3	0	0	0	0	3.3
181st/I-84	0	3.3	2.3	1.0	0	0	0	0	0.3	7.0
181st/Halsey	1.3	5.3	2.3	2.0	1.0	0	0	0.3	0	12.3
181st/Burnside	2.3	5.3	1.7	0.7	0.3	0	0.3	0.3	0	11.0
Burnside/Stark	0.3	4.0	1.3	1.3	0.3	0	0	0.3	0	7.7
202nd/Glisan	5.0	0.7	1.7	0.3	0	0	0	0	0	7.7
202nd/Stark	1.7	0.7	2.3	1.0	0	0.3	0	0	0	6.0
223rd/Glisan	1.3	0.7	3.0	0.3	0	0	0	0	0	5.3
223rd/Stark	0	1.7	1.7	0.3	0	0	0	0	0	3.7
Eastman/Division	1.0	4.0	1.3	0.7	0	0	0	0	0.3	7.3
Hogan/Division	1.0	4.3	1.0	0.7	0	0	0	0	0	7.0
Burnside/3rd	7.0	1.7	1.3	0.3	0	0	0	0	0	10.3
Barnes/Powell Valley	0.7	0.7	0.7	0	0	0	0	0	0	2.0

Note: The list of intersections shown above was developed based on two sources:

- 1) Gresham intersections with greater than 1.0 accidents per million entering vehicles;
- 2) Multnomah County intersections in the top ten (10) percent SPIS rating.

3. Future Conditions



3. Future Conditions

The need for future transportation improvements within the Gresham/East Multnomah County area depends on the level of future development. As a first step in assessing future needs, a detailed sub-area transportation forecast model was developed from Metro's regional model. This model translates land uses into roadway volume projections and is the basis for identifying potential future roadway deficiencies. A future land use scenario was developed from each jurisdiction's current Comprehensive Plan development designations and allowed densities. The model provides the means to test future roadway capacity needs. This section describes the forecasting process, including model development, calibration, and application.

TRAVEL MODEL METHODOLOGY

The development of future transportation system needs for the Gresham/East Multnomah County area depends on the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. The transportation forecast model is a means to project future traffic levels on individual streets based upon forecasted land uses and a description of the roadway system. The objective of the transportation planning process is to provide the information necessary for making decisions on when and where improvements should be made in the transportation system to meet travel demands.

A detailed sub-area travel demand model was developed in conjunction with Metro and Multnomah County staff in an effort to identify future transportation needs. The key components of the model are the model area, transportation analysis zones, roadway network, and land use inputs.

The Gresham/East Multnomah County sub-area model uses EMME/2, a computer based program for transportation planning, to process the large amounts of data required for the Gresham/East Multnomah County area. The model process involves a sequence of key steps and inputs that can be divided into several distinct but integrated components that represent travel behavior. These components and their general order in the traffic forecasting process are as follows:

- Trip Generation
- Trip Distribution
- Traffic Assignment

Transportation models sometimes also include a mode choice step to estimate the proportion of total person trips which use non-auto modes, such as transit, bicycle and carpooling, as opposed to single occupant vehicles. The Gresham/East Multnomah County sub-area model combines the trip generation

and mode choice steps, so that trip generation estimates account for vehicle trips directly. In essence, existing rates of transit use and ridesharing are build into the model and are assumed to prevail in the future. For future traffic impact fee updates, a method can be incorporated to reduce combinations of vehicle trip ends due to transportation demand management or increases in transit use. As the number of vehicle miles traveled (VMT) is reduced in the future to meet the LCDRC Transportation Planning Rule, zone to zone reductions can be obtained from Metro and incorporated into any future traffic assignment.

Model Area

Travel in Gresham and eastern Multnomah County is influenced by activity over a large area. For example, many residents within the study area commute to and from work in Portland, while many employees live in Vancouver, Washington. For these reasons, the model area was defined which goes beyond the immediate study area. The model area is bounded by the Columbia River to the north, the Willamette River to the west, the Sandy River to the east, and the Multnomah County Line to the south.

Transportation Analysis Zones (TAZs)

Transportation analysis zones were developed as part of a transportation model to group together land uses which share similar access patterns to the transportation system. Until recently, Metro's EMME/2 model used fewer than 500 zones for the entire region, with approximately 70-90 zones in eastern Multnomah County. This model has recently been updated to a "1189" zone system. While this expansion will provide reasonable results on regional facilities, the improvements within the study area caused by future development focus on intersections, the bottlenecks of the arterial system. Determination of local level improvements requires a more detailed zone system to get accurate intersection turning volumes from the model.

In the sub-area model, there are over 430 zones within the east county study area, in addition to zones outside the study area but within the modeled area. The study area zone system was developed so that zones could be grouped together to easily obtain information on a census tract or city level. The study area zones were numbered sequentially within census tracts. For this reason, the zones may not be numbered sequentially within each jurisdiction. Several zone numbers were "reserved" so that as future development occurs and access patterns change, study area zones could be split to allow for accurate traffic loadings. The study area census tracts and zone boundaries within census tracts are provided in Technical Appendix B.

Road Network

The road network definition is another key input to the travel forecast. The network is used to estimate travel times between each pair of zones in the study area, as well as for assigning resulting vehicle trips. The road network is comprised of a series of links (representing specific roadway

segments) and nodes (representing intersections between two or more roadway segments). Roadway characteristics such as length, number of lanes, travel speeds and capacities are encoded for each segment or link. This information is used in the traffic assignment process to estimate travel times of each link. The network coding of the detailed model is consistent with the Metro regional network. The future network was assumed to include all funded projects from the RTP plus the Hogan alignment of Mt. Hood Parkway¹.

The existing and future road networks represented in the model include all freeways, highways, arterials, and major collectors within the study area, but do not explicitly include most minor collectors or local/neighborhood streets. Local streets, driveways and low volume collectors are instead represented by artificial network links ("centroid connectors") that represent local connections to the adjacent major roadway network.

Land Use

Land use data is an integral element of the transportation model, since it establishes the magnitude and locations of trip-making activity. A traffic model forecast is only as good as the land use information. Metro has developed regional inputs to their travel model, but most of this data on the non-residential side has been developed in terms of retail and non-retail employment. Since assessment of the traffic impact fee depends on accurate descriptions of both existing and future land uses, a more detailed land use data base was developed in conjunction with each of the jurisdictions participating in the study.

Land Use Categories. The land use categories developed as model input need to be detailed enough so that reasonable trip generation estimates could be made for individual developments, but general enough so that assumptions regarding future development could be made. For example, small retail businesses have very different trip generation rates than a regional shopping center, and as such, should be assessed differently. On the other hand, it would be very difficult to estimate the number and locations of future dry cleaners.

Working with the TAC and local planning staff, approximately 15 land use category groups were agreed upon which bring together types of land uses with common trip generation rates. These groups were identified by reviewing existing zoning and land use planning categories already in existence for the various agencies. Additionally, the development application process was reviewed to match the most frequent development proposals with specific land use categories. Table 9 provides the agreed upon land use categories, examples of the types of uses, and a correspondence to each jurisdiction's zoning categories.

Existing Land Use. Complete land use data sets were developed for 1992 and 2010 conditions. A preliminary existing land use data base was developed from assessor records provided by Metro and

¹ - Based on input and approval of the TAC.

Table 9
Land Use Categories

Category	Types of Uses	Zoning				
		Gresham	Multnomah County	Fairview	Troutdale	Wood Village
Single Family Residential	Single Family Dwelling Units	LDR-7, LDR-5, MDR-12, OFR	LR-5, LR-7, LR-7.5, LR-10, RR, RC, EPU, MVA-20, MUP-19	R-7.5, R-10, R-4	R-20, R-10, R-7, R-5	R-12, R-10, R-4, PUD
Multi Family Residential	Multi-Family Dwelling Units, Apartments, Duplexes	MDR-12, MDR-24, HDR-60, OFR, TD, CUC	MR-4, MR-3, HR-2, HR-1	A-1-B, A-2	R-4, A-2	R-4, A-2, PUD
Warehouse/Manufacturing	Distribution Centers, Wholesale Trade, Construction, Textiles, Lumber Products, Furniture, Chemicals, Materials, Equipment	LI, HI, BP	LM, GM, HM	F-2, M-1, M-2, CR	OI, LI	M-2, M-3
Light Industrial	Printing, Computer, Defense and Electronic Manufacturing, Communications Services, Computer Development, Data Processing, Medical Laboratories, Engineering and Research Services	LI, BP	LM	F-2, M-2, M-3	LI, IP	M-3
Large Office	Office >= 100 KSF: Accounting and Management, Security and Commodity Brokers, Insurance Carriers Real Estate Offices, Holding Companies, Advertising Agencies, Legal Services, and Membership Organizations	OFR, TD, CUC, GC, NC	BPO, LM	A-1-B, C-2, C-4	LI, IP, OC, CC	C-2
Small Office	Office < 100 KSF: Same Types of Uses as OFF_LG	OFR, TD, CUC, GC, NC	BPO	A-1-B, C-2, C-3, C-4	LI, IP, OC, CC	C-2
Government Office	Public Administration Offices, Post Offices	OFR, CUC, GC, TD	BPO, LC, NC, GC, EC	C-2, CSP	GC, CC, NC	C-2, CS
Medical Uses	Doctor, Dental, Veterinarian, Chiropractic Offices, Hospitals and other Medical Uses	OFR, NC, GC, TD	BPO, LC, NC, GC, EC	C-2, C-3, C-4	GC, CC	C-2
Community Service	Nursing Homes, Convalescent Homes, Religious Institutions such as Churches, Temples, Non-Profit and Charitable Organizations	CUC, CS	BPO, LC, NC, GC, EC, LR, MR, HR, LM, Comm	CSP, C-2	A-2, GC	CS, C-2
Large Retail	Retail >= 100 KSF: General Merchandise, Food Stores, Automotive Dealers, Home Furnishings, Movie Theaters, Galleries	GC, EC, EEC, TD	EC, GC	C-2, C-3	GC	C-2, C-3
Medium Retail	Retail < 100 KSF and >= 10 KSF: General Merchandise, Travel Agencies, Hardware Stores, Restaurants, Personal Services, Repair Shops, Storage Facilities, Food Stores	HDR-60, CUC, TD, EC	GC, NC	C-2, C-3, C-4	GC, CC	C-2, C-3, C-4
Small Retail	Retail < 10 KSF: Food Stores, Restaurants, Small Shopping Centers, Day Care Facilities	CUC, TD, NC, GC	NC, LC	C-2, C-3, C-4	GC, CC, NC	C-2, C-3, C-4
High Generating Retail	Service Stations, Fast Food Restaurants, Convenience Stores	CUC, TD, NC, GC	NC, GC, EC	C-2, C-3	GC, CC, NC	C-2, C-3, C-4
Motel	Hotels or Motels	CUC, GC	GC, EC	C-2, C-3	IP, GC	C-2, C-3
School	Colleges, High, Junior High, and Elementary Schools	NC, GC	GC, EC, LR, MR, HR	CSP	R-7, R-4, R-5, A-2, GC, CC, NC	CS
Park and Ride	Park and ride parking spaces					

Multnomah County Assessor's Office. Each assessor record included information regarding the number of dwelling units, square feet of floor area, and in the case of hotels and motels, the number of rooms, as well as a use code indicating the type of use. However, the use codes associated with the assessor data did not conform to the study land use categories. For example, there is an assessor use code for "offices". This use code included small offices, large offices, and government offices. Since each of these types of uses have very different trip generation rates, offices were divided into more distinct categories.

The land use database was amended based on review and comments from each jurisdiction, combined with field checks of types of uses and occupancy levels. Review of reverse directories, aerial photography, discussions with select land owners, and real estate broker information also provided verification of assessor information. The resulting land use data base provides a comprehensive "snapshot" of existing uses categorized by the number of dwelling units, floor area estimates for commercial activities, school enrollment levels, and other measures of land use activity suitable for use in the forecast model. Table 10 summarizes the inventory of 1992 land uses within the study area.

A comparison was made between the existing land use information and current Metro and census estimates by converting all non-residential information in the existing land use database into employment. Based on this comparison, it was determined that the existing land use information was consistent with Metro and Census estimates.

Future Land Use. A single future land use scenario was developed based on zoning and allowable densities consistent with each jurisdiction's current Comprehensive Plan development designations. A correspondence between the study area transportation analysis zones and Metro's regional zone system provided the location and intensity of future growth based on Metro's regional housing and employment projections. A review with each agency (Multnomah County, Gresham, Troutdale, Fairview, and Wood Village) was conducted to determine location and type of use for buildout conditions. The combination of local buildout data and Metro 2010 data were used to develop future 2010 forecasts of land use by TAZ for this study (Technical Appendix B). This single land use scenario was utilized since it was consistent with previous city and county adopted plans, and formed the basis for local input into Metro's Regional Transportation Plan. Changes to the future land use assumptions and variables would alter the future travel forecast and may potentially affect improvement recommendations (this could be tested or refined as part of an update process).

Trip Generation

The trip generation process translates land use quantities (in numbers of dwelling units and square feet of development) into trip ends (number of persons and vehicles entering or leaving a TAZ). The trip generation step uses a series of trip generation rates to relate specific land use quantities by type to the number of trips generated during the PM peak hour. The Metro regional forecast model provides person trip generation and mode split information at the regional level. However, for the application of the impact fee and to allow more detailed evaluation of intersections, a specific set of vehicle trip

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Table 10
Summary of Land Use Inventory
1992 Land Uses by Jurisdiction

Category	City of Gresham	Unincorporated Multnomah County	City of Troutdale	City of Fairview	City of Wood Village	1992 TOTAL
Housing:						
Single Family House	14,669	16,325	2,125	689	383	34,191
Multi-Family Unit	11,425	8,645	416	848	946	22,280
Industrial/Office/Commercial:						
Warehouse/Manufacturing	3,045,412	558,426	136,108	103,711	34,060	3,877,717
Light Industrial	2,923,801	484,434	237,220	107,362	442,222	4,195,039
General Office >= 50 KSF	229,663	126,951	0	0	0	356,614
General Office < 50 KSF	560,896	359,484	10,273	1,102	25,959	957,714
Public/Government Office	225,874	104,320	179,637	2,007	4,664	516,502
Medical Office	309,550	95,538	24,731	0	0	429,819
Large Retail > 100 KSF	1,022,604	726,650	204,513	0	0	1,953,767
Medium Retail 10 - 100 KSF	1,524,380	1,053,731	51,040	23,525	25,878	2,678,554
Small Retail < 10 KSF	308,476	295,024	34,336	16,705	8,756	663,297
High Generating Retail	116,069	30,473	15,324	1,412	10,109	173,387
Other Uses:						
Community Service	921,902	521,366	31,504	7,500	21,500	1,503,772
Hotel/Motel	384	39	260	0	127	810
Schools	41,326	8,897	2,679	1,193	0	54,095
Park and Ride Lots	738	330	0	0	0	1,068

Note: Refer to Table 11 for units of measurement.

generation rates were used. The trip generation rates used in the modelling process were initially derived from Institute of Transportation Engineers research² and adjusted to suit the Gresham/East Multnomah County area as part of calibration. Table 11 presents the vehicle trip generation rates by land use types used in the travel model. These trip rates are important in that once the forecast model is calibrated, they become the linkage between land use and vehicular traffic. Table 12 shows the total trips generated by jurisdiction by year, as well as the net and percent increases in trips between 1992 and 2010.

Table 11
Trip Generation Rates
PM Peak Hour

<u>Category</u>	<u>PM Trip End Rates</u>			<u>Per Unit</u>
	<u>In</u>	<u>Out</u>	<u>Total</u>	
Housing/Residential:				
Single Family	0.660	0.350	1.01	Dwelling Unit
Multi Family	0.390	0.210	0.60	Dwelling Unit
Industrial/Office/Commercial:				
Warehouse/Manufacturing	0.175	0.325	0.50	KSF
Light Industrial	0.150	0.850	1.00	KSF
General Office > = 50 KSF	0.306	1.494	1.80	KSF
General Office < 50 KSF	0.410	1.990	2.40	KSF
Public/Government Office	0.900	2.100	3.00	KSF
Medical Office/Uses	0.690	3.390	4.08	KSF
Large Retail > 100 KSF	0.835	0.835	1.67	KSF*
Medium Retail 10- 100 KSF	1.335	1.335	2.67	KSF*
Small Retail < 10 KSF	2.500	2.500	5.00	KSF*
High Generating Retail	13.335	13.335	26.67	KSF*
Other Uses:				
Community Service	0.270	0.330	0.60	KSF
Hotel/Motel	0.330	0.270	0.60	Room
Schools	0.030	0.070	0.10	Student
Park and Ride Lots	0.120	0.560	0.68	Space

* Retail PM peak hour trip end rates have been adjusted to reflect reductions due to pass-by trips.

² - Trip Generation - 5th Edition, Institute of Transportation Engineers, 1991. ITE rates were used as a starting point due to the extensive research and available data. It provides a common source of data for future plan updates.

Table 12
PM Peak Hour Vehicle Trips

Jurisdiction	1992		2010		2010-1992		Change
	Trips	%	Trips	%	ΔTrips	%	%
City of Gresham	45,651	53.0	58,656	52.8	13,005	52.0	29%
Multnomah Co./ Unincorporated	31,998	37.1	40,507	36.4	8,509	31.4	27%
City of Troutdale	4,867	5.6	6,930	6.2	2,063	8.3	42%
City of Fairview	1,680	2.0	2,808	2.5	1,128	4.5	67%
City of Wood Village	1,962	2.3	2,242	2.0	281	1.1	14%
TOTAL:	86,158	100	111,143	100	24,986	100	29%

Trip Distribution

The trip distribution step determines where people are going within and outside the study area. Distribution is based on the number of trips generated and travel time between each zone pair. Potential changes in regional travel patterns must be reflected in the trip distribution. To accomplish this, the regional trip distribution from Metro's travel forecast was incorporated into the subarea model. By applying this trip distribution to the Gresham/East Multnomah County subarea model, regional influences could be assessed on a consistent basis.

Traffic Assignment

The traffic assignment process allocates trips to specific travel routes in the roadway network in an incremental fashion. Trip volumes are accumulated on links of the network until all trips are assigned. For roadway design and planning future roadway needs, the evening peak hour is the time period when the demand for street capacity is greatest and forms the basis for sizing transportation facilities. Roadway capacities and speeds are explicitly considered in the process. As traffic volumes on individual roadway links approach the capacities of the links, the assumed travel speeds are reduced and alternative routes are searched for in assigning further trips (capacity constrained increment loading). This process tends to more realistically balance traffic assignments against available roadway capacities on the network. Overloading of individual links may still occur when alternative routes with acceptable travel times are not available for a particular trip.

Model Verification

The 1992 model was "validated" by assigning the existing (1992) land uses onto the roadway network and comparing model results to observed traffic levels. Actual traffic counts were checked against modeled volumes for comparison to determine model accuracy. The model was interactively refined until a reasonable relationship between model-predicted volumes and traffic counts was achieved. Once the model reasonably replicates existing conditions, it is used to predict future conditions associated with future land use and network changes.

For validation, eleven screenlines were defined throughout the study area (Figure 3-1). Screenlines are imaginary lines that cut through the study area road network. Traffic volumes across these cordon lines can be added together to compare actual counts and modeled volumes. As the model is refined, these screenlines are checked for accuracy. Most transportation planning work attempt to model existing conditions within 10-20 percent of actual counts.

Table 13 summarizes the final validation results by screenline. Overall, the model produces results within 5 percent of actual counts on the collective study area screenlines. Review of model-estimated volumes on individual routes within each screenline also shows a generally good comparison to actual counts on most major routes, though some individual routes do vary. The screenline validation indicates a good overall estimation of travel, and the model process incorporates a post-model adjustment process, which takes into account the model's validation results and adjusts the future forecasts accordingly to provide a higher level of accuracy in refining individual street volumes.

It is important to note that the model is an analytic tool. Actual traffic counts can easily vary by 15 percent day-to-day over the course of a year. Therefore, the accuracy of the model is well within the general variation in traffic levels.

Metro Model Interface

The Gresham/East Multnomah County subarea model provides a more detailed zone structure and land use than the 1189 zone Metro regional model for the specific purposes of this impact fee study. However, the subarea model relies on the growth estimates and distribution patterns associated with the Metro regional model. Distribution information from the regional model is directly incorporated into the subarea model. The key similarities and differences between the subarea model and the regional model are as follows:

Zone System. The zone system for the subarea model is based on census tracts, and is more detailed than the Metro regional model. A correspondence table was created to allow comparisons between the Metro model and subarea model zone systems. Zones in the subarea model generally are smaller and follow jurisdictional, physical, census tract, and street boundaries.

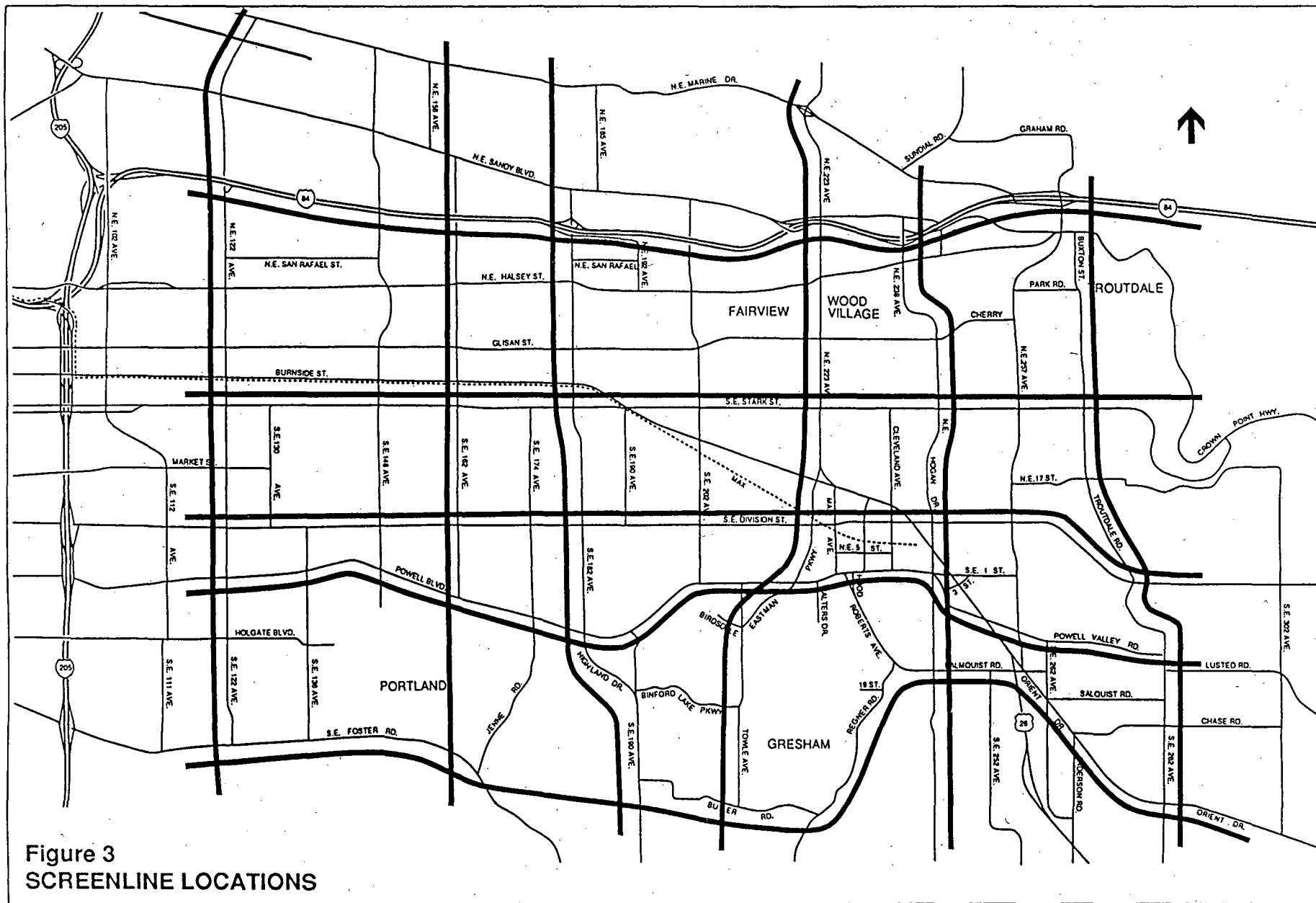


Figure 3
SCREENLINE LOCATIONS

Table 13
Screenline Validation Results

<u>Screenline Location</u>	<u>Count</u>	<u>Model</u>	<u>Model/ Count</u>
South of I-84	10,792	11,235	1.04
North of Stark	15,306	15,539	1.02
North of Division	16,279	16,717	1.03
South of Powell	11,956	12,742	1.07
South of Foster	5,708	5,835	1.02
West of 122nd	27,544	26,455	0.96
West of 162nd	19,548	20,856	1.07
West of 181st-182nd	18,016	19,349	1.07
West of 223rd	13,289	16,117	1.21 (1)
East of 242nd-Hogan	13,214	14,100	1.07
East of Troutdale	3,932	3,865	0.98
OVERALL:	155,584	162,810	1.05

(1) The I-84 screenline location west of 223rd Avenue does not coincide with a base year count location. Model freeway volumes include traffic entering and exiting the freeway at Sandy Boulevard.

Model Area. The Metro regional model encompasses the entire Portland metropolitan area, including Clark County, Washington. The subarea model includes the southeast portion of the Portland metropolitan area and is bounded by the Columbia, Willamette and Sandy rivers.

Land Use. To better portray local travel, the subarea model uses residential units and floor areas for representing land use within the Gresham/East Multnomah County area, rather than the population and employment variables used in the Metro regional model. General factors were developed to correlate the two types of data. This was done to provide a more accurate depiction of short trips, which affect intersection operation, and to provide a better definition for relating land uses to impact fees.

Trip Generation. Trip generation rates vary between the two models; the regional model uses person trip rates, and the subarea model uses vehicle trip rates based on ITE research and documentation. The subarea model does not include an explicit mode choice step, however it is possible to reflect projected future mode shifts estimated from the regional model into the subarea model by factoring the vehicle trip generation rates. Various adjustments to mode split can be tested in future updates to the impact fee. However, this fee analysis was based on conditions which would likely be the case in the next few years (prior to the first update of the fee basis).

Trip Distribution. The trip distribution is identical in both models since trip distribution patterns from the regional model are directly incorporated into the subarea model.

Traffic Assignment. The traffic assignment procedures are identical, with both models using the "equilibrium" assignment procedure.

Congested Speeds. The evaluation of congested speeds on the road network is similar. The subarea model uses the same capacity allocations as the regional model.

MODEL FORECASTS

Future PM peak hour traffic volumes were forecast for the future (2010) scenario for the Gresham/East Multnomah County area. The future base roadway network included the existing roads, plus those improvements which are currently funded and would likely be implemented before the 2010 scenario is reached. The Hogan alignment of Mount Hood Parkway was also included in the base future network.³

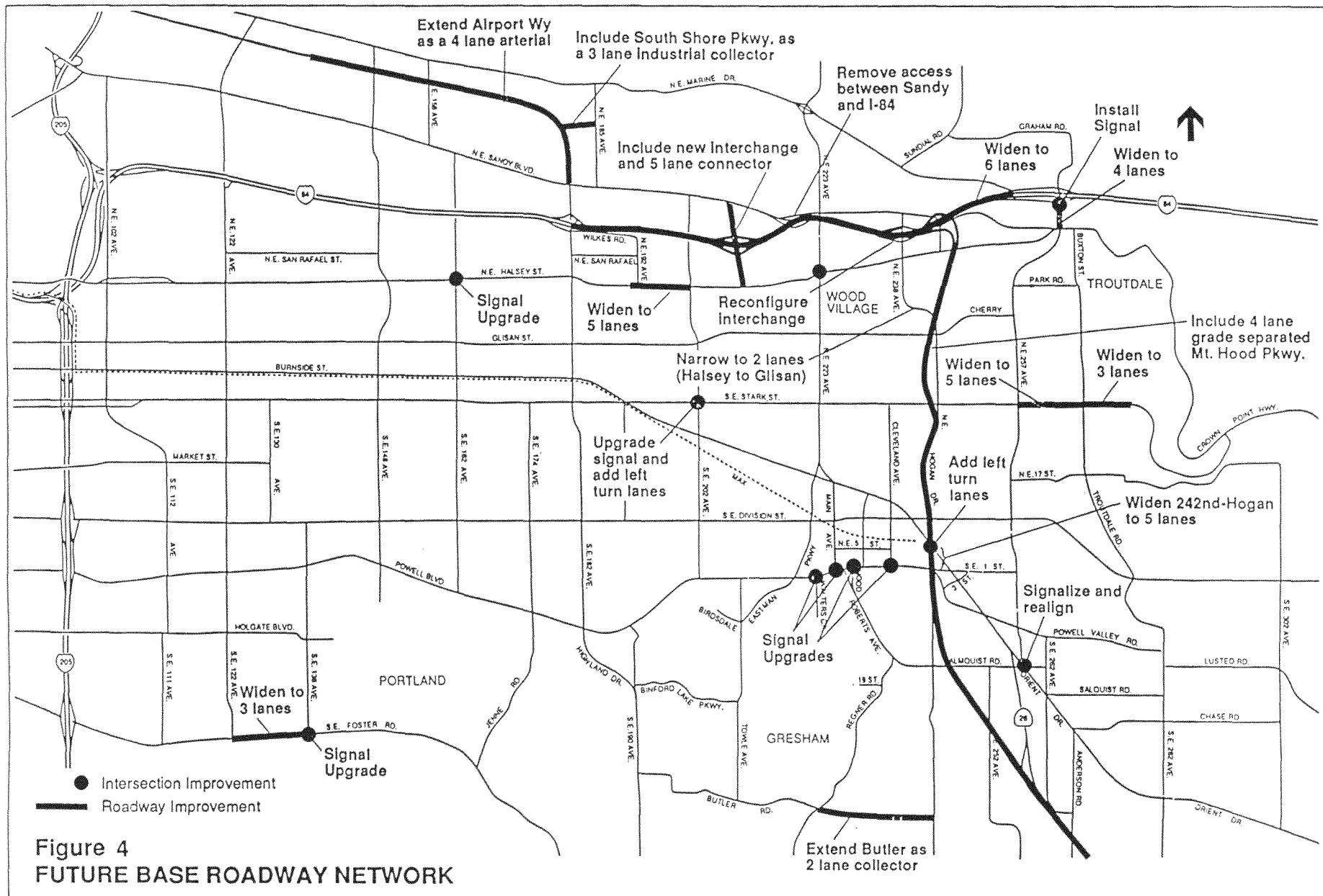
Future Base Network

The future base network was developed through detailed coordination with Metro, city and county staff. The TAC approved the assumptions supporting the future base network. These improvements, which are already fully funded through existing programs (except for Mt. Hood Parkway), would not be part of the impact fee. The base roadway network improvements are shown graphically in Figure 4, and are described below.

Roadway Improvements

Mount Hood Parkway. Construction of a limited access four lane grade-separated roadway with a design speed of 55 mph between I-84 and Highway 26. Access to the parkway is provided by ramps to and from the south at Halsey Street, to and from the north at Stark Street, a elongated split diamond between Division and Powell, and ramps to 242nd-Hogan at the southern terminus. 242nd-Hogan would be reconstructed as a collector-distributor between Division and Powell, with ramps to Mount Hood Parkway to the north of Division and to the south of Powell.

³ - One alignment of the Mt. Hood Parkway was selected based upon TAC input. It was necessary to include the parkway to avoid developing duplicate set of local improvements which would not be necessary with the parkway. If those local improvements that would be needed without Mt. Hood Parkway were to be included in the plan, the resulting fee would be substantially higher than other fees currently charged in the region. The EIS for the Mt. Hood Parkway will analyze the impacts of the no-build and alternative alignment scenarios.



Interstate 84 (181st to 223rd) - Includes 207th interchange and part of connector. Widen I-84 to six lanes, construct a standard diamond interchange at 207th, and construct connector from new I-84 interchange to Sandy Boulevard. All ramps at new 207th interchange will be two lanes, and the intersection of the ramps with the new 207th connector roadway will be signalized. Provide new structures at 201st and 223rd based on May, 1989 ODOT Corridor/Design Hearing Map of Columbia River Highway from 181st to Troutdale. Close access from I-84 to Sandy Boulevard.

Interstate 84 (223rd to Troutdale). Widen I-84 to six lanes, rebuild interchanges and structures based on May, 1989 ODOT Corridor/Design Hearing Map of Columbia River Highway from 181st to Troutdale. Close access from I-84 to Sandy Boulevard and Columbia River Highway. Provide signals at 238th/I-84 westbound ramps, 238th/I-84 eastbound ramps, Marine Drive/I-84 westbound ramps, Marine Drive/I-84 eastbound ramps, Graham Road/I-84 westbound ramps, and Graham Road/I-84 eastbound ramps.

207th Connector (I-84 to Halsey Street). Project is to connect the new 207th Interchange on I-84 with Halsey Street to the south via a new five lane arterial street. This section of the connector will have four lanes and a left turn pocket at Halsey Street. No local access is to be provided. Sidewalks, curbs and bike lanes will be provided.

Airport Way (138th to 181st). Include Airport Way as a four (4) lane arterial from 138th to 181st. Left turn lanes will be provided at intersections along the facility. (Facility completed in 1993).

South Shore Parkway (181st to 185th). Construct a three (3) lane industrial collector from Airport Way/181st east to 185th. The new roadway will be located between and parallel to Sandy Boulevard and Marine Drive. This project will be built as part of adjacent land development.

SE Foster Road (SE 122nd Avenue to SE 136th Avenue). Widen SE Foster Road to provide for two traffic lanes and a continuous left turn lane, bike lanes and sidewalks. Provide signal upgrade with signal interconnect at 136th Avenue. Storm drainage is upgraded from existing ditch.

242nd Avenue (Powell Boulevard to Burnside Road). Reconstruct existing two lane roadway to arterial standards including four travel lanes, continuous left turn lane, sidewalks, roadway lighting and intersection improvements.

Butler Road (Regner Road to 242nd-Hogan). Include Butler Road extension as a two (2) lane collector from Regner Road to 242nd-Hogan. Project is already constructed.

Halsey Street (190th Avenue to 201st Avenue). Improve NE Halsey to arterial standards by widening existing two lane roadway to standards of 66 ft. width including four travel lanes, a continuous left turn lane, a signal, intersection improvement, sidewalks, bike paths, roadway lighting and turn lanes. Upgrade drainage ditch to storm sewer.

Stark Street (257th-Kane to Troutdale Road). Widen Stark Street to a five (5) lane roadway between 257th-Kane and Troutdale Road. Include bicycle paths and sidewalks to provide continuity.

Stark Street (Troutdale to Evans). Widen Stark Street to a three (3) lane roadway between Troutdale Road and Evans. Provide turn lanes at Troutdale Road.

Graham Road Bridge Project (South Frontage Road to Columbia River Highway). Widen Graham Road to five (5) lanes from South Frontage Road (I-84 eastbound on-ramp) south to Columbia River Highway. Include signal at the intersection of Graham Road and South Frontage Road. Close access from Kendall Road to Graham Road just south of the I-84 eastbound on-ramp. Provide bike lanes along Graham Road (this project is presently under construction).

Intersection Improvements

162nd Avenue at Halsey Street. Provide signal upgrade.

202nd Avenue at Stark Street. Provide signal upgrade to eight phase signal. Add exclusive left turn lanes on north and south legs.

242nd-Hogan at Burnside Street. Improve traffic signal at the intersection of Burnside and 242nd Avenue and improve intersection with left turn lanes.

257th Avenue at Orient. Install new traffic signal at the intersection of 257th-Kane/Orient Drive. South of Orient, loop 257th-Kane to the west to connect directly to Highway 26. North/east of Orient, realign Palmquist to the south to connect with Orient at a separate intersection south of 257th-Kane/Orient. County is still performing analysis of alternatives for this intersection. Project should include sidewalks and roadway lighting.

I-6: Powell Boulevard Traffic Signal Improvements. This project will upgrade City owned traffic signals on Powell Boulevard at Cleveland, Hood, Main, and Walters Road, including signal interconnect and emergency pre-emption. It will also replace the pedestrian signal at Walters with a full traffic signal (discussed in Existing Deficiencies Chapter).

FUTURE DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Future transportation conditions were evaluated in a similar manner to the existing conditions. Improvements to intersections, roadways between intersections, and brand new or extended facilities were considered and a package of recommended improvements was determined.

Between 1992 and 2010, the amount of PM peak hour automobile trip ends is expected to increase by 29 percent. Forecasts of 2010 traffic volumes were developed using the forecast model (refer to

plots of volumes and demand-to-capacity ratios available from City of Gresham). These data were reviewed and refined to produce detailed traffic forecasts at intersections (see Technical Appendix C for more detail on intersection volumes and resultant level of service). When assigned to the roadway network, based on the level of service deficiency criteria, this level of traffic growth is expected to create the need for improvements at 25 intersections, on five (5) miles of roadway links, and two interchanges in the area. Table 14 summarizes the intersection levels of service under 2010 base future conditions and, where required, under an impact fee mitigated scenario. Traffic signal warrant analyses were performed for all unsignalized intersections operating at LOS E or worse under future base (2010) conditions (Table 15).

Table 14
2010 Intersection Operation

Study Intersection	2010 Future Base (Programmed Improvements plus Mount Hood Parkway)			2010 Mitigated (2010 Future Base plus Impact Fee Improvements)		
	LOS	Delay/ Veh.	V/C	LOS	Delay/ Veh.	V/C
122nd/Holgate	C	18.0	0.59			
122nd/Foster	E	43.2	0.85	C	23.3	0.72
130th/Stark	B	7.6	0.98	B	10.2	0.74
130th/Market	B	6.2	0.61			
130th/Division	B	7.1	0.66			
136th/Division	C	19.0	0.90	C	16.5	0.82
136th/Powell	E	47.8	1.06	C	19.9	0.77
136th/Holgate	A/E	na	na			
136th/Foster	C	16.2	0.86			
148th/Division	C	22.7	0.78			
148th/Powell (I)	C	19.9	0.80	C	16.3	0.58
162nd/Halsey	B	12.5	0.61			
162nd/Glisan	D	25.0	0.83			
162nd/Burnside	C	21.6	0.68			
162nd/Stark	D	28.5	0.92	C	24.4	0.82
162nd/Division	D	29.0	0.90	D	25.7	0.84

Study Intersection	2010 Future Base (Programmed Improvements plus Mount Hood Parkway)			2010 Mitigated (2010 Future Base plus Impact Fee Improvements)		
	LOS	Delay/ Veh.	V/C	LOS	Delay/ Veh.	V/C
162nd/Powell (I)	C	18.9	0.78	B	14.7	0.58
174th/Division	C	22.1	0.87			
174th/Powell	E	50.3	1.05	D	25.5	0.83
181st/Sandy	C	23.8	0.74			
181st/I-84 WB On/Off	B	12.1	0.82			
181st/I-84 EB Off/On	F	79.5	1.15	C	18.1	0.70
181st/San Rafael	E	44.9	0.87	B	13.4	0.60
181st/Halsey	F	60.3	1.08	D	27.1	0.83
181st/Glisan	D	34.2	0.96	D	27.7	0.86
181st/Burnside	D	35.8	0.96	D	27.3	0.88
181st/Stark	D	31.6	0.90	D	28.0	0.84
182nd/Division	D	30.5	0.91	D	25.8	0.81
182nd/Powell	E	51.0	1.07	D	29.7	0.85
185th/Marine	B/D	na	na			
185th/Sandy	A/F	na	na	B	11.6	0.53
190th/Stark	C	15.4	0.52			
190th/Division	B	9.8	0.48			
190th/Powell (I)	C	22.3	0.84	B	10.4	0.51
190th/Highland	A/E	na	na			
190th/Butler	A/E	na	na			
192nd/Halsey	B	5.7	0.38			
Burnside/Stark	C	19.8	0.67			
201st/Sandy	D/E	na	na			
201st/Halsey	B	14.6	0.67			
202nd-Birdsdale/Glisan	C	19.0	0.74			

Study Intersection	2010 Future Base (Programmed Improvements plus Mount Hood Parkway)			2010 Mitigated (2010 Future Base plus Impact Fee Improvements)		
	LOS	Delay/ Veh.	V/C	LOS	Delay/ Veh.	V/C
202nd-Birdsdale/Stark	C	21.1	0.90	C	24.8	0.74
202nd-Birdsdale/Burnside	C	23.7	0.70			
202nd-Birdsdale/Division	C	15.3	0.65			
202nd-Birdsdale/Powell	D	38.0	0.95	C	15.7	0.62
Towle/Powell (1)	B	13.9	0.83	B	9.1	0.50
Eastman/Birdsdale	A/E	na	na			
Towle/Binford Lake	A/E	na	na			
Towle/Butler	A/B	na	na			
223rd-Fairview/Marine WB	A/A	na	na			
223rd-Fairview/Marine EB	A/A	na	na			
223rd-Fairview/Sandy	C	15.4	0.86			
223rd-Fairview/Halsey	E	40.1	1.03	C	15.6	0.77
223rd-Fairview/Glisan	C	24.8	0.92	C	18.1	0.75
223rd-Fairview/Stark	C	24.8	0.72			
Eastman/Burnside	C	19.6	0.62			
Eastman/Division	D	28.4	0.80			
Eastman/Powell	D	25.6	0.81			
Walters/Powell	B	5.5	0.58			
Main-Fairview/Burnside	C	15.4	0.50			
Main/Division	B	13.5	0.53			
Main/Powell	B	10.8	0.64			
Hood/Powell	B	8.7	0.51			
Cleveland/Stark	B	14.3	0.57			
Cleveland/Burnside	C	15.6	0.62			

Study Intersection	2010 Future Base (Programmed Improvements plus Mount Hood Parkway)			2010 Mitigated (2010 Future Base plus Impact Fee Improvements)		
	LOS	Delay/ Veh.	V/C	LOS	Delay/ Veh.	V/C
Cleveland/Division	B	14.1	0.58			
Cleveland/Powell	B	9.0	0.54			
Regner/Roberts	D	22.3	1.05	B	8.2	0.66
Regner/Binford Lk-19th	A/C	na	na			
Regner/Butler	A/B	na	na			
Burnside/Division	D	31.3	0.93	D	25.5	0.81
Sundial/Marine	A/C	na	na			
238th/Sandy	A/C	na	na			
238th/I-84 WB On/Off	A/C	na	na			
238th/I-84 EB On/Off	A/E	na	na			
238th/Halsey	B	12.8	0.72			
242nd-Hogan/Glisan	C	18.5	0.68			
242nd-Hogan/Stark (2)	D	32.1	0.87	C	23.5	0.71
242nd-Hogan/Palmquist	D	26.7	1.06	B	12.7	0.60
Burnside/1st-Bull Run	C/E	na	na			
Burnside/3rd	B	13.9	0.54			
Burnside-Hwy 26/Powell	C	22.1	0.71			
252nd-Palmbald/Palmquist	A/B	na	na			
Marine/I-84 WB On	B	7.8	0.43			
Marine/I-84 EB Off	B	5.5	0.52			
257th-Kane/Cherry Park N.	B	13.2	0.29			
257th-Kane/Cherry Park S.	B	13.9	0.46			
257th-Kane/Stark	D	35.9	0.91	D	26.1	0.76
257th-Kane/Cochran-17th	B	10.7	0.34			

Study Intersection	2010 Future Base (Programmed Improvements plus Mount Hood Parkway)			2010 Mitigated (2010 Future Base plus Impact Fee Improvements)		
	LOS	Delay/ Veh.	V/C	LOS	Delay/ Veh.	V/C
257th-Kane/Division	D	26.1	0.79			
257th-Kane/1st	B	13.8	0.76			
257th-Kane/Powell Valley	C	19.4	0.90	B	14.9	0.73
Hwy 26/Orient	A/E	na	na			
Hwy 26/Palmquist	C	21.4	0.72			
257th-Orient/Palmquist	B/F	na	na	B	13.9	0.68
262nd-Barnes/Powell	A/D	na	na			
262nd-Barnes/Orient	A/F	na	na	F	na	na
Orient/Chase	A/B	na	na			
Halsey/Columbia Hwy	A/D	na	na			
Graham-Frontage/I-84 WB	B	12.0	0.51			
Graham-Frontage/I-84 EB	C	21.2	0.88			
Graham/Columbia Hwy	D	28.6	0.79			
Buxton/Columbia Hwy	A/A	na	na			
Troutdale/Cherry Park	B	12.1	0.36			
Troutdale/Stark	D	33.7	1.03	C	17.2	0.73
Troutdale/Cochran-17th	B	6.3	0.33			
Troutdale/Division	B	5.9	0.55			
282nd/Powell Valley	A	4.6	0.53			
282nd/Lusted	A	4.9	0.46			
282nd/Salquist	A/C	na	na			
282nd/Orient	B	12.8	0.34			
Airport-181st/South Shore	C	17.3	0.57			
185th/South Shore	A/A	na	na			

Study Intersection	2010 Future Base (Programmed Improvements plus Mount Hood Parkway)			2010 Mitigated (2010 Future Base plus Impact Fee Improvements)		
	LOS	Delay/ Veh.	V/C	LOS	Delay/ Veh.	V/C
207th Connector/Sandy	A/E	na	na			
207th Connector/I-84 WB Ramps	B	8.8	0.49			
207th Connector/I-84 EB Ramps	B	12.9	0.43			
207th Connector/Halsey	A/E	na	na			
Mt. Hood Pkwy SB/Halsey	A/B	na	na			
Mt. Hood Pkwy NB/Halsey	A/A	na	na			
Mt. Hood Pkwy/Stark	B	13.7	0.62			
Mt. Hood Pkwy SB/Division	C	20.0	0.82			
Mt. Hood Pkwy NB/Division	C	19.1	0.73			
Mt. Hood Pkwy SB/Burnside	B	14.9	0.62			
Mt. Hood Pkwy NB/Burnside	B	8.0	0.55			
Mt. Hood Pkwy SB/Powell	C	16.0	0.71			
Mt. Hood Pkwy NB/Powell	B	13.0	0.48			
242nd-Hogan/Mt. Hood Pkwy	A	1.2	0.11			

- (1) Mitigation part of Powell Boulevard widening; included for continuity and safety.
- (2) High southbound left turn volume (approx. 500 vehicles) operates at capacity, resulting in large queues in a single lane.

Table 15
Future (2010) Signal Warrant Summary
Unsignalized Intersections

INTERSECTION	EXISTING			FUTURE
	MUTCD Warrant 11	ODOT Warrant 1	ODOT Warrant 2	MUTCD Warrant 11
136th/Holgate				•
185th/Sandy				•
190th/Highland				
190th/Butler				
201st/Sandy				
201st/Halsey	•	•		•
Eastman/Birdsdale				
Towle/Binford Lake				
Walters/Powell	•			•
Regner/Roberts				•
238th/I-84 EB On/Off				•
Hogan/Palmquist				•
Burnside/1st-Bull Run	•		•	•
Marine/I-84 WB On				
Marine/I-84 EB Off				
257th/Powell Valley				•
Highway 26/Orient	•	•	•	•
Orient/Palmquist				•
262nd/Orient	•			•
Halsey/Columbia Hwy	•			•
Graham-Frontage/I-84 WB				
Graham-Frontage/I-84 EB	•			•
207th Connector/Sandy	N/A	N/A	N/A	•
207th Connector/Halsey	N/A	N/A	N/A	
Mt Hood Pkwy SB/Halsey	N/A	N/A	N/A	

MUTCD Warrant 11: Peak Hour
 ODOT Warrant 1: Minimum Vehicular Traffic
 ODOT Warrant 3: Interruption of Continuous Traffic.
 N/A Not applicable - intersection does not currently exist.

Areawide Signal System

No existing signal system is currently in use in the Gresham/East Multnomah County area. Only eight of the traffic signals in the entire area operate in the coordinated mode with all other signals operating in the uncoordinated or *free* mode. The implementation of a signal system can provide numerous benefits including:

- The ability to operate signals in the coordinated mode which can provide for decreased travel times, a reduction in vehicle delay and stops, and a reduction in vehicle emissions.
- The ability to monitor traffic signals from a computer (either dedicated or a shared use PC). This allows for maintenance and operations staff to diagnose many problems without going out in the field resulting in considerable time savings. Signal timing data can be uploaded and downloaded to local intersection controllers from the computer.

At this stage it is recommend that the following actions be taken:

- As part of the existing deficiency program, utilize existing equipment and interconnect to implement coordinated signal timings on 181st, Burnside, Division, and Powell. Where existing signal interconnect is not available, time-based coordination should be used.
- Install conduit for future signal interconnect as a part of all street improvement projects, and install signal interconnect to adjacent traffic signals as part of all new signal installations.
- As part of the impact fee program, undertake a signal system study to determine future needs for a signal system including communication. The ultimate goal would be to connect the large majority or all traffic signals in the Gresham/East Multnomah County area to one signal system. Interface between City of Gresham, Multnomah County, City of Portland and ODOT signal operations would be a key element of the study and ultimate signal system.

Impact Fee Improvements

The improvements constituting the proposed impact fee project list are shown in Figure 5 and described in Table 16. Projects are listed from north to south and west to east, *not* in order of priority. Prioritization should occur in coordination with the CIP process. All improvements shall include sidewalks for pedestrians, bike lanes for bicyclists and transit facilities for buses and park-and-riders. This improvement program meets the SDC requirement to establish a specific nexus between capacity needs and future land use. Bicycle, pedestrian and transit improvements beyond those programmed, built as part of fronting development improvements or identified in this plan may be existing deficiencies or non-capacity related and should not included in this initial program. Future updates to the Fee Program may include these elements if capacity needs can be defined.

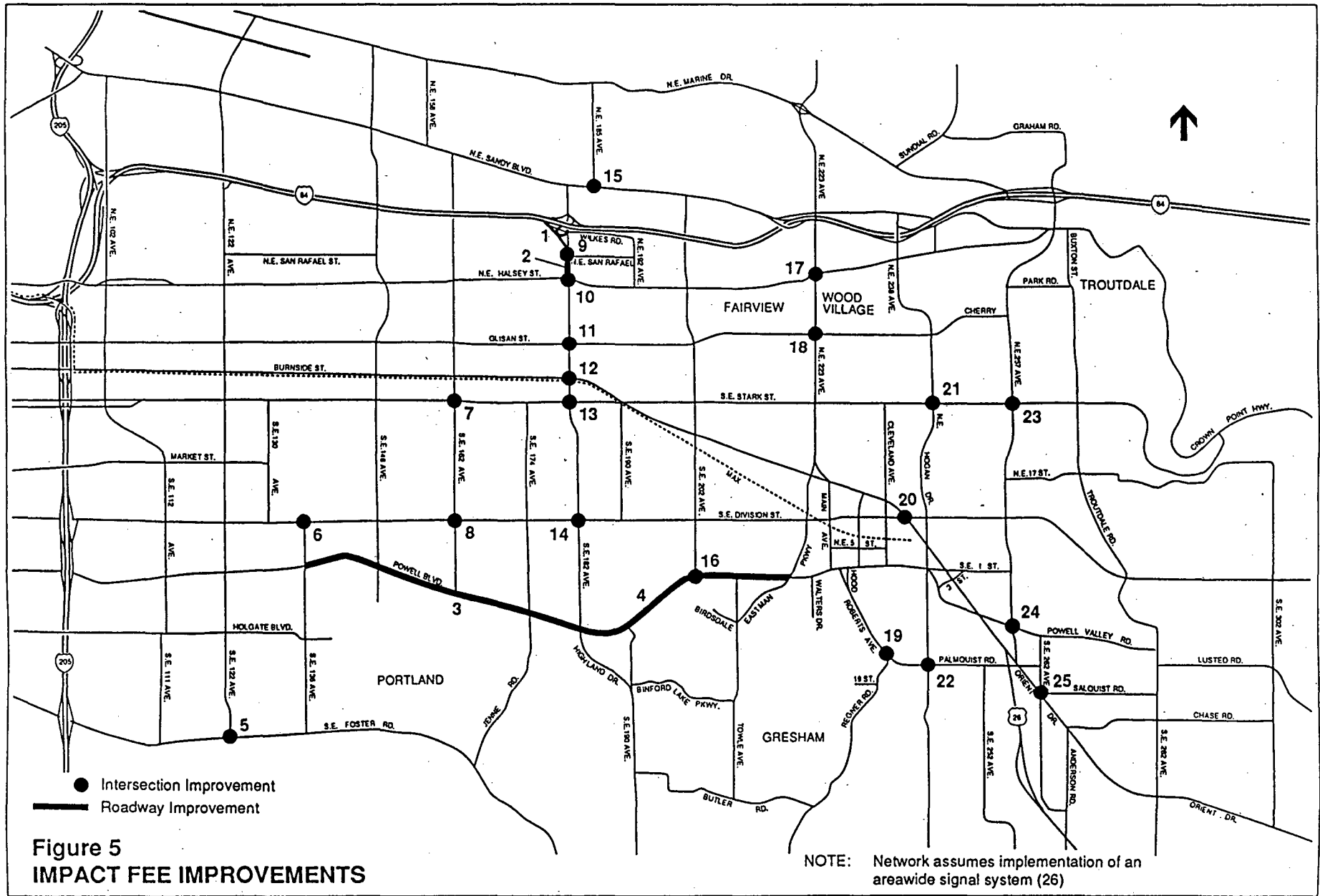


Table 16
Traffic Impact Fee Project List

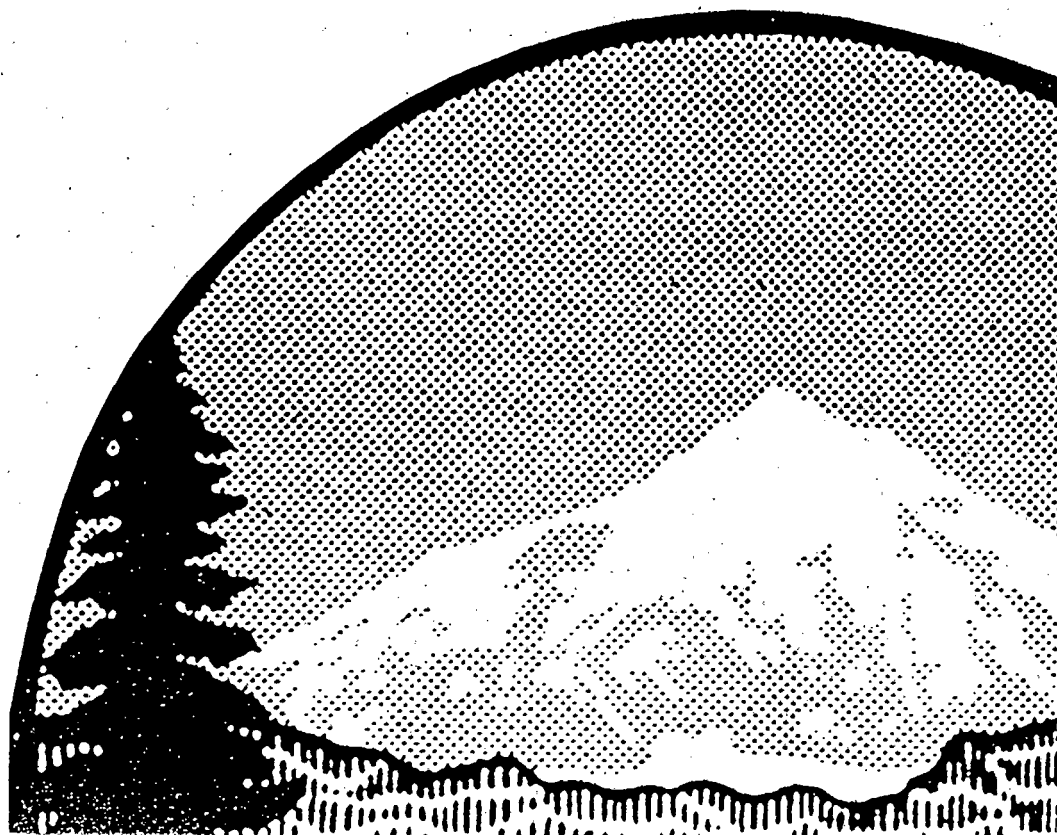
NUMBER	LOCATION	DESCRIPTION
1	181st at I-84	Reconfigure interchange to provide a standard partial cloverleaf configuration with loop on-ramps in the northeast quadrant (exists today) and in the southwest quadrant (recommended mitigation). Restripe curb lane on southbound 181st as exclusive right turn lane (400') onto loop ramp for eastbound I-84. Restripe center lane as southbound through lane from 300' north of the new loop on-ramp. The need for this improvement was tested in a model run which included South Shore Parkway extension from Airport Way to the 207th Connector. Based on the results of this model run and the design ⁴ of South Shore Parkway, the new interchange improvement was recommended.
2	181st Avenue (I-84 to Halsey Street)	Widen 181st Avenue to provide three (3) southbound travel lanes between I-84 eastbound off-ramp and Halsey Street.
3	Powell Boulevard (136th Avenue to Gresham City Limits)	Widen Powell Boulevard to a five (5) lane roadway between 136th Avenue and Gresham City Limits. Include bicycle paths and sidewalks to provide continuity. Center turn lane should be landscaped between intersections.
4	Powell Boulevard (Gresham City Limits to Eastman Parkway)	Widen Powell Boulevard to a five (5) lane roadway between Gresham City Limits and Eastman Parkway. Include bicycle paths and sidewalks to provide continuity. Center turn lane should be landscaped between intersections.
5	122nd Avenue at Foster Road	Restripe north leg (southbound approach) to provide an exclusive left turn lane, a left-through lane, and an exclusive right turn lane.
6	136th Avenue at Division Street	Add a 100' exclusive eastbound right turn lane.
7	162nd Avenue at Stark Street	Add a 100' exclusive southbound right turn and a 100' exclusive eastbound right turn.
8	162nd Avenue at Division Street	Add a 100' exclusive eastbound right turn and a 100' exclusive westbound right turn.
9	181st Avenue at San Rafael Street	In addition to the third southbound through travel lane added as part of L-14, upgrade signal to provide a westbound right overlap (green arrow during southbound left turn phase), and remove pedestrian crosswalk on north leg of intersection.
10	181st Avenue at Halsey Street	The third southbound travel lane from I-84 (L-14) becomes an exclusive southbound right turn lane. Add second left turn lanes on the north and south legs to provide 200' double left turn lanes. Add 150' exclusive right turn lanes on the eastbound and westbound approaches. Upgrade traffic signal to provide for right turn overlaps.
11	181st Avenue at Glisan Street	Add second left turn lane on the north and south legs to provide 150' double left turn lanes. Add 150' exclusive right turn lanes on the northbound and southbound approaches.

⁴ - South Shore Parkway will be an industrial collector not designed to carry arterial traffic, and has potential access through the Interlaken neighborhood.

NUMBER	LOCATION	DESCRIPTION
12	<i>181st Avenue at Burnside Street</i>	<i>Add second left turn lane on north leg to provide 200' double left turn lanes. Upgrade traffic signal to provide for a westbound right turn overlap (green arrow) with the southbound left turn movement.</i>
13	<i>181st Avenue at Stark Street</i>	<i>Add second left turn lane on east and west legs to provide 150' eastbound double left turn lanes and 200' westbound double left turn lanes.</i>
14	<i>182nd Avenue at Division Street</i>	<i>Add 150' exclusive southbound right turn lane.</i>
15	<i>185th Avenue at Sandy Boulevard</i>	<i>Realign 185th to the east, provide grade separated crossing at railroad tracks, and align connection to Sandy Boulevard across from Boeing driveway.</i>
16	<i>202nd-Birdsdale at Powell Boulevard</i>	<i>In addition to widening Powell Boulevard to five lanes, add a 100' exclusive southbound left turn lane.</i>
17	<i>223rd-Fairview at Halsey Street</i>	<i>Add 100' exclusive eastbound and westbound left turn lanes.</i>
18	<i>223rd-Fairview at Glisan Street</i>	<i>Add an additional southbound travel lane through the intersection to provide two (2) southbound through lanes. Extend this lane at least 250' south of the intersection.</i>
19	<i>Regner Road at Roberts Avenue</i>	<i>Widen Roberts and provide signing and striping to allow a free right (right turn allowed without stopping) for traffic traveling south on Roberts Avenue to Regner Road southbound. City of Gresham is currently performing intermediary radius improvements.</i>
20	<i>Burnside Street at Division Street</i>	<i>Add 200' exclusive eastbound right turn lane.</i>
21	<i>242nd-Hogan at Stark Street</i>	<i>Modify traffic signal to provide split/approach phasing on the north and south approaches. Restripe north leg (southbound approach) for exclusive left turn lane, left-through lane, and through-right lane. Remove pedestrian crosswalk on east leg of intersection. This improvement will be needed when Mt. Hood Parkway is built.</i>
22	<i>242nd-Hogan at Palmquist Road</i>	<i>Install traffic signal and provide signal interconnect to adjacent signals.</i>
23	<i>257th Avenue-Kane at Stark Street</i>	<i>Add second left turn lane on south leg to provide 200' northbound double left turn lanes. Add a 100' southbound exclusive right turn lane and a 250' eastbound exclusive right turn lane.</i>
24	<i>257th Avenue-Kane at Powell Valley Road</i>	<i>Install traffic signal and provide signal interconnect to adjacent signals.</i>
25	<i>262nd Avenue-Barnes at Orient Drive</i>	<i>Realign intersection to allow safe movements and right angle intersections. County staff are analyzing alternative improvement designs.</i>
26	<i>Areawide Signal System</i>	<i>Undertake a signal system study to determine future needs for a signal system including communication. The ultimate goal would be to connect the large majority or all traffic signals in the Gresham/East Multnomah County area to one signal system. Interface between City of Gresham, Multnomah County, City of Portland and ODOT signal operations would be a key element of the study and ultimate signal system.</i>
27	<i>Impact Fee Studies</i>	<i>Analysis to perform Trafficway Plan and Impact Fee Study along with updates every five years.</i>

Note: Projects within Gresham City limits are shown in italics.

4. Cost Estimates



4. Cost Estimates

Based on projections of 2010 growth and transportation conditions, a package of improvements was recommended for Gresham and the East Multnomah County study area. The improvements would provide a balanced transportation system and operate at an acceptable level of service. Detailed descriptions of these improvements were provided to Multnomah County Transportation Division. County staff developed order of magnitude cost estimates for each improvement that was needed to mitigate future transportation deficiencies (see Chapter 3). Details of cost estimates and assumptions are included in Technical Appendix D.

COST ESTIMATING ASSUMPTIONS

The purpose of a traffic impact fee is to fund improvements that are needed as a result of future development. Some of the basic assumptions in estimating the costs for the entire improvement program are noted below:

- **Project Costs:** These costs refer to individual improvements to the transportation system outlined in this study. Costs include right-of-way, engineering and construction. All cost estimates are based on 1993 dollars (for future reference, the Engineering News Record (ENR) construction cost index for 1993 was 5,263.54).
- **Frontage Costs:** These costs refer to improvements required along the street frontage of an unimproved property (including half road, bike lane, curb, gutter, sidewalk, and transit improvements). Since land development has consistently provided fronting improvements in the past, street improvement projects identified in this program **do not** include the costs associated with frontage improvements adjacent to unimproved properties. The impact fee should not include related frontage improvements since it would result in a subsidy to the adjacent property not afforded to previous land developers. If improvement projects identified in this study go beyond the basic frontage improvement, those costs would be included as project costs.
- **Total Improvement Costs:** This is the cost for all of the capacity related improvements to the year 2010. Costs were summarized as those associated with I-84, Mt. Hood Parkway, roadway links, intersections and signal coordination/transportation studies.
- **Other Modes Costs:** These costs are for capacity of other transportation modes than single occupant automobiles as growth occurs. This includes providing capacity for other modes of transportation such as transit, bicycle, pedestrian and high occupancy vehicles. These

projects would be associated with supplementing traffic impact fee projects to create linkages and complete projects (for example connection of a sidewalk build as part of a traffic impact fee project to adjacent sidewalks, small park-and-ride lots near I-84, a bus queue jump lane or bus stop improvements besides simple turnouts). All of these improvements would be aimed at addressing other mode needs related to growth and the specific impact fee projects. It should be noted that many of the improvements outlined in this study would incorporate some elements of other modes (such as Mt. Hood Parkway).

TOTAL IMPROVEMENT COSTS

Table 17 summarizes estimated improvement costs, including costs for I-84 improvements, programmed and/or funded improvements, Mt. Hood Parkway, and improvements that are proposed as part of the traffic impact fee.

The total cost of the transportation improvement plan in east Multnomah County district or study area to alleviate both existing and future congestion by year 2010 is estimated at \$293,380,000. Non-impact fee funding sources are expected to cover:

- the existing unfunded responsibility (estimated to be \$2,015,000)
- currently programmed improvements (\$97,812,000)
- Mt. Hood Parkway (\$167,562,000)

The remaining amount summarizes the allocation of the total improvement costs to be paid by the impact fee and is estimated at \$25,691,000 (Figure 6)

Table 18 summarizes how the impact fee projects are distributed between the study area jurisdictions. Distribution of the project costs are based strictly on where the improvements are located and are not affected by who is operating the roadway system.

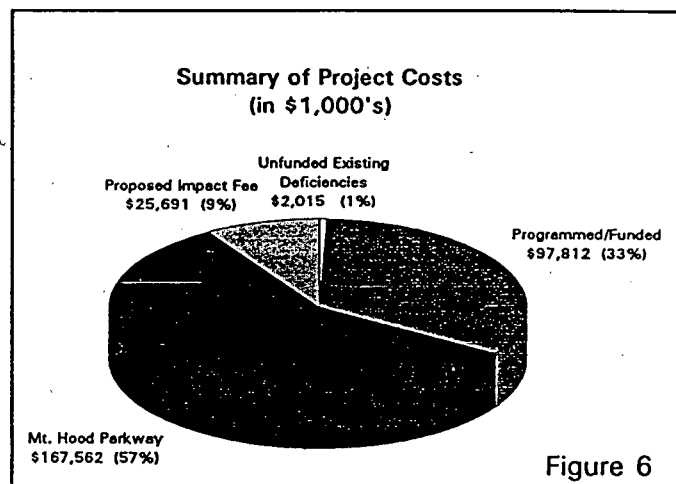


Table 17
Summary of Project Costs
 (in \$1,000s)

	IMPROVEMENT COSTS	EXISTING OR OTHER FUNDING	AREAWIDE IMPACT FEE PORTION
Interstate 84	\$ 83,226	\$ 80,226	\$3,000
Mt. Hood Parkway	167,562	167,562	0
Roadway Links	29,963	15,799	14,164
Intersections	8,669	2,167	6,502
Transportation Studies and Signal Coordination	2,737	1,935	802
Other Modes (5%)	\$1,223	N/A	1,223
TOTAL	\$293,380	\$267,689	\$25,691

Table 18
Impact Fee Project Costs By Jurisdiction

JURISDICTION	COST OF IMPACT FEE PROJECTS
Gresham	\$17, 424,000
Fairview	295,000
Troutdale	306,000
Wood Village	17,000
Unincorporated East Multnomah County	17,000
Portland Annex	7,632,000
TOTAL	\$25,691,000
* This summary relates to the location of improvements noted in Table 15 to the jurisdiction they are located within.	

***5. Revenue
Resources***



5. Revenue Resources

This chapter identifies the funding sources available to local governments which are used for road construction, the existing sources of revenue allocated towards roadways, and the current use of funds. The end result is to define the availability of funds for future roadway capacity expansion in the Gresham/east Multnomah County study area.

FUNDING SOURCES

There are several potential funding sources for transportation improvements. In the past, Multnomah County and the Cities of Gresham, Fairview, Troutdale and Wood Village have primarily used gas taxes, exactions, and selected fees. Table 19 summarizes several funding options available for transportation improvements. This study focuses on the development of a system development charge (SDC). Other sources could be used to complement the SDC. However, the SDC will be tested first to see if it can fund the local capacity improvements on arterials.

Examples of funding sources which generally do not provide funding for roadways include: Property Tax General Funds, Car Rental Tax, Transient Lodging Tax, Business Income Tax, Business License Tax and Communication Services Tax.

Table 19
Possible Transportation Revenue Sources

Type	Description
System Development Charges (SDC)	SDC's or traffic impact fees have been used in Oregon and throughout the United States. The cornerstone to development of SDC's is meeting the rational nexus test, which involves two principals: 1) there must be a reasonable connection between growth generated by development and the facilities constructed to serve that growth; and 2) there must be a connection between the fees collected from the development and the benefits development receives. Charges are typically developed based on a measurement of the demand that new development places on the street system and the capital costs required to meet that demand.
Gas Tax	The State, cities (Woodburn) and counties (Multnomah and Washington) provide their basic roadway funding through a tax placed on gasoline (presently \$0.22 per gallon statewide). State gas tax is approved legislatively while local gas taxes are approved by voters. State funds are dedicated to roadway construction and maintenance. Multnomah County collects an additional \$0.03 per gallon tax for local needs. This tax does not fall under the Measure 5 limits, because it is a pay-as-you-go user tax.

Type	Description
Street Utility Fees	Certain cities (Tualatin and Medford) have used street utility fees for maintenance. The fees are collected monthly with water or sewer bills. These funds are not for capacity improvements, but for supporting local roadway maintenance based upon land use type and trip generation. This frees other revenue sources for capacity needs. Utility fees can be vulnerable to Measure 5 limitations, unless they include provisions for property owners to reduce or eliminate charges based on actual use.
Exactions	Frontage improvements are common examples of exaction costs passed onto developers. Developers of sites adjacent to unimproved roadway frontage are responsible to provide those roadway improvements. Developers of sites adjacent to improvements identified as SDC projects can be credited the value of their frontage work, which is included in the SDC project cost estimate.
Local Improvement Districts (LID)	LIDs provide a means for funding specific improvements that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments are placed against benefiting properties to pay for improvements. LIDs can be matched against other funds where a project has system wide benefit, beyond benefiting the adjacent properties. Fees are paid through property tax bills.
Tax Increment Financing	In designated Urban Renewal Districts, tax increment funds can be used for any capital improvement (such as Airport Way). These funds currently fall under Measure 5 limitations. The recent rejection of Measure 1 severely limits the use of this funding source in the future.
Special Assessments	A variety of special assessments are available in Oregon to defray costs of sidewalks, curbs, gutters, street lighting, parking and CBD or commercial zone transportation improvements. These assessments would likely fall within the Measure 5 limitations.
Fees	Gresham collects a Public Street Charge and a Driveway Approach Permit Fee. These fees are project specific and vary year to year based upon development permits.
Other Vehicle Fees	The state collects truck weight mile taxes, vehicle registration fees, and license fees. These funds are pooled together with the gas tax in distributing state motor vehicle fees to local agencies. Local agencies do not have the authority to impose local registration fees (a 1990 ballot measure for this purpose was defeated).
Oregon Special Public Works Fund	The Special Public Works Fund (SPWF) Program was created by the legislature in 1985 as an economic development element of the Oregon Lottery. The program provides grants and loan assistance to eligible municipalities. There has been little use of these funds on urban arterials.

ROAD REVENUE CHANGES

One of the most frequently asked questions in developing a system development charge for new development is: how did all the roads get built in the past without this fee? To answer this question, research was performed to provide background on funding sources, current revenues and expenditures.

Some of the answers to the question of how the roads were built in the past and what has changed include:

- Roads were built primarily using gas tax revenues or by the private sector as part of land development for access to subdivisions and street frontage improvements.
- Until recently, gas tax funds were increasing at a lesser rate to the rate of inflation. The funds provided by the gas tax now address the backlog of circulation improvements associated with ongoing maintenance, bringing facilities up to standards, and improving regional highway system (I-84 reconstruction).
- The majority of gas tax funds go to the state for state highways. A much smaller percentage of funds is available to local agencies, most of which is used to support maintenance, reconstruction or retrofit activities.
- Design standards have changed over time requiring significant investment in upgrading facilities to current standards.
- As the roadway system has been converted from rural to urban standards, a greater share of funds has been necessary to maintain the roadway network, leaving proportionally less funding available for new capacity expansion.
- Road capacity is built in indivisible units (one lane at a time, not a tenth or a half lane). In the past, the provision of this capacity has offset growth in many areas over time. However, with recent growth, road capacity is becoming more and more utilized and service standards are not being maintained. Therefore, the potential for each future development to be subject to significant roadway mitigation is greater and greater to maintain the minimum service standards of each city.
- Major transit service and capacity gains in east Multnomah County in the 1970's (Banfield Flyers express bus service) and 1980's (MAX) have helped maintain acceptable service levels of roadways and preserved capacity by reducing vehicle trips.
- Building additional roadway capacity has become more complex and expensive, with community and environmental approvals, required impact mitigation measures Transportation Planning Rule requirements and safer design standards. Therefore, it takes more dollars presently to produce roadway capacity similar than in the past.

CURRENT ROADWAY REVENUE

The primary source of revenue for roadway maintenance and capital outlays are state collected motor vehicle fees (gas tax, truck weight mile tax, vehicle registration and license fees). The state collects

\$0.22 per gallon in gas tax and Multnomah County collects \$0.03 in gas tax. The state funds are distributed by formula to state, county and city jurisdictions in Oregon. The distribution of revenue (less administration costs) is based upon fixed shares of 60.05% to the state, 24.38% to the counties, and 15.57% to the cities. The 24.38 percent county share is distributed to counties by the state based upon total vehicle registrations (including both incorporated and unincorporated areas). The city share is distributed by the state based upon population in the incorporated cities of the state. It is important to understand that these allocations are made without regard to actual quantity or condition of roadway inventory or capital needs.

In the study area, Multnomah County is responsible for the majority of arterial streets. This responsibility includes maintenance and improvement. The City of Gresham also has responsibility for maintaining a few of the arterial/collectors studied as part of the trafficway plan (eg. Eastman Parkway). Since the state motor vehicle fees are the primary source of funds for these activities (which are based upon formulas of vehicle registrations and population), the rate of revenue provided to the city and county does not necessarily relate to the actual roadway inventory. Table 20 provides a summary of revenue collected by Gresham and Multnomah County.

Table 20
Revenue Collected
(in \$1,000s)

Revenue*	1988-89	1989-1990	1990-1991	1991-1992
Multnomah County				
State Motor Vehicle Fees	\$13,585	\$15,794	\$18,020	\$20,000
County Gas Tax	\$7,183	\$6,957	\$6,617	\$7,210
Forest Service Funds	\$725	\$682	\$667	\$650
Other Fees/Grants/Interest/Revenue	\$1,658	\$2,077	\$2,075	\$2,016
TOTAL	\$23,151	\$25,510	\$27,379	\$29,876
City of Gresham				
State Motor Vehicle Fees	\$1,779	\$2,239	\$2,641	\$3,075
Other Fund/Interest	\$281	\$488	\$410	\$194
TOTAL	\$2,060	\$2,727	\$3,051	\$3,269

* - Budgets based upon actual data for 88/89 and 89/90. The 90/91 and 91/92 data is based on budget estimates.

REQUIREMENTS

Each of the agencies in East Multnomah County have financial requirements to maintain, rebuild and improve roadways within their jurisdiction. Since the arterials and major collectors are the responsibilities primarily of Multnomah County and the City of Gresham, a summary of roadway expenditures was developed based upon available budget data. Table 21 outlines current spending levels for roadway requirements.

Table 21
Roadway Requirement
(in \$1,000s)

Requirements	1988-89	1989-1990	1990-1991	1991-1992
Multnomah County				
Maintenance	\$5,735	\$6,167	\$6,348	\$7,414
Reconstruction	\$1,628	\$3,095	\$2,870	\$9,702
Engineering/Administration/Survey	\$3,059	\$3,370	\$3,797	\$3,990
Other Costs*	\$12,300	\$15,227	\$16,170	20,118
Arterial/Collector Capacity Improvements**	\$500	\$500	\$500	\$500
TOTAL	\$23,222	\$28,359	\$29,685	\$41,724
City of Gresham				
Maintenance	\$702	\$600	\$786	\$777
Reconstruction	\$759	\$646	\$1,226	\$1,777
Engineering/Administration	\$257	\$453	\$587	\$257
Other Costs*	0	0	0	\$992
Arterial/Collector Capacity Improvements**	0	0	0	0
TOTAL	\$1,718	\$1,699	\$2,599	\$3,803

* - Other Costs for the County include maintenance of the Willamette River bridges and revenue sharing of state motor vehicle fees from the County to the City of Portland. For the City of Gresham other costs include street lighting and drainage for roadways.

** - Capacity improvement funds were estimated based upon input from County staff. Some years this could be zero and other years somewhat higher - this estimate represents a general average. Since the majority of arterial and collectors are in the County's jurisdiction, no City funds go to capacity improvements on these roadways.

The road inventory is the driving force in maintenance costs. Table 22 summarizes the amount of roadway inventory in Multnomah County. Table 23 provides a breakdown of the lane miles which must be maintained by the different agencies. These tables provide an overview of the existing investment to roadways in the study area which must be maintained. In general the majority of current local funding sources go to maintenance of the existing system and little capital is free to be

Table 22
Multnomah County Road Mileage
1992*

Jurisdiction	Centerline Miles
City of Portland	1,635
Multnomah County	500
City of Gresham	100
City of Troutdale	20
City of Fairview	5
City of Wood Village	4
TOTAL	2,264

* - Source: City of Portland, based upon mileage reported by jurisdiction during consolidation discussion in 1991 and 1992.

Table 23
Lane Mile Inventory by Jurisdiction

Location	City Local	City Arterials	County Local	County Arterials	TOTAL
Gresham	184	8	173	130	495
Three Cities	59	0	26	30	115
Western Annex	-	-	214	81	295
TOTAL	243	8	413	241	905

Source: Sonny Conder
Joint Government Roads Report 1991, Multnomah County Roadway Study Technical Memo No. 1, and Maintenance Cost Memo by City of Portland 1992.

used for capacity improvements. Much of the public funding for capacity improvements is channelled through Metro and ODOT and allocated on a competitive regional basis. In the future, nearly all of the available regional funds will need to be applied to current roadway projects and existing deficiencies, which were identified in Chapter 4, and the proposed Mt. Hood Parkway. Additionally, much of the flexible federal funds in the region are being allocated to transit and alternative modes. There is little or no assurance that there will be residual funds available for local arterial capacity improvements.

REVENUE FOR CAPACITY IMPROVEMENTS

Many cities have had to address their ability to fund capacity improvements to accommodate growth in their communities. While there are several funding sources which have been identified (See Table 17) very few address areawide capacity improvements as part of a master plan. Many cities have used System Development Charges (SDC) as a means to specifically address future capacity needs of their transportation system. The benefit of SDC's is that they can be focused on capacity improvements rather than maintenance, reconstruction or other activities for which existing funding sources are primarily committed. Cities which have implemented SDC's recently have had to conform to guidelines mandated in H.B. 3224 (see appendix for outline of SDC requirements). Most cities (and counties) in identifying all of their roadway funding needs, have identified significant funding shortfalls which could not be feasibly funded through SDC's alone. This broad approach toward identifying roadway system needs tends to dissolve the lines between strict capacity-related improvements and other roadway requirements, such as maintenance and reconstruction. By packaging capacity improvements and other roadway requirements together, it then requires a discretionary political decision to be made to set the funding level of the impact fees at a fraction of the total cost of the improvements (eg. the Clackamas County SDC only funds 30 percent of their total needs).

For East Multnomah County, a different approach has been developed. A defined set of capacity improvements specifically related to land use growth have been identified. The improvements are focused on arterial and collector streets of areawide significance. Funding for all other improvements (currently funded, existing deficiencies and regional capacity) has been assumed to be the responsibility of existing public funding sources or the responsibility of fronting land development. In this way, clear distinction is made between projects which public agencies and developers must fund and deliver versus projects which will be funded through the SDC. The intent of narrowly defining the list of projects funded by the SDC is to create a fund that can assure delivery of capacity-related improvements which would not be necessary if land development does not occur. The focused list was intended to create a fee which is feasible compared to other fees and produces 100 percent funding of projects on the list.

6. Impact Fee Development



6. Impact Fee Development

A review of several existing transportation system development charges in the Portland region and elsewhere in Oregon were performed to compare fee calculation methodologies and the resultant actual fees to be charged for sample types of development projects. The methodology for the proposed Gresham/East Multnomah County transportation impact fee is based on this review and extensive research regarding traffic impact fee program designs.

COMPARISON OF EXISTING TRAFFIC IMPACT FEES

A key to the feasibility of the system development charge (SDC) for East Multnomah County will be how it compares with other local SDCs and fees in the region. Table 24 provides a summary of traffic impact fees charged in the region. A series of sample development sizes were developed and fees calculated based on current charges. Portland region fees are generally larger than downstate cities. Additionally, background research on traffic impact fees charged by other jurisdictions outside Oregon has been collected. In the Appendix, a table is provided which compares fees charged by northern California jurisdictions. The other fees provide a sample of what other agencies have implemented and the range of fees (California being substantially different than Oregon).

Clackamas County

Clackamas County determined the amount of the SDC by multiplying the applicable dollar amount per weekday trip by the number of average weekday trips generated by the use as identified in the ITE Manual. The cost per weekday trip is \$127.92 for residential uses, ranges from \$17.27 to \$91.73 for business/commercial uses, \$135.57 for office/industrial uses, and ranges from \$51.04 to \$141.50 for institutional uses. While reductions in trip generation rates accounting for pass-by trips for retail uses are not explicitly stated, the lower range of costs per weekday trip indicates pass-by trips have been accounted. A table is provided outlining most ITE land use categories so that higher generating uses can be separated from lower generating uses (e.g. fast food restaurant versus specialty retail center).

Washington County

In Washington County, the traffic impact fee is calculated by multiplying the number of weekday average trip rate by the number of land use units and by the appropriate cost per weekday trip. There are four categories of costs per weekday trips: \$135 for residential uses, \$34 for business and commercial uses, \$124 for office uses, and \$130 for industrial uses. Similar to Clackamas County, reductions for non-primary trips are accounted for in the cost per weekday trip, not explicitly in the weekday trip rate. Additionally, high trip generating retail uses (service stations, car washes,

Table 24
Sample Transportation SDC/Fees
Within Portland Region and Oregon

Land Use	Residential Cost per Dwelling Unit		Non-Residential Cost per 1,000 Square Feet (1)				
	Single Family House	Multi-Family Home	Light Industrial	Office (2)	Medical Office	Retail (2)	Fast Food
ITE Code	210	220	110	710	720	820	834
Clackamas Co.	\$1,221	\$828	\$945	\$1,902	\$4,633	\$4,500	\$13,580
Washington Co.	\$1,520	\$927	\$1,025	\$2,283	\$4,774	\$3,599	\$3,800
Clark County	\$1,170	\$710	\$810	\$1,595	\$3,973	\$7,497	\$73,504
Lake Oswego	\$1,370	\$828	\$946	\$1,903	\$4,636	\$8,235	\$85,753
Oregon City	\$1,000	\$660	\$606	\$1,617	\$1,617	\$1,978	\$3,044
Troutdale	\$602	\$425	\$596	\$1,032	\$2,462	\$3,084	\$25,536
West Linn - City	\$643	\$436	N/A	\$973	\$973	\$2,476	\$2,476
- Future Urban	\$3,020	\$2,048	N/A	\$4,569	\$4,569	\$11,628	\$11,628
Wilsonville	\$1,960	\$1,385	\$2,097	\$3,487	\$5,120	\$5,024	\$27,381
Corvallis	\$585	\$351	\$252	\$152	\$222	\$504	\$2,160
Eugene	\$475	\$259	\$424	\$734	\$1,920	\$2,400	\$4,706
Medford	\$1,250	\$825	\$757	\$1,168	\$2,127	\$2,471	\$5,703
AVERAGE	\$1,235	\$807	\$846	\$1,785	\$3,086	\$4,450	\$21,606

- (1) Some costs per 1,000 square feet vary by size of development.
- (2) Costs in table are representative of the following sample sizes:
100,000 Square Feet Gross Floor Area of General Office
150,000 Square Feet Gross Leasable Area of Shopping Center

SOURCE: DKS Associates

supermarkets, convenience stores, drive-in banks, etc. were capped at 100.00 trips per day. Washington County also provides a "weighted average daily trip" calculation for institutional uses which includes weekend trips to take into account the inherent differences between weekend and

weekday trip generation. The Washington County impact fee is unique in that in addition to being a SDC, it is also a tax due to a vote of the public.

Clark County

Clark County calculates their impact fee by multiplying the traffic impact fee rate per daily trip by the trips generated by a proposed development (based on ITE Trip Generation Manual). The resulting impact fee is adjusted for the portion of anticipated additional tax revenues resulting from a development. The fee is discounted based on other taxes collected related to system improvements contained in the capital facilities plan. This adjustment for traffic impacts was determined to be 15 percent. No adjustments were made to reflect pass-by trips for retail uses. Clark County developed six "service areas", each with a unique traffic impact fee rate based on improvements identified in the area. These rates range from \$110 to \$168 per daily trip. The average rate was used for reporting purposes in Table 24.

Lake Oswego

The City of Lake Oswego's traffic impact fee is broken down into two components, a reimbursement fee and an improvement fee. The total of the reimbursement fee and the improvement fee is the system development charge. The reimbursement fee is 57% of the total fee, and the improvement fee is 43%. The reimbursement fee is aimed at capturing the cost of unused capacity already built which is used by new development. The improvement fee is focused on the cost of new capacity-related improvements required by land use growth. Specific charges are outlined for single family units (\$1,370), multi-family units (\$828), business parks (\$624), and general merchandise (\$651). For all other uses, the system development charge is equal to the trips generated per day (based on the ITE Trip Generation Manual) by the type of use multiplied by \$135.66.

Oregon City

In Oregon City, the transportation system development charge is established based on "attributable new travel", or ANT. ANT is determined by multiplying the chargeable daily trip-ends by the average trip length divided by two. The total charge to be paid is determined by dividing the ANT by 7,500 and multiplying by \$224,000. Chargeable daily trip ends are calculated by reducing the total trip ends per unit, as provided in the resolution for 17 land use categories. Reductions range from 40-60 percent for retail/commercial uses, including day care and convalescence uses, 70% for church, fraternal and nonprofit uses, 10% for office and professional uses, and 45% for government administration. Average trip lengths vary from 3.3 to 9.0 miles.

Troutdale

The Troutdale fee is focused on local improvements to city streets. The total SDC for residential uses is \$602 for single family and \$425 for multi family. For all other uses, the cost per PM peak hour trip is \$552, and the 5th edition of the ITE Trip Generation Manual is used to determine project generated PM peak hour trips.

West Linn

In West Linn, transportation system development charges are derived by multiplying the unit costs by the number of daily trips taken by each land use (based on ITE Trip Generation Manual). Two different unit costs were developed, one for uses within the city (\$59), and one in Future Urban Areas (FUA) or Tanner Basin (\$275). The FUA was developed to address greater circulation needs of newly developing areas. The resultant fees for both of these districts are shown in Table 22. A fifteen percent adjustment is made to the system development charge based on the assumption that not all planned development will be realized.

Wilsonville

Compared with the others, the City of Wilsonville took a different approach to the traffic impact fee. Their street system development charge for non-residential uses is based on unit costs per *employee*. There are six (6) non-residential categories: retail/commercial, industrial, distribution/warehouse, flex zoning, hotel, office/schools/church/government, and utility. The unit cost per residential dwelling units is \$1,960 per single family unit, and \$1,385 per multi family unit.

Eugene

The City of Eugene's transportation system development charge is calculated by multiplying the number of land use units by the PM peak hour trip rate provided in their tables and by the cost per PM peak hour trip (\$470.54 for all uses). PM peak hour trip generation rates for retail uses were capped at 10.00 trips.

Medford

The street systems development charge for the City of Medford is determined by multiplying together the number of land use units, the daily trips ends and the average trip length by \$18.65. A table is provided with 18 general land use categories and associated chargeable trip ends per unit and average trip lengths. No separate categories are made for high generating office or retail uses such as medical offices, fast food restaurants or gas stations. Average trip lengths vary from 3.3 for schools, churches, non-profit and fraternal uses, and government administration, to 9.0 for golf/recreational facilities. Reductions in average trip lengths are provided for uses with no direct access to arterials or collectors.

TRANSPORTATION SDC PROGRAM DESIGN

As can be seen from the comparison of existing transportation system development charges presented above, there are various way to structure an impact fee and divide it among development projects. To be effective, impact fee programs must be tailored to local circumstances. Common issues that must be addressed in the design of impact fee programs include:

- The land use categories to be specified in the fee ordinance;
- The impact indicator, which provides a way to determine how much a particular development contributes to the need for future improvements;
- The area of coverage, which pertains to an areawide fee, internal district fee, or cross district fee.

Land Use Categories

The land use categories used as model input were developed to be detailed enough so that reasonable trip generation estimates could be made for individual developments, but general enough so that assumptions regarding future development could be made. Therefore, independent categories were identified to provide a reasonable connection between the growth that new development generates and the need for additional facilities to serve that growth. Estimating the maximum amount and types of uses to be allowed in the study area is fairly straightforward, and is based on existing comprehensive plans and zoning. Since there is no means to forecast specific locations and descriptions of uses, such as the number and locations of future dry cleaners, more general categories with average trip rates were used for modelling purposes.

However, assessment of actual impact fees for individual developments can be more specific based on data in the ITE Trip Generation Manual which identifies trip rates for many more land use categories than the average rates used to determine needs. There are several advantages and disadvantages of using the ITE Trip Generation Manual's specific land use categories versus more general categories.

The advantages of using ITE Trip Generation Manual's specific categories include:

- Provides common resource with continuous research and updating regarding trip generation
- More specific to development land uses than zoning categories
- Provides more categories relating trip generation to land use
- Provides research data regarding trip generation and pass-by/diverted trips
- Eliminates the need for multiple studies to define trip generation

The disadvantages include:

- Categorization of specific ITE codes may change without zoning use change (general office to medical office, general retail to convenience store, etc.)
- If a land use change occurs which alters trip generation, monitoring of additional charges or rebates is an issue
- Some projects may not be defined adequately to apply ITE codes
- More difficult to interpret special land uses that do not fit ITE codes

The use of the ITE Trip Generation Manual and land use codes is recommended to avoid significant disputes with potential developers regarding trip generation rates, to be consistent with other SDCs in the region, and to provide better equity between changes of land use categories.

Impact Indicator

To properly apply the impact fee equation, data for uses on the demand side of the equation need to be identified. Therefore, trip rate, trip length, and adjacent street capture (percentage of new trips) must be addressed.

Trip Generation. There are two potential methods of determining the relative impact of a particular development: PM peak hour or daily trip generation. Each of these provides a different way to measure the amount of traffic a development is likely to put on the road. It is recommended that PM peak hour trip generation be used as the basis of the fee because it is based on data that is well documented in the transportation literature, and relates directly to the period for which transportation projects are designed. One potential problem of using the PM peak hour trip generation rate relates to development with shift changes occurring outside the PM peak hour (e.g. industrial manufacturing plants). For the purpose of the transportation SDC, the PM peak hour is defined as the highest hour of trip generation of the proposed use occurring during the peak period from 3:00 PM to 6:00 PM. The measure of average daily trip end generation was rejected because it does not relate directly to the need for improvements, thereby not providing the needed rational nexus between the fee and the improvements.

Trip Length. Average trip length also has been used to develop traffic impact fees. This seems to provide a more precise measure of the amount of burden a new development puts on the road network. Trip lengths represent the total trip from beginning to end, which could include trips from Gresham to Portland. For longer trips, a substantial portion of the trip length takes place outside the study area, and does not affect any of the capacity needs on the study area network. Additionally, there is a lack of reliable data on average trip lengths of various types of development, and how they relate within localized study areas has not been subject to extensive research and study. Most of the

improvements identified in the proposed traffic impact fee project list are intersection-oriented¹ and are not dependent on the length of trip. The use of average trip length was not considered ideal for the Gresham/East Multnomah County impact fee because so many trips leave the study area.

Trip Capture. The trip generation rates and equations contained in the ITE Trip Generation Manual were derived from actual measurements of traffic on the driveways of land uses or buildings. In some cases, the driveway volume at a generator is different from the amount of traffic added to the street system. Buildings such as retail establishments, restaurants, banks, service stations, and convenience markets attract a portion of their trips from traffic passing the site on the way from one location to another. Trip making where this phenomenon occurs can be broken down into the following three categories of trips:

- **Primary Trips** - Trips made for the specific purpose of visiting the generator, such as a home to shopping to home combination of trips.
- **Pass-by Trips** - Trips made as intermediate stops on the way from an origin to a primary trip destination, such as those attracted from traffic passing the site on an adjacent street that contains direct access to the generator.
- **Diverted Trips** - Trips attracted from the traffic volume on roadways within the vicinity of the generator but which require a diversion from that roadway to another roadway to gain access to the site.

When computing the demand for transportation facilities for impact fees or SDCs, trip capture is a critical variable. Non-primary trips are difficult to forecast in a transportation demand model. During the model calibration process, the ability of the traffic model to adequately represent non-primary trips was evaluated, and trip generation input was modified appropriately to account for the fact that retail development attracts a considerable amount of passerby traffic, i.e. traffic that is already on the road, but just stopping off on the way to and from other business. For small retail developments (less than 50,000 square feet), a 60 percent reduction in trip-ends was made. For large retail developments (greater than or equal to 50,000 square feet), the trip-end reduction was 40 percent. Retail developments include those uses in the ITE Trip Generation Manual land use code groups 800s and 900s.

The forecasting process includes another phenomenon in addition to those noted above. Trips occurring within a single zone (intrazonal trips) are never assigned onto the forecast model network.

¹ - For the Gresham/East Multnomah County area, most of the capacity-related improvements are focused on intersections where the number of trips passing through or making turn movements has greater influence on capacity need than how far (trip length) each trip has travelled. If all of the capacity improvements were long stretches of roadway widenings, in addition to intersection improvements, then trip length would have a more significant influence on the assessment of a SDC.

Calibration of the model included modifications to trip rates to account for inabilities to replicate intrazonal trips such as linked trips in a single zone from a grocery store to a dry cleaners down the street. Since these trips may access the roadway network in reality, these calibration adjustments were not incorporated into the transportation SDC calculation.

Area of Coverage

The third factor in structuring the fee relates to whether the rates should be the same all over the study area, or vary by some smaller district. There are advantages and disadvantages to both types of approaches. In areas where development is fairly diffuse, areawide or jurisdictionwide programs make sense for political and well as pragmatic reasons. All developers contribute equally to the fee, the calculations are simpler, and administration is not as complex. However, where there is a concentration of development exerting strains on the infrastructure of a particular neighborhood or corridor, a more targeted program might be preferable. This is due to the fact that with a more targeted program, individuals paying such fees are more likely to see direct results from them, and the program itself can be more closely tailored to needs within the smaller geographical area.

Three potential ways of assessing the fees were considered:

1. An **areawide or jurisdictionwide fee**. In this scheme, the fee rate per unit of development is the same over the entire implementing area. In the case that all jurisdictions participate in the fee, the fee would be areawide. If Gresham is the only jurisdiction to implement the fee, the fee would be citywide.
2. An **internal district fee**. In calculating fees based on this method, the city is divided into smaller districts. Development is responsible *only* for the cost of roadway improvements within the district boundaries. Under this approach each jurisdiction (each city and the County) was considered a separate district.
3. A **cross district fee**. This is similar to the internal district fee in that smaller districts are identified. However, the fee is based not only on the contribution of a development on the need for improvement *within* the district, but also on the contribution to improvements *outside* the district. This is calculated by analyzing the matrix of travel patterns that emerges from the areawide traffic model.

Depending upon the approach being used, either a flat, average-cost rate or a rate which varies by location is charged. Table 25 summarizes the total costs for the proposed traffic impact fee project list and the resulting areawide flat fee rate and the internal district rates. The flat rate approach may be the most politically acceptable and easier to establish. Based on research, the average-cost basis seems palatable to politicians and developers alike, no complex formulas are needed, and administration is easier. Since all developers pay the same amount per square foot or per peak hour trip, this method seems to have fewer inequities. Additionally, this method does not have as great an impact on development patterns if fees are consistent throughout the study area.

The internal district fee would be inappropriate for the Gresham/East Multnomah County area, since travel patterns in the area involved both inter- and intra-area trips. It would be clearly unfair to assign cost responsibility for transportation improvements to developers within only a localized sphere of

DKS Associates

Table 25
Summary of Project Costs
and Cost per PM Peak Hour Trip

Fees by District

Projects	Total Project Costs (1,000s)	Existing or Other Funding (1,000s)	Areawide Impact Fee Portion (1,000s)	Gresham	Fairview	Troutdale	Wood Village	Uninc. East Mult. County	Portland Annex
Interstate 84	\$83,226	\$80,226	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$0
Mt. Hood Parkway	\$167,562	\$167,562	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Roadway Links	\$29,963	\$15,799	\$14,164	\$7,486	\$0	\$0	\$0	\$0	\$6,678
Intersections	\$8,669	\$2,167	\$6,502	\$5,547	\$265	\$227	\$0	\$0	\$463
Transportation Studies, and Signal Coordination	<u>\$2,737</u>	<u>\$1,935</u>	<u>\$802</u>	<u>\$561</u>	<u>\$16</u>	<u>\$64</u>	<u>\$16</u>	<u>\$16</u>	<u>\$128</u>
Total Cost:	\$292,157	\$267,689	\$24,468	\$16,594	\$281	\$291	\$16	\$16	\$7,269
Other Modes (5%)			<u>\$1,223</u>	<u>\$830</u>	<u>\$14</u>	<u>\$15</u>	<u>\$1</u>	<u>\$1</u>	<u>\$363</u>
Total Impact Fee Cost:		Cost:	\$25,691	\$17,424	\$295	\$306	\$17	\$17	\$7,633
Net PM Trips:			24,986	13,005	1,128	2,063	281	777	7,732
Cost/PM Trip:			\$1,028	\$1,340	\$262	\$148	\$60	\$21	\$987

influence. In fact, it would defeat one of the key objectives of the fee: to assess the development its share of areawide impact mitigation. The cross district fee was also determined to be inappropriate for the following reasons:

- **False Sense of Precision.** A district fee is based on a variety of assumptions regarding travel interactions between districts. Since the districts (each jurisdiction) are relatively large, these simplifying assumptions would not adequately represent the travel patterns of individual land developments. Therefore, the level of precision implied by the detailed calculations would not provide an additional measure of precision on a project by project basis.
- **Influence on Planning Policy.** A district fee would tend to generate pressure for higher trip generating land uses in districts or jurisdictions with lower fees. A fee differential based on technical analysis is not an appropriate tool for influencing land use policy and development.
- **Administration Issues.** A cross district fee would involve considerably more administrative effort to maintain and update. For example, several fee schedules would need to be maintained rather than just one. Also, the effort to revise the fee program to reflect changing needs over time would be considerably more than with an areawide fee.

Based on these factors, it is recommended that the areawide fee program be implemented. This strategy aligns with changing planning attitudes to incorporate more regional coordination into development of facilities. Also, it provides an on-going long term mechanism to fund those needs that have been identified, in addition to needs that may become apparent as development patterns occur.

Although the majority of the costs for identified improvements are located in the City of Gresham and unincorporated Multnomah County (potential City of Portland annex areas), these improvements will also benefit trips traveling through the City of Gresham to and from the other East Multnomah County cities. While the benefits of implementing an areawide SDC may not seem significant today for the other cities in East Multnomah County, long term benefits may be substantial. Depending upon land use growth, each of these smaller cities has the potential to be faced with big ticket improvements in the future, when available resources are likely to be more scarce. Involvement in the areawide impact fee would provide an in-place program should these potential scenarios occur.

RECOMMENDED TRANSPORTATION SDC

Design/Structure

The recommended transportation SDC structure based on the above technical analysis is summarized in Table 26.

Table 26
Recommended Transportation SDC Structure

Design Parameters	Technical Review
Land Use Categories:	Current Edition of ITE Trip Generation Manual Land Use Codes
Impact Indicator: Trip Generation	ITE PM Peak Hour (highest trip rate for peak period 3-6 PM)
Trip Length	Not included
Trip Capture	Reductions for retail trips (ITE Land Use Codes - 800s and 900s)
Area of Coverage:	Areawide

Calculation Formula

Based on the above technical analysis and recommended SDC structure, the proposed transportation SDC formula would be as follows:

$$\text{System Development Charge} = T \times (1-R) \times C$$

Where:

- T = Average PM peak hour trip ends for each use, estimated by the 5th (or current) edition of the ITE Trip Generation Manual. Computed by taking size of development times PM peak hour trip generation rate.
- R = Reduction for pass-by trips for ITE land use codes in the 800s and 900s (60% for uses < 50,000 square feet and 40% for uses ≥ 50,000 square feet). Expressed as a fraction (0.60 or 0.40).
- C = Cost per PM peak hour trip end (\$1,340 if Gresham is the only jurisdiction to implement fee, and \$1,028 if all jurisdictions participate in fee).

Sample Fees

Two different implementation conditions were analyzed. The first assumed all study area jurisdictions participated in the proposed traffic impact fee, and the fee formula included all future trips and all identified improvements within the study area. Assuming a single district or areawide fee under these conditions resulted in \$1,028 per new PM peak hour trip. The second scenario assumed that only the City of Gresham trips and projects would be included in the fee formula and resulted in \$1,340 per new PM peak hour trip. The proposed traffic impact fee for these two study area scenarios are summarized in Table 27.

Review of this table indicates a significant cost for fast food restaurants. This cost is considered equitable since fast food restaurants are usually located at the junction of arterials where they add substantial turning movement traffic. These types of trips trigger the need for additional turn lanes, the most common improvement on the proposed traffic impact fee list.

Table 27
Sample Transportation SDC/Fees
Within Portland Region and Oregon

Land Use	Residential Cost per Dwelling Unit		Non-Residential Cost per 1,000 Square Feet (1)				
	Single Family House	Multi-Family Home	Light Industrial	Office (2)	Medical Office	Retail (2)	Fast Food
ITE Code	210	220	110	710	720	820	834
Areawide (3)	\$1,038	\$648	\$1,007	\$1,911	\$4,008	\$3,494	\$15,021
Gresham Only (4)	\$1,353	\$844	\$1,313	\$2,491	\$5,224	\$4,554	\$19,580

- (1) Some costs per 1,000 square feet vary by size of development.
- (2) Costs in table are representative of the following sample sizes:
100,000 Square Feet Gross Floor Area of General Office
150,000 Square Feet Gross Leasable Area of Shopping Center
- (3) Represents identified improvements and trip growth within eastern Multnomah County based on a cost of \$1,028 per PM peak hour trip.
- (4) Represents identified improvements and trip growth only within the City of Gresham limits based on a cost of \$1,340 per PM peak hour trip.

Adjustments to Fee

This SDC program was developed to fully fund the list of projects that were determined to be needed to mitigate future transportation deficiencies (see Chapter 3). The system development charge per PM peak hour trip is based on the total cost of the recommended improvements divided by the total increase in PM peak hour trips, with adjustments for pass-by trips for retail land uses (ITE land use codes in the 800s and 900s). This methodology fulfills the legal requirement of linking future growth with the need for capacity related improvements by providing a direct relationship between the number of PM peak hour trips and cost of future improvements. This methodology meets the rational nexus test and has not been adjusted to reflect political desires to influence growth patterns or types of development.

While adjustments can be made to the fee (discounts for churches, schools, government facilities, developments near transit), these decisions may affect the methodology of the fee. The core assumption for the proposed SDC is that revenues received must match the costs to fully build the future project list. Any adjustments to the fee for specific uses will affect the fee charged for other uses. If fee adjustments are made (for any reason, churches, schools, transit-oriented development, etc.) comparable increases in revenue must be identified to fully fund projects, or projects must be removed from the program, so that there is a balance between revenues and costs.

Adjustments for Inflation

The cost estimates for the recommended system development charge projects were developed in current (1993) dollars. If the system development charge per PM peak hour trip is not adjusted for inflation, funds collected will likely fall short of fully funding improvements. It is recommended that implementing councils and commissions approve an indexing mechanism to allow revenues from the SDC to adjust for inflation. Since cost estimates were based on 1993 dollars, relating future SDCs to a construction cost index would allow for matching increases in construction costs to revenue. For future reference, the Engineering News Record (ENR) construction cost index for 1993 is 5,263.54.

Prioritization of Impact Fee Projects

Although system development charge projects have a separate funding source, by definition these projects would be a subset of projects in the capital improvement programs (CIPs) of implementing agencies. Therefore, it is recommended that prioritization of the recommended impact fee projects be coordinated with the development of participating jurisdictions' capital improvement programs (CIPs). Input to the prioritization process may be obtained from such sources as staff of participating agencies, the East Multnomah County Transportation Committee, the business community and concerned citizens. It is recommended that councils and commissions of participating agencies approve any final prioritization on an annual basis.

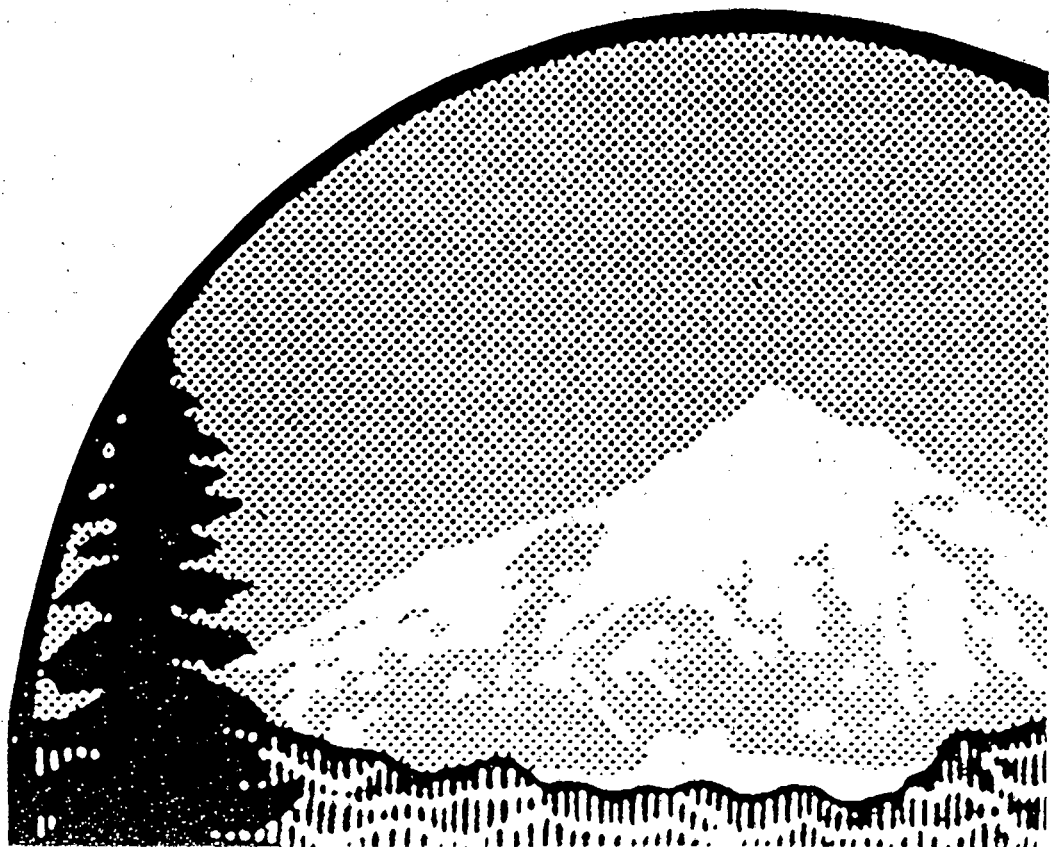
MONITORING PROGRAM

The success of subsequent updates to the traffic impact fee relies heavily on the ability to adequately monitor the changes in land uses (specifically PM peak hour trip generation) by traffic analysis zone (TAZ). Land use and trip generation information can be used as tools to monitor land use activity in the study area.

As development is approved, care should be taken to summarize, at a minimum, the type of land use (ITE code assumed), size of development (number of units, square footage, number of employees, assumed PM peak hour trips), and TAZ. Activity in each TAZ can be monitored either by tracking the number of trips caused by future land use and/or by the amount of land use (square feet, dwelling units, etc.). This information should be tracked by TAZ so that subsequent updates to the traffic impact fee program can fully incorporate accurate data, and significant changes to the assumptions made in this study regarding growth can be factored into the program.

This process can be integrated into other planning activities. In particular, any agency developing a GIS program should incorporate SDC information, since the linkage of land use development to the traffic impact fee can best be monitored using a GIS program. The TAZ boundary maps (provided in Appendix B) indicate how the study area was divided for modelling purposes. This information is also provided in AutoCAD format on the computer disks located at the back of the Technical Appendix, and can easily be adopted into a GIS program.

7. Implementation Plan



7. Implementation

Implementing a transportation system development charge in the Gresham/East Multnomah County area requires defining the area of coverage. Based upon the findings of the TAC regarding Chapter 6, there are two primary options: 1) implement an areawide fee, or 2) implement a City of Gresham fee. Implementation requires the adoption by City Council and/or Board of Commissioners of code revisions or ordinances. City of Gresham legal staff has provided code revisions which could be used for adopting a SDC in Gresham, and provides the framework for other agencies if an areawide SDC is recommended. The voter referendum in November 1993 regarding County roads becoming City roads would impact specific language regarding the implementation of the SDC improvements.

This chapter provides:

- code language provided by the City of Gresham regarding enactment of system development charges, and
- SDC basis resolution prepared by the City of Gresham.

The following material will need to be refined by each implementing agency to provide appropriate code/ordinance language. The checklist table is aimed at identifying elements of implementation that each agency may need to consider in code or ordinance materials. Subsections (3) and (4) of section 6.25.030 Methodology incorporate new requirements found in SB 122.

ENACTING CODE

The following code sections were developed by the City of Gresham¹ for implementation of a transportation system development charge for Gresham. This text could be used and refined as a model code for the other agencies in the development of system development charges in East Multnomah County.

6.25.010. Unless the context required otherwise, for purpose of article 6.25 the following Definitions. mean:

Capital Improvements. Facilities or assets used for transportation.

¹ - Provided by Matthew Baines, City of Gresham, Assistant City Attorney.

Development. Any man-made change to improved or unimproved real property, including but not limited to construction, installation, or alteration of a building or other structure; condominium conversion; land division, establishment or termination of a right of access; storage on real property, tree cutting; drilling, and site alteration such as that due to land surface mining, dredging, grading, paving, excavation, or clearing.

Improvement Fee. A fee for costs associated with capital improvements to be constructed after the date the fee is adopted.

Land Area. The area of a parcel of land as measured by projection of the parcel boundaries upon horizontal plane with the exception of a portion of the parcel within a recorded right-of-way or easement subject to a servitude for a public street or scenic or preservation purpose.

Owner. The legal owner of record as shown on the assessment and taxation records of Multnomah County, or where there is a recorded land sales contract in force, the purchaser thereunder.

Parcel of Land. A lot, parcel, block or other tract of land that is occupied or may be occupied by a structure or structures or another use, and that includes the yards and other open spaces required under the zoning subdivision, or other redevelopment ordinances.

PM Peak Hour. The hour with the highest traffic generation in the PM peak period from 4:00 to 6:00 PM.

Qualified Public Improvements. A capital improvement that is required as a condition of development approval, identified in the plan adopted pursuant to section 6.25.040 of this code, and either:

- (1) Not located on or contiguous to property that is the subject of development approval; or
- (2) Located in whole or in part on or contiguous to property that is subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

Reimbursement Fee. A fee for costs associated with capital improvements constructed or under construction on the date the fee is adopted.

System Development Charge. A reimbursement fee, an improvement fee, or a combination thereof, assessed or collected at the time increased usage of a capital improvement, at the time of issuance of a development permit or building permit, or at the time of connection to the capital improvement. System development charge does not include fees assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed by a land use decision.

Transportation Facilities and Assets. Public improvements on the transportation system which are capacity related.

6.25.020
System
Development
Charge Purpose

The purpose of the system development charge is to require developments that create the need for transportation facilities or increase the demands on existing transportation facilities to pay a pro-rata portion of the cost of capital improvements for transportation. System development charges for transportation shall be improvement fees rather than reimbursement fees.

6.25.030
Methodology

(1) The methodology used to establish the improvement fees shall consider the estimated cost of projected capital improvements needed to increase the capacity of the transportation system. The methodology used to establish the fees shall consider the number of trips generated by the development which correlates to the impact the development has on the transportation system. The specific methodology for establishing the fee shall be adopted by council resolution.

(2) Improvement fees shall be spent only on capacity increasing capital improvements, including expenditures relating to repayment of future debt for the improvements. An increase in system capacity occurs if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities. The portion of the improvements funded by improvement fees must be related to demands created by development.

(3) A credit shall be given for the cost of a qualified public improvement. The credit provided for by this subsection shall be only for the improvement fee charged for the type of improvement being constructed. Credit for qualified public improvements under subsection (4) may be granted only for the cost of that portion of such improvement that exceeds the governmental units minimum standard facility size or capacity needed to serve the particular development project or property. The applicant shall have the burden of demonstrating that a particular improvement qualifies for credit under subsection (4).

(4) When the construction of a qualified public improvement gives rise to a credit amount greater than the improvement fee that would otherwise be levied

against the project receiving development approval, the excess credit may be applied against improvement fees that accrue in subsequent phases of the original development project. Credits shall be used not later than 10 years from the date the credit is given.

**6.25.040
Capital
Improvement
Plan**

The council shall adopt a plan that:

- (1) Lists the capital improvements that may be funded with improvement fee revenues. These projects shall be identified separately from the capital improvements funded from other revenue sources;
- (2) Lists the estimated cost and time of construction of each improvement; and
- (3) Describes the process of modifying the plan done as part of the capital improvement plan process.

**6.25.050
Appeal
Procedure**

- (1) A person challenging the propriety of an expenditure of system development charge revenues may appeal the decision or the expenditure to the council by filing a written request with the manager describing with particularity the expenditure from which the person appeals.
- (2) An appeal of an expenditure must be filed within two years of the date of the alleged improper expenditure.
- (3) The council shall determine whether the expenditure is in accordance with this ordinance and the provisions of ORS 223.297 to 223.314 and may affirm, modify, or overrule the decisions. If the council determines that there has been an improper expenditure of systems development charge revenues, the council shall direct that a sum equal to the misspent amount shall be deposited within one year to the credit of the account fund from which it was spent.

**6.25.060
Payment of
System
Development
Charges**

- (1) A system development charge for each new development is payable:
 - (a) prior to the issuance of a development permit for a residential land division, or
 - (b) prior to the issuance of a building permit for development not involving a residential land division.

(2) Charges shall be based on the estimated PM peak hour trips that will be generated by the development as identified in the Institute of Transportation Engineers "Trip Generation Manual", latest edition.

(a) The manager shall determine the Manual's appropriate land use code for each development.

(b) If the Manual does not have a land use code for the particular development, the manager shall identify the appropriate trip generation for that development.

(3) Development which is solely residential remodeling shall be exempt from the charge.

(4) Any applicant whose development application is accepted by the city as being complete prior to the effective date of this ordinance shall be exempt from paying the charge.

(5) The amount of the charge shall be set by council resolution.

**6.25.070
Payment of
Additional
System
Development
Charges**

Additional system development charges will be payable if an alteration, expansion, improvement, conversion, or operation of a building causes an increase in the estimated number of trips generated. The estimated number of trips generated shall be the number identified in the Institute of Transportation Engineers "Trip Generation Manual", current edition or determined by actual measure. The amount of the charge shall be the difference between the charge based on the new estimated number of trips and the charge already paid.

**6.25.080
Transportation
Account**

System development charges shall be placed in a transportation account and segregated by accounting practices from all other funds of the city.

ENACTING RESOLUTION

The City of Gresham provided a sample resolution to be used in establishing the basis for the transportation system development charge. The text of the resolution can be modified as the system development charge plan is finalized.

RESOLUTION NO.

A RESOLUTION ESTABLISHING FEES AND CHARGES FOR CHAPTER 6, PARKS AND STREETS, OF THE GRESHAM REVISED CODE AND REPEALING RESOLUTION NO. 1708

The City of Gresham finds:

Chapter, 6, Parks and Streets, of the Gresham Revised Code provides that the Council shall establish certain fees and charges by resolution.

THE CITY OF GRESHAM RESOLVES:

1. The fees and charges for Chapter 6, Parks and Streets, of the Gresham Revised Code are as follows:

6.25.060 Transportation System Charge

The transportation system development charge is based on the estimated PM peak hour trips generated by the development as identified in the Institute of Transportation Engineers "Trip Generation Manual", Fifth Edition (or as amended or updated). A copy of the "Trip Generation Manual" is located in the manager's office.

$$\text{System Development Charge} = T \times (1-R) \times C$$

Where:

- T = Average PM peak hour trip ends for each use, estimated by the 5th (or current) edition of the ITE Trip Generation Manual. Computed by taking size of development times PM peak hour trip generation rate.
- R = Reduction for pass-by trips for ITE land use codes in the 800s and 900s (60% for uses < 50,000 square feet and 40% for uses ≥ 50,000 square feet). Expressed as a fraction (0.60 or 0.40).
- C = Cost per PM peak hour trip end. One PM peak hour trip = \$1,340 system development charge².

Inflation indexing: 1993 ENR construction cost index was 5,263.54.

² - Assumes implementation by only City of Gresham. Based upon SDC project list and 1993 dollars.

Acknowledgement

Production of this report has been the collective effort of the following people:

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Alan Holsted, Metro

Traffic Forecasting

Dick Walker, Metro
Scott Higgins, Metro
Amy Norris, Metro
Jean Sumida, Metro
Giao Hoang, Multnomah County

Legal/Implementation

Matt Baines, City of Gresham

P91259

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS
2 FOR MULTNOMAH COUNTY, OREGON

3 ORDINANCE NO. 802

4
5 An Ordinance amending Multnomah County Code Chapter 5.10 establishing a
6 transportation systems development charge and declaring an emergency.

7 Multnomah County ordains as follows:

8 **Section I. FINDINGS**

- 9 A. Traffic Impact Fees are a systems development charge as provided for in ORS
10 223.279-314 which fund new transportation system improvements in
11 coordination with urban growth.
- 12 B. The Trafficway Plan and Impact Fee Study (DKS: November, 1993)
13 establishes the basis for a traffic impact fee within the Urban Services
14 Boundary of the cities of Gresham, Fairview, Wood Village, and Troutdale.
- 15 C. The cities of Gresham, Fairview, Wood Village, and Troutdale are considering
16 adopting a consistent Traffic Impact Fee within their respective jurisdictions.
- 17 D. Unincorporated properties are located within the Urban Services Boundary
18 which are subject to County land use and development control, and which may
19 contribute additional traffic on the transportation system when developed, but
20 which are not subject to Traffic Impact Fees enacted by cities.
- 21 E. New urban development can provide their proportionate share of revenue for
22 future transportation improvement costs required to mitigate the impacts on the
23 transportation system of additional traffic generated by such new development

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1 through a Traffic Impact Fee.

2 **Section II. DEFINITIONS**

3 A. As used in this Ordinance, except where the context otherwise requires, words
4 and phrases have the following meaning:

- 5 1) **CAPITAL IMPROVEMENTS.** Facilities and assets used for
6 transportation.
- 7 2) **DEVELOPMENT.** Any changes to improved or unimproved property
8 including, but not limited to construction, installation or alteration of a
9 building or other structure; condominium conversion, land division or
10 mining activity which increases the usage of any capital improvement,
11 or creates the need for additional capital improvements.
- 12 3) **DIRECTOR.** The Director of the Multnomah County Transportation
13 Division.
- 14 4) **IMPROVEMENT FEE.** A fee for costs associated with capital
15 improvements to be constructed after the date the Ordinance becomes
16 effective.
- 17 5) **LAND AREA.** The area of a parcel of land as measured by projection
18 of the parcel boundaries upon a horizontal plane with the exception of a
19 portion of the parcel within a recorded right-of-way or easement subject
20 to a servitude for a public street or scenic or preservation purpose.
- 21 6) **OWNER.** The legal owner of record as shown on the assessment and
22 taxation records of Multnomah County, or where there is a recorded
23 land sales contract in force, the purchaser thereunder.

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- 7) **PARCEL OF LAND.** A lot, parcel, block or other tract of land that is occupied or may be occupied by a structure or structures or another use, including the yards and other open spaces required under the zoning, subdivision or other development ordinances.
- 8) **P.M. PEAK HOUR.** The hour with the highest traffic count in the period from 4 p.m. to 6 p.m.
- 9) **P.M. PEAK HOUR TRIP ENDS.** The average vehicle trip ends on a weekday in the peak hour of adjacent street traffic for one hour between 4 p.m. and 6 p.m. as determined in the most recent edition of the Institute of Traffic Engineers "Trip Generation Manual."
- 10) **QUALIFIED PUBLIC IMPROVEMENTS.** A capital improvement that is required as a condition of development approval, identified in the Regional Transportation Capital Improvements, and either:
 - (a) Not located on or contiguous to property that is the subject of development approval; or
 - (b) Located in whole or part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.
- 11) **REIMBURSEMENT FEE.** A fee for costs associated with capital improvements constructed or under construction on the date the fee is adopted.
- 12) **SYSTEMS DEVELOPMENT FEE.** A reimbursement fee, an

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improvement fee or a combination thereof assessed or collected at the time of increased usage of a capital improvement, at the time of issuance of a development permit or building permit or at the time of connection to the capital improvement. Systems development charge does not include fees assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed by a land decision.

- 13) TRANSPORTATION FACILITIES AND ASSETS. Public improvements on the transportation system which are capacity related.

Section III: PURPOSE

The purpose of a systems development charge is to require that new developments of land which create the need for transportation facilities, or increase the demands on existing transportation facilities, pay a proportionate share of the capital improvement costs to improve the transportation system as identified in the Regional Transportation Capital Improvement List.

Section IV. IMPROVEMENT FEES AND CREDITS

- A. ESTABLISHING FEES. The methodology used to establish improvement fees shall consider the cost of projected capital improvements needed to increase the capacity of the transportation system, the number of vehicle trips generated by the development, and the impact of the development on the transportation system. The specific methodology for establishing the fee shall be adopted by resolution of the Board of County Commissioners:

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1 B. USE OF FEES. Improvement fees shall be spent only on capacity enhancing
2 capital improvements, including expenditures relating to repayment of future
3 debt for the improvements. An increase in system capacity occurs if a capital
4 improvement increases the level of performance or service provided by
5 existing facilities or provides new or additional facilities. Improvements
6 funded by traffic impact fees must be related to demands created by
7 development.

8 C. CREDITS. A credit shall be given for the cost of a qualified public
9 improvement as identified on the Regional Transportation Capital Improvement
10 List. The credit shall apply against the improvement fee charged for the type
11 of improvement being constructed based on the Institute of Transportation
12 Engineers (ITE) Trip Generation Manual, latest edition. Credit for qualified
13 public improvements under subsection (D) may be granted only for the cost of
14 that portion of such improvement that exceeds county facility size or capacity
15 standards needed to serve the particular development project or property. The
16 applicant shall have the burden of demonstrating that a particular improvement
17 qualifies for credit under subsection (D).

18 Section V. **METHODOLOGY**

19 A. DEFERRED APPLICATION OF CREDITS. When the construction of a
20 qualified public improvement gives rise to a credit amount greater than the
21 improvement fee that would otherwise be levied against the project receiving
22 development approval, the excess credit may be applied against improvement
23 fees that accrue in subsequent phases of the original development project or, if

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1 there are no subsequent phases, a credit reimbursement claim should be made
2 to the County within 10 years of the date of development permit approval.
3 Credits shall be used not later than 10 years from the date the credit is given.

4 **Section VI. CHALLENGE TO EXPENDITURE**

- 5 A. A person challenging the propriety of an expenditure of system development
6 charge revenues may appeal the decisions or the expenditure by filing a written
7 request with the Director describing with particularity the expenditure from
8 which the person appeals.
- 9 B. An appeal of an expenditure must be filed within two years of the date of the
10 alleged improper expenditure.
- 11 C. The Director shall determine whether the expenditure is in accordance with
12 this ordinance and the provisions of ORS 223.297 to 223.314 and may affirm,
13 modify, or overrule the decisions. If a determination is made that there has
14 been an improper expenditure of systems development charge revenues, a sum
15 equal to the misspent amount shall be deposited within one year to the credit
16 of the account or fund from which it was spent.

17 **Section VII: PAYMENT OF SYSTEM DEVELOPMENT CHARGES**

- 18 A . System development charges shall be paid prior to the issuance of a
19 development building permit.
- 20 B. Charges shall be based on the estimated average p.m. peak hour trips that will
21 be generated by the development as identified in the ITE "Trip Generation
22 Manual," latest edition.
- 23 C. Alterations of single family dwelling structures shall be exempt from the

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1 system development charge. Alterations of other residential structures shall be
2 exempt from the system development charge unless the Director determines the
3 alteration creates a need for transportation facilities or increases the demands
4 on existing transportation facilities based on the estimated average p.m. peak
5 hour trips.

6 D. Any applicant whose design review application or single family building
7 permit application is accepted by the County or its agents as being complete
8 prior to the effective date of this ordinance shall be exempt from paying the
9 charge.

10 E. The amount of the charge shall be set by the Board of Commissioners
11 resolution.

12 **Section VIII: PAYMENT OF ADDITIONAL SYSTEM DEVELOPMENT**
13 **CHARGES**

14 A. Except as provided in Section VII.C additional system development charges
15 shall be payable if an alteration, expansion, improvement, conversion, or
16 operation of a building or use causes a change in the estimated number of trips
17 generated. The estimated number of trips generated shall be the estimated
18 average p.m. peak hour trips as identified in the Institute of Transportation
19 Engineers "Trips Generation" Manual, latest edition. The amount of the
20 charge shall be the difference between the charge based on the new estimated
21 number of trips and the charge already paid, or the charge resulting from the
22 difference between the new estimated number of trips and the estimated
23 number of trips at the date of Ordinance enactment.

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1 **Section IX: TRANSPORTATION ACCOUNT**

2 A. System development charges shall be placed in a transportation account and
3 segregated by accounting practices from all other funds of the county.

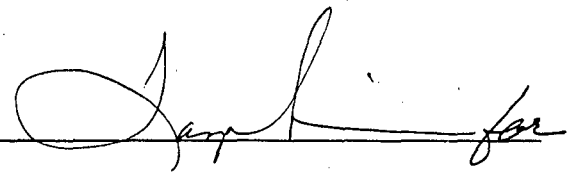
4 **Section X. ADOPTION**

5 A. This ordinance, being necessary for the health, safety, and general welfare of
6 the people of Multnomah County, an emergency is declared and the ordinance
7 shall take effect upon its execution by the County Chair, pursuant to Section
8 5.50 of the Charter of Multnomah County.

9 ADOPTED this 20th day of October, 1994.



10 MULTNOMAH COUNTY, OREGON

11 By 

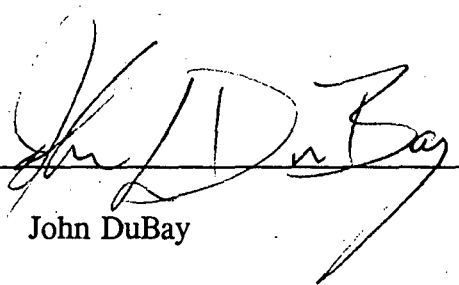
12 Beverly Stein

13 Multnomah County Chair

14 REVIEWED:

15 LAURENCE KRESSEL, COUNTY COUNSEL

16 for MULTNOMAH COUNTY, OREGON

17 By 
18 John DuBay

19 EPVH1323.DOC

20 10/4/94

MEETING DATE: OCT 20 1994

AGENDA NO: R-7

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Transportation Systems Development Charge

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: September 22, 1994

Amount of Time Needed: 5 minutes

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: Ed Pickering TELEPHONE #: 248-3636
BLDG/ROOM #: #425

PERSON(S) MAKING PRESENTATION: Ed Pickering

ACTION REQUESTED:

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

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

A resolution to establish a Transportation Impact Fee (TIF) rate and application methodology.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: Betsy Williams

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

EPCK0825.FOR Copy of Resolution 94-204 Sent to Ed Pickering & Betsy Williams on 10-21-94.

BOARD OF
COUNTY COMMISSIONERS
1994 OCT 11 PM 5:09
MULTNOMAH COUNTY
OREGON



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

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: Betsy Williams, DES Director *Betsy Williams*
Larry Nicholas, P. E., Transportation Division Director

TODAY'S DATE: September 8, 1994

REQUESTED PLACEMENT DATE: SEPTEMBER 25, 1994

RE: Adoption of Ordinance and Resolution - Traffic Impact Fee Systems Development Change

I. Recommendation/Action Requested:

The Transportation Division recommends that the Board: 1) Adopt Ordinance No. ___ which establishes the Traffic Impact Fee (TIF) systems development charge for unincorporated properties in the urbanizing East County area; and 2) Adopt Resolution No. ___ which establishes the fee rate and methodology to administer the TIF.

II. Background/Analysis:

The city of Gresham undertook a traffic impact fee study in 1993. Multnomah County joined in the project and enlarged the scope to include additional areas located in Troutdale, Wood Village, and Fairview. The completed Trafficway Plan and Impact Fee Study (DKS, November 1993) develops information necessary to implement a TIF by:

1. Identifying existing transportation system deficiencies which are not eligible for TIF funding;
2. Identifying the level of growth and development in East Multnomah County to the year 2010;
3. Identifying the impacts from this growth on the transportation system; and

4. Establishes the basis for the transportation systems development charge pursuant to O.R.S. 223.297.

The cities of Gresham, Fairview, and Troutdale are in the process of conducting hearings to adopt a consistent East County regional TIF. Fairview and Troutdale City Councils have requested that the county also adopt the TIF. The action before the Board provides that properties located in the Urban Service Areas of East County cities will be administered consistently, including properties that have not yet been annexed by those cities.

III. Financial Impact:

The number of properties subject to the county's TIF is limited so that the revenue to be generated may not be great. However, revenue from the regional TIF with involvement by the county and East County cities is projected, based on the costs to mitigate transportation impacts from anticipated future growth, to be upwards of \$19 million by the year 2010.

The proposed improvements are located predominantly on the county road system. Therefore, Multnomah County will benefit by additional capital to invest in the East County road system, following a project prioritization process by the East Multnomah County Transportation Committee (EMCTC).

IV. Legal Issues:

Transportation Impact Fees are a type of systems development charge which are provided for by state law. There are no known legal issues.

V. Controversial Issues:

Wood Village has chosen not to hear the Traffic Impact Fee so that future growth in this area of East County will be excluded from the regional TIF area. However, the Wood Village representative to the East Multnomah County Transportation Committee (EMCTC) will have an equal vote in setting TIF capital spending priorities.

City of Troutdale is debating adoption of the regional TIF of \$1,190. One option under consideration is reducing the regional portion of the fee by \$582 which is the rate of their local TIF. Thus, Troutdale's regional fee will only be \$618. Troutdale will also have a vote in setting TIF priorities at EMCTC.

City of Troutdale has also requested that the county consider including in the TIF area future growth to occur in adjacent rural areas. The amount of growth allowed in these areas is very limited and would not significantly impact the East County urban transportation system.

Concern has also been expressed regarding the TIF as a disincentive to economic growth and job development in East County because of developments that, by their nature or location, reduce trips generated and impacts on the transportation system. The TIF methodology provides for exceptions and has the ability to reduce fees to the extent that PM peak hour trips are reduced. Each of the other three counties in the bi-state region has comparable traffic impact fees (Portland being the major exception) so that, the effect of adopting an East County TIF is to provide consistent development parameters in areas subject to suburban growth pressures. Gresham and the Gresham Area Chamber of Commerce are considering other measures to provide incentives for targeted development to locate in East County.

VI. Link to Current County Policies:

The TIF is consistent with Multnomah County Comprehensive Framework Plan Policy No. 32: Capital Improvements, and Policy No. 33: Transportation Systems.

VII. Citizen Participation:

Citizens have had the opportunity to be informed at four city council briefings, one at each of the four East County cities, and to be heard at six public hearings held to date. Seven of these meetings will have been broadcast to area homes by the local cable companies. Gresham has reviewed the proposal with their Transportation Citizen Advisory Committee.

VIII. Other Government Participation:

Gresham and Fairview have adopted the regional TIF and the consistent vote. City of Troutdale is considering adopting the TIF. The city of Gresham was co-sponsor of the project along with the county. The East Multnomah County Transportation Committee has been briefed throughout the development of the TIF report. The EMCTC has also agreed to set priorities for capital funding using TIF funds on an annual basis.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Adopting a Transportation)
Impact Fee Systems Development Charge.)

RESOLUTION
94-204

WHEREAS, a substantial amount of the region's future residential, commercial, and industrial growth is planned to occur in East Multnomah County; and

WHEREAS, additional urban growth and development in East Multnomah County will result in additional traffic demands on the regional transportation system, requiring capacity improvements on street facilities to improve them to planned urban standards in coordination with future growth; and

WHEREAS, expected street capacity deficiencies resulting from planned urban growth have been identified in the Trafficway Plan and Impact Fee Study, November 1993 (DKS Associates); and

WHEREAS, revenue to improve East Multnomah County transportation facilities is limited such that the identified capital requirement to fund necessary street improvements has not been programmed in the County Transportation Capital Improvement Program; and

WHEREAS, a traffic impact fee is a systems development charge available to local governments to finance transportation needs directly resulting from future growth as provided by ORS 223.297; and

WHEREAS, the basis for the East Multnomah County Traffic Impact Fee is established in the Traffic Plan and Impact Fee Study which relates land uses and trip generation per land use, to additional future travel demands and transportation system deficiencies, with a pro rata cost per future land use to arrive at a fee structure that meets the rational nexus test required of systems development charges; and

WHEREAS, the network of arterial and collector streets in East Multnomah County are the regional transportation system that provides for the essential access and mobility needs of area residents and businesses; and

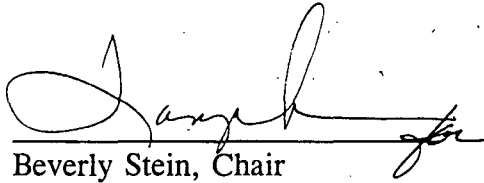
WHEREAS, Multnomah County adopted Ordinance No. 802 which established a traffic impact fee systems development charge program based on Oregon State law; and

NOW, THEREFORE, BE IT RESOLVED, that a traffic impact fee systems development charge be established based upon the fee structure and application methodology, attached hereto as Exhibit "A" and incorporated by reference, to be applied to new development and which will provide revenue to resolve transportation system capacity needs resulting from new development as identified in Exhibit "B" attached hereto and incorporated by reference, such fees to be collected in coordination with the granting of county permits and held in a separate account entitled the Regional Transportation Fund until a transportation project is identified for funding by the East Multnomah County Transportation Committee at which time the funds shall be transferred to the owner of the street facility for explicit use in improving the street as specified. The County will retain all interest earned on the regional transportation system development charges to offset the cost of administration. Any interest earned shall be deposited in the Road Fund. The effective date of this system development charge is October 15, 1994.

Adopted this 20th day of October, 1994.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

APPROVED AS TO FORM:

LAURENCE KRESSEL, COUNTY COUNCIL
FOR MULTNOMAH COUNTY, OREGON

By: 

Assistant County Council

EXHIBIT A. TRAFFIC IMPACT FEE STRUCTURE AND APPLICATION METHODOLOGY

Trip generation rates link land use types with vehicle use and travel behavior, as parameters to determine street deficiencies by levels of service. Trip generation rates specified in the following table were taken from the Institute of Traffic Engineer's research as published in Trip Generation - 5th Edition, 1991, and adjusted for travel characteristics in East Multnomah County.

Trip Generation Rates: PM Peak Hour

Category	PM Trip End Rates			Per Unit
	In	Out	Total	
Housing/Residential:				
Single Family	0.660	0.350	1.01	Dwelling Unit
Multi Family	0.390	0.210	0.60	Dwelling Unit
Industrial/Office/Commercial				
Warehouse/Manufacturing	0.175	0.325	0.50	KSF
Light Industrial	0.150	0.850	1.00	KSF
General Office > = 50 KSF	0.306	1.494	1.80	KSF
General Office < 50 KSF	0.410	1.990	2.40	KSF
Public/Government Office	0.900	2.100	3.00	KSF
Medical Office/Uses	0.690	3.390	4.08	KSF
Large Retail > 100 KSF	0.835	0.835	1.67	KSF*
Medium Retail 10-100 KSF	1.335	1.335	2.67	KSF*
Small Retail < 10 KSF	2.500	2.500	5.00	KSF*
High Generating Retail	13.335	13.335	26.67	KSF*
Other Uses				
Community Service	0.270	0.330	0.60	KSF
Hotel/Motel	0.330	0.270	0.60	Room
Schools	0.030	0.070	0.10	Student
Park and Ride Lots	0.120	0.560	0.68	Space

* Retail PM peak hour trip end rates have been adjusted to reflect reductions due to pass-by trips.

The Traffic Impact Fee is structured as an areawide fee, encompassing transportation infrastructure and future transportation needs located in the urban service areas of the cities of: Fairview, Wood Village, Troutdale, and Gresham.

The transportation systems development charge is calculated by the following formula.

Transportation System Charge

The transportation system development charge is based on the estimated PM peak hour trips generated by the development as identified in the Institute of Transportation Engineers "Trip Generation Manual, 5th Edition" (or as amended or updated). A copy of the Trip Generation manual is located at the County Transportation Division.

$$\text{System Development Charge} = T \times (1-R) \times C$$

Where:

- T = Average PM peak hour trip ends for each use, estimated by the 5th (or current) edition of the ITE Trip Generation Manual. Computed by taking size of development times PM peak hour trip generation rate.
- R = Reduction for pass-by trips for ITE land use codes in the 800s and 900s (60% for uses < 50,000 square feet and 40% for uses > = 50,000 square feet). Expressed as a fraction 0.60 or 0.40.
- C = Cost per PM peak hour trip end. One PM peak hour trip = \$1,190 system development charge.

Inflation indexing: 1994 ENR construction cost index was 5,630.25.

REGIONAL TRANSPORTATION CAPITAL IMPROVEMENTS			
PROJECT #	PROJECT DESCRIPTION	COST	
1	RECONFIGURE INTERCHANGE ON 181ST AT I84	3,209,010	
2	WIDEN 181ST BETWEEN I84 AND HALSEY STREET	708,121	
4	WIDEN POWELL BOULEVARD BETWEEN GRESHAM CITY LIMITS AND EASTMAN	7,299,427	
7	ADD EASTBOUND AND SOUTHBOUND RIGHT TURN LANES ON 162ND AT STARK	259,930	
9	UPGRADE SIGNAL AT 181ST AND SAN RAFAEL, REMOVE CROSSWALK ON N. LEG	3,209	
10	ADD TURN LANES AND UPGRADE SIGNAL ON 181ST AT HALSEY STREET	599,015	
11	ADD TURN LANES ON 181ST AT GLISAN	441,774	
12	ADD TURN LANE AND UPGRADE SIGNAL ON 181ST AT BURNSIDE	220,352	
13	ADD TURN LANES ON 181ST AT STARK	711,330	
14	ADD SOUTHBOUND RIGHT TURN LANE ON 182ND AT DIVISION	257,790	
15	REALIGN 185TH TO EAST, GRADE SEPARATE RAILROAD, ALIGN WITH SANDY	1,910,430	
16	ADD TURN LANE ON 202ND AT POWELL	57,762	
17	ADD EASTBOUND AND WESTBOUND LEFT TURN LANES ON 223RD AT HALSEY	65,250	
18	ADD SOUTHBOUND THROUGH LANE ON 223RD AT GLISAN	218,213	
19	WIDEN ROBERTS AND PROVIDE FREE RIGHT TURN TO REGNER	42,787	
20	ADD EASTBOUND RIGHT TURN LANE ON BURNSIDE AT DIVISION	128,360	
21	MODIFY TRAFFIC SIGNAL, RESTRIPE NORTH LEG, 242ND AT STARK	3,209	
22	INSTALL TRAFFIC SIGNAL AT 242ND AND PALMQUIST	147,614	
23	ADD TURN LANES ON 257TH AT STARK	603,294	
24	INSTALL TRAFFIC SIGNAL AT 257TH AND POWELL VALLEY	147,614	
25	REALIGN INTERSECTION AT 262ND AND ORIENT	641,802	
26	CONDUCT AN AREA-WIDE SIGNAL SYSTEM STUDY	427,868	
27	TRAFFIC IMPACT FEE STUDY AND UPDATES	257,790	
28	OTHER TRANSPORTATION MODES	918,846	
		19,280,799	
1. BASED UPON THE ABOVE COST ESTIMATES AND A PROJECTED INCREASE OF 16,196 PM PEAK HOUR TRIP ENDS, THE RATE IS \$1190 PER PM PEAK HOUR TRIP END.			
2. THE PROJECT LIST AND PROJECTED NUMBER OF PM PEAK HOUR TRIP ENDS IS TAKEN FROM "TRAFFIC PLAN AND IMPACT FEE STUDY" BY DKS ASSOCIATES, NOVEMBER, 1993.			
3. THE ABOVE COSTS ARE BASED ON A CONSTRUCTION COST INDEX OF 5630.25 FOR THE CITY OF SEATTLE FOR JANUARY, 1994, AS PUBLISHED IN THE JANUARY 10, 1994 EDITION OF ENGINEERING NEWS RECORD.			

✓
PLEASE PRINT LEGIBLY!

MEETING DATE 10-20-94

NAME AMANDA FRITZ

ADDRESS 4106 SW VACUNA STREET

STREET

PORTLAND 97219

CITY

ZIP CODE

I WISH TO SPEAK ON AGENDA ITEM # R-8

SUPPORT ✓ **OPPOSE** _____
SUBMIT TO BOARD CLERK

MEETING DATE: OCT 20 1994

AGENDA NO: R-8

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: RESOLUTION APPROVING MULTNOMAH COUNTY'S LOCAL GREENSPACES PROJECTS LIST AND ENDORSING THE METROPOLITAN GREENSPACES BOND MEASURE.

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: OCTOBER 20, 1994

Amount of Time Needed: 10 minutes

DEPARTMENT: DES DIVISION: DIRECTOR'S OFFICE

CONTACT: BETSY WILLIAMS TELEPHONE #: 5012
BLDG/ROOM #: 412/206

PERSON(S) MAKING PRESENTATION: Charles Ciecko, Metro

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

This Resolution supports a General Obligation Bond measure to be submitted to the voters by Metro on March 28, 1995 for Greenspaces acquisition and improvement, in the amount of \$138.8 million. In addition, this Resolution approves Multnomah County's Local Greenspaces Project List, in the amount of approximately \$3.370 million, which must be submitted to Metro by November 1, 1994 to be eligible for the County's share of the bond proceeds.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: Betsy Williams

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63 *Copy of Resolution 94-205 Sent to Betsy Williams on 10-21-94 Charles Ciecko, Metro.* 6193



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-5000

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: Betsy Williams, Director *Betsy Williams*
Dept. of Environmental Services

DATE: October 8, 1994

REQUESTED PLACEMENT DATE: OCTOBER 20, 1994

RE: ADOPTION OF RESOLUTION APPROVING MULTNOMAH COUNTY'S
LOCAL GREENSPACES PROJECTS LIST AND ENDORSING THE
METROPOLITAN GREENSPACES BOND MEASURE

I. Recommendation/Action Requested:

The Dept. of Environmental Services recommends Board **approval** of attached resolution.

II. Background/Analysis:

On July 28, 1994, the Metro Council passes a resolution to submit to the voters a **General Obligation Bond** on March 28, 1995, or the earliest available election date in 1995, in the amount of **\$138.8 million** for **Greenspaces acquisition and improvement**, including up to **\$25 million** for **Local Government Greenspace Projects**. Under the proposed ballot measure, **Multnomah County** is **eligible** to receive **\$3,365,550** for Multnomah County projects.

In order to inform voters prior to the vote on this ballot measure, local governments that are eligible to receive funds from the Greenspaces Bond Measure **must submit** an **approved** Local Greenspaces Projects **List** to Metro by **November 1, 1994**. The attached list of proposed projects has been prepared on behalf of Multnomah County by Metro staff (former Multnomah County Parks staff) who currently manage and operate the Multnomah County Parks system under intergovernmental agreement with Metro.

III. Financial Impact:

If the bond measure is approved by the voters, Multnomah County is eligible to receive approximately **\$3.370 million** for appropriate greenspaces projects. Assuming Multnomah County continues with its current intergovernmental arrangement with Metro to manage and operate its parks system, it is assumed that the County's portion of the bond proceeds will be passed through to Metro to administer and implement the projects identified and approved by the Board of County Commissioners.

IV. Legal Issues:

There are no known legal issues.

V. Controversial Issues:

I am not aware of any controversial issues regarding this issue.

VI. Link to Current County Policies:

This Resolution is consistent with policies adopted in the **Multnomah County Natural Area Protection and Management Plan** by the Board of County Commissioners in June, 1992. In addition, it is consistent with the **Metropolitan Greenspaces Master Plan** which was supported by Multnomah County. Finally, this Resolution supports the Multnomah County **Benchmark** regarding **Open Spaces** (Acres of parks and protected greenspaces per 1,000 population).

VII. Citizen Participation:

This ballot measure will be decided by a vote of the people. There was considerable public discussion leading to the Metro Council's July vote to refer the ballot measure to the voters, including significant study and discussion by the Greenspaces Policy Advisory Committee.

VIII. Other Government Participation:

Other governments in the metropolitan area have participated in the decision(s) regarding the proposed bond measure through their participation on the Greenspaces Policy Advisory Committee and the Technical Advisory Committee. Within Multnomah County, these participants include Portland, Gresham, Troutdale, Fairview and Wood Village.

Regular Meeting
10-20-94
R-8-1#1
Exhibit #1

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL THEREOF.
Hawthorne
Clerk of the Metro Council

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUBMITTING)
TO THE VOTERS A GENERAL)
OBLIGATION BOND INDEBTEDNESS)
IN THE AMOUNT OF \$138.80 MILLION)
TO PROCEED WITH THE ACQUISITION)
OF LAND FOR A REGIONAL SYSTEM OF)
GREENSPACES)

RESOLUTION NO. 94-2011A

Introduced by The Executive
Officer Rena Cusma, Councilors
Sandi Hansen, Susan McClain,
Richard Devlin and Terry Moore

WHEREAS, Metro has taken a leadership role in identifying remaining natural areas in the region and planning for their protection or potential acquisition; and

WHEREAS, Such activities have been and will continue to be coordinated with the affected federal, state, and local governments and citizens in the region; and

WHEREAS, Numerous planning efforts, studies and recommendations have been proposed over the past 90 years to develop a system of interconnected greenspaces for the Portland/Vancouver region; and

WHEREAS, On June 28, 1990, by Resolution No. 90-1261, the Metro Council established the Greenspaces Policy Advisory Committee to assist the Council in coordinating its Natural Areas Planning Program and to develop a regional consensus in the development of a Metropolitan Greenspaces Master Plan; and

WHEREAS, On September 26, 1991, the Metro Council adopted Regional Urban Growth Goals and Objectives by Ordinance No. 91-418B, including Objective 9: Natural Areas, Parks, and Wildlife Habitat which calls for a regional open space system linking public and private open spaces, trails, recreational, and wildlife corridors; and

WHEREAS, In July, 1992, the Metro Council adopted the Metropolitan Greenspaces Master Plan by Resolution No. 92-1637; and

WHEREAS, The Metropolitan Greenspaces Master Plan recommends that Metro seek a regional funding mechanism to assemble, through acquisition and other strategies, and develop a regional greenspaces system and also assume operations and management responsibility for components of the system in cooperation with local governments; and

WHEREAS, On July 23, 1992, the Metro Council submitted a \$200 million General Obligation Bond Measure in Resolution No. 92-1939A for the acquisition of greenspaces that did not pass; and

WHEREAS, The voters approved the 1992 Metro Charter which specifically authorizes Metro to acquire, develop, maintain and operate a regional system of parks, open spaces and recreational facilities; and

WHEREAS, The Metro Council approved an intergovernmental agreement with Multnomah County which transferred the Parks Services Division to Metro; and

WHEREAS, The Metro Council formed the Metropolitan Greenspaces Blue Ribbon Committee by Resolution No. 94-1942 to seek advice and evaluation of proposals for a new bond measure for acquisition of greenspaces; and

WHEREAS, Both the Greenspaces Policy Advisory Committee and the Metropolitan Greenspaces Blue Ribbon Committee recommended a General Obligation Bond Measure for acquisition of greenspaces in the range of \$136-\$139 million, including up to \$25 million for local government greenspace projects; and

WHEREAS, An initiative on the November, 1994 ballot, if adopted, could change the first 1995 election date from March, 1995, to May, 1995, or some other date; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby submits to the qualified voters of the District the question of contracting a General Obligation bond indebtedness of \$138.80 million for greenspaces, including up to \$25 million for local government greenspace projects as described in Exhibit B. The bonds shall mature over a period of not more than 30 years.
2. That the measure shall be placed on the ballot for the General election held on the 28th day of March, 1995, or the earliest available election date in 1995.
3. That the District shall cause this Resolution and the Ballot Title Attached as Exhibit "A" to be submitted to the Elections Officer, the Tax Supervising and Conservation Commission, and the Secretary of State in a timely manner as required by law.
4. That the Executive Officer, pursuant to ORS 251.305 and Metro Code Chapter 9.02, shall transmit this measure, ballot title, an explanatory statement and arguments for or against, if any, to the County Elections Officers for inclusion in any county voters pamphlets for the first election date in 1995.
5. That a resolution with proposed amendments to the Greenspaces Master Plan be prepared for Council action to reflect this resolution and the recommendations of the advisory bodies.
6. That staff be directed to submit a list of local government greenspace projects to Council by November 10, 1994.

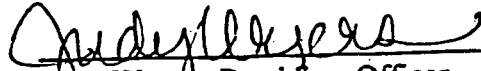
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7. That a public education program, and a proposed budget, be prepared for Council approval before Metro public education efforts begin.

ADOPTED by the Metro Council this 28th day of July, 1994.


Judy Wyers, Presiding Officer

KLA
1170

EXHIBIT A

Bond Measure for Resolution No. 94-2011

- *Caption:** Bonds to buy open space for wildlife, parks and trails."
- *Question:** Shall Metro issue \$138.8 million of general obligation bonds to finance land for open space, parks and trails? If the Bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of section 11b, Article XI of the Oregon Constitution."
- *Explanation:** Buys land to preserve an open space network. More public green space will be preserved for our growing population. Will curb loss of natural areas to help protect water quality. Will save wildlife habitat near urban growth. Will add outdoor recreation options and improvements. Trails will link open spaces. Up to \$25 million will go to local governments for open space and trails. Bonds mature in not more than thirty years. Bond cost estimate is up to twenty three cents per one thousand dollars of assessed value."

Exhibit B
GREENSPACES ACQUISITION BOND MEASURE

The basis for this land acquisition program is the 1992 Metropolitan Greenspaces Master Plan. The Master Plan details the vision, goals and organizational framework of a regional system of natural areas, open space, trails and greenways for wildlife and people. The primary objective of the Master Plan is protection of natural resource areas in the public interest. The analysis is based on watersheds or stream basins to encourage review of the ecosystem in each part of the region. The Master Plan includes 1989 inventories and maps of 109,000 acres of then existing natural areas in and near the Metro boundaries. In 1989, approximately 9,200 acres were in public ownership. Nearly half of the publicly owned acreage is located in Forest Park.

Metro estimates that the Portland-Vancouver metropolitan area will grow by more than 1.1 million people by the year 2040. More homes and businesses will be built to serve this anticipated growth. As communities continue to develop, the land supply available for open space and parks will be smaller and generally more expensive to purchase. If the region is to have parks and open space areas in the future, planning and funding priorities are needed now to reflect the importance of greenspaces. The protection, acquisition and active stewardship of greenspaces must become just as important as planning transportation, water, sewer and other basic infrastructure.

One goal of the Master Plan is to improve water quality. Water quality in the region is degraded as natural areas are lost. Retaining forested areas on slopes minimizes erosion that pollutes streams. Wetlands and floodplains hold runoff allowing plants and micro-organisms to biologically filter pollutants. Natural areas with riparian corridors will be purchased and preserved. Restoring native vegetation along these waterways will improve water quality.

The Master Plan identifies regional trails and regional wildlife corridors. The trails provide means of human-powered access to commerce, recreation and natural areas. This includes links between parks, local trails and local communities and access to regionally significant parklands and natural areas. Wildlife corridors protect habitat for maintaining biological diversity. Linked habitat is important for species that reside in and pass through the region along regular migratory routes.

From the Master Plan inventory a number of existing large acre sites throughout the region were designated as regionally significant open space protection areas. These areas would be used to provide and protect open space and for passive recreational activities, including but not limited to, picnicking, hiking, bicycling, camping, bird watching, and boating. In 1992, these sites were estimated to be 9,962 acres, based on the 1989 studies. Over 3,000 acres

were located in each county within Metro's boundaries. The 1992 measure proposed issuing \$200 million in bonds for acquisitions from 57 of these areas and the region-wide trail network identified in the Metro Plan.

This referral to the voters of \$138.8 million in general obligation bonds is based on advisory groups recommendations. It proposes acquisitions from 15 of the regionally significant areas (approximately 6,125 acres) plus regional trail segments from the Master Plan. The inventory in these target areas has been reviewed in 1994. They will be the first priority for acquisitions from the bond proceeds. Other regionally significant open spaces and regional trails identified in the Master Plan may be acquired if target areas become degraded, cost prohibitive or otherwise infeasible as determined by the Metro Council after a public hearing. New target areas shall be selected to retain a regional balance of sites acquired. In addition, some new opportunities may arise to acquire natural resource areas not in the Master Plan if funding permits. These will not be approved unless the Master Plan is first amended by the Metro Council after a public hearing on the amendment.

There are various means intended to be used to secure rights to natural resource land. This will include outright purchase of title to the land with the assistance of outside professional realtors. However, other methods insure preservation of the character of the land as open space and may allow its use by the public. Purchase through a nonprofit land preservation organization may enable the program to secure land at below market rates due to the favorable tax benefits that accrue to sellers. Easements, rather than full title to the land, can be donated or sold by a landowner. Donations, bequests and grants will be sought to enable the program to protect and acquire more natural resource land.

In addition to the regional areas and trails, up to \$25 million of bond proceeds will be used to buy and make capital improvements on lands for local open spaces and trails. These purchases and improvements will be made by cities, counties and park districts which provide parks services. The local governments shall be permitted to pay administrative costs associated with land acquisition and capital improvements from this local share of bond proceeds or from their own resources. Intergovernmental agreements between Metro and the park providers will be used to assure that the funds are expended for greenspaces related activities. Interests in land acquired from this local share would be for regionally or locally significant natural areas, open space, trails and greenways, including accessible waterways, that function for both wildlife and people. Capital improvements would be for restoration or enhancement of natural areas, trail construction, access facilities, public use facilities and environmental education facilities. Ownership of lands will be consistent with the Greenspaces Master Plan. Provision must be made for lands acquired with the local share to be maintained for its intended recreational, natural area or trail activities.

It is important to identify local projects to be funded and their estimated costs in time to inform the voters prior to the vote on this ballot measure. Therefore, a list of local projects with estimated costs matching each provider's pro rata share must be delivered to Metro. The deadline to submit eligible local share proposals from this bond funded program is no later than November 1, 1994. If eligible projects are not timely submitted, both the \$25 million amount for local share funding and the \$138.8 total amount of bonds issued may be reduced to that extent.

Capital improvements of lands acquired with bond proceeds are intended to be a secondary purpose of this entire program. However, for individual purchases or some local projects, greenspaces related capital improvements, may be a primary element. Allowable improvements include, but are not limited to, restoration or enhancement of natural areas, trail construction, nature centers, interpretative displays, facilities for disabled people, access roads and facilities, parking, boat ramps, trail heads, rest rooms, picnic tables, shelters, viewing facilities, water systems, camp sites, fishing piers, signs, fences, and security lighting.

Regionally significant lands acquired by Metro would be "land banked" with the property interest owned by Metro. The Metro Regional Parks and Greenspaces Department may operate and maintain these lands or other cooperative arrangements may be made consistent with the Greenspaces Master Plan. Initially, most of these lands will be held with limited maintenance and development. If the acquisition bond measure is approved by the voters, Metro excise taxes have been committed for this low level of maintenance. No bond funds can be legally used for any operating expenses. Some improvements could be done with bond funds and new grants to start public use. At the same time, user fees and other revenue must be developed to offset increased costs from increased public use. The July, 1992 Metropolitan Greenspaces Program Financial Study identified the following alternatives for such revenue: greenspaces parking permit, day use or camping fees, concessions, volunteer services. Other revenue sources may be investigated depending on the type of improvement.

Other allowable expenditures for this program include acquisition administrative expenses, bond issuance costs and reimbursable bond preparation expenses relating to the design planning and feasibility of the acquisition program. Administrative expenses include, but are not limited to, assistance from professional realtors, real estate appraisals, title companies and environmental evaluation firms.

The preference is to issue bonds which mature in 20 years. However, to maintain the flexibility to respond to the market existing at time bonds are issued, the maturity period may be up to 30 years.

The following are the 15 regionally significant natural areas and five trail segments targeted for acquisition:

	<u>Acres</u>
Willamette River Greenway	1,103
Willamette Narrows	
Canemah Bluffs	
Cathedral Park to railroad bridge	
Oaks Bottom to OMSI	
West side of Multnomah Channel	
East Buttes/Boring Lava Domes	545
Newell Creek Canyon	370
Sandy River Gorge	808
Cooper Mountain	428
Buffer and expansion of Forest Park	320
Jackson Bottom and McKay Creek/Dairy Creek Addition	333
Tonquin Geological area	277
Tualatin River Greenway, access points	266
Clear Creek Canyon	342
Gales Creek	775
Columbia Shoreline	95
Fairview Creek/Lake	143
Rock Creek	300
Tyron Creek linkages	20
	<hr/>
	6,125

Peninsula Crossing Trail (Improvements only)
 Fanno Creek Greenway
 Sauvie Island to Beaverton/Hillsboro Trail
 Clackamas River Greenway (north bank)
 Beaver Creek Canyon Greenway (Troutdale)

1787D

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-2011, FOR THE PURPOSE OF SUBMITTING TO THE VOTERS A GENERAL OBLIGATION BOND INDEBTEDNESS IN THE AMOUNT OF \$138.80 MILLION TO PROCEED WITH THE ACQUISITION OF LAND FOR A REGIONAL SYSTEM OF GREENSPACES

Date: July 14, 1994

Presented by: Charles Ciecko

BACKGROUND:

Public Review Process for developing a Greenspaces Ballot Measure:

Greenspaces Master Plan - 200 public workshops and meetings	Jan/1990 - Jul/1992
Metro Council Passed Intent to Refer a Bond Measure in 1994	Sep 1993
Civic/Business Survey - 51 personal interviews	Nov - Dec 1993
Citizen Poll - 800 people interviewed by telephone	Jan 1994
Public Meetings - 4 Regional Facilities Committee meetings	Apr 1994
Metro Council Revised Intent to Refer a Bond Measure in 1995	May 1994
Greenspaces PAC (GPAC) meetings (see Attachment 1)	Jan - Jun 1994
Blue Ribbon Committee (BRC) meetings (see Attachment 2)	Apr - Jul 1994

Attachment 3 illustrates the decision making process, including the above activities, that has led to the proposed greenspaces ballot measure.

EXPLANATION OF RECOMMENDATIONS:

	GPAC	BRC	STAFF
Amount:	\$138.85 Million	\$136.42 Million	\$138.80 Million
Timing:	No later than Spring 1995	No earlier than Spring 1995	Spring 1995
Components:	(see Attachment 1 for local share and list of target areas and trails)	(see Attachment 2 for local share and list of target areas and trails)	(see Attachment 4 - Same as BRC Recommendation except for additional costs per Metro Finance Dept. recommendation)

The GPAC and BRC recommendations are very similar except for a few differences (see Attachments 1 & 2) between the list of targeted greenspaces and their size and cost. In comparison to the GPAC recommendation, the BRC recommendation does not include Bull Mountain, adds Gales Creek in Washington County, Clear Creek Canyon in Clackamas County and Columbia Shoreline in Multnomah County, and reduces the cost of all greenspace areas (not trails) by five percent. Similarity between the two recommendations reflects the desire of both GPAC and BRC to reach consensus. In the event that it is not feasible to acquire a particular target area or trail listed in Attachments 1 and 2, staff will investigate other regionally significant sites or trails identified in the Metropolitan Greenspaces Master Plan.

The staff recommendation (Attachment 4) is the same as the BRC recommendation except for changes made at the recommendation of Metro's Finance Department which include additional bond issuance costs, a contingency fund, and reimbursable costs.

Attachment 5 is a component of the GPAC, BRC and staff recommendations and lists the criteria that local government greenspace projects will be required to meet for eligibility for funding. A final list of proposed local government greenspace projects will be presented to Council by November 10, 1994 at which time Council will know whether or not to reduce the proposed amount of the local share.

EXECUTIVE OFFICER RECOMMENDATION:

The Executive Officer and Councilors Hansen, Devlin, Moore and McLain recommend approval of the staff recommendation (see attachment 4) as reflected in Resolution No. 94-2011, including Exhibit A¹ of that resolution, for the following reasons:

- 1) The staff list (which is the same as the BRC list) of target areas and trails provides an additional 951 acres and costs approximately \$ 2.4 million less than the GPAC list; a result made possible by dropping Bull Mountain from the GPAC list.
- 2) The additional sites mentioned in the above section rate higher than Bull Mountain for the human and biological values they provide and improve the overall geographic distribution throughout the metropolitan area.
- 3) The staff recommendation includes advice from Metro's Finance Department regarding required additional costs for bond issuance, a contingency fund and reimbursable expenses.

Council should direct staff to prepare a public education program and proposed budget for Council action.

Council should also direct staff to prepare a resolution with proposed amendments (related to local share) to the Greenspaces Master Plan to reflect Resolution No. 94-2011 and the recommendations of the GPAC and BRC.

¹Attachment 6 describes the legal requirements for drafting the official ballot measure language contained in Exhibit A of Resolution No. 94-2011 (attached).

GREENSPACES POLICY ADVISORY COMMITTEE RECOMMENDATION
(June 1, 1994)

<u>Greenspaces Target Areas *</u>	<u>Acres</u>	<u>Cost (millions of \$)**</u>
Willamette River Greenway	1,200 (1,161)**	17.9
Willamette Narrows		
Canemah Bluffs		
Cathedral Park to railroad bridge		
Oaks Bottom to OMSI		
West side of Multnomah Channel		
East Buttes / Boring Lava Domes	1,056 (573)	11
Newell Creek Canyon	400 (389)	7
Sandy River Gorge	850 (850)	6
Bull Mt. / Cooper Mt.	450 (592)	13
Buffer and expansion of Forest Park	470 (400)	6
Jackson Bottom and McKay Creek /	350 (350)	1.75
Dairy Creek addition		
Tonquin Geological area	500 (291)	3.5
Tualatin River Greenway, access points,	300 (200)	3
Fairview Creek / Lake	150 (150)	3
Rock Creek	332 (333)	5
Greenspaces Subtotal	6,058 (5,289)	\$77.15
<u>Trails</u>		
Peninsula Crossing Trail (improvements only)		
Fanno Creek Greenway		
Sauvie Island to Beaverton / Hillsboro Trail		
Clackamas River Greenway (north bank)		
Beaver Creek Canyon Greenway (Troutdale)		
Trails Subtotal		\$16.3
Total Acquisition (greenspaces & trails)		\$93.45
Future Options		4.0
Local Share Fund		25.0
Acquisition Administrative Costs		14.69
1.25% Bond Issuance Costs		1.71
GRAND TOTAL		\$138.85

- * Other target areas in the Metropolitan Greenspaces Master Plan will be considered in the event recommended areas are not available for acquisition
- ** Adjusted acres based on July 1994 market values in parentheses
- *** Preliminary estimates based on recent sales

GREENSPACES BLUE RIBBON COMMITTEE RECOMMENDATION
(July 7, 1994)

<u>Greenspaces Target Areas *</u>	<u>Acres</u>	<u>Cost (millions of \$)**</u>
Willamette River Greenway	1,103	17.0
Willamette Narrows		
Canemah Bluffs		
Cathedral Park to railroad bridge		
Oaks Bottom to OMSI		
West side of Multnomah Channel		
East Buttes / Boring Lava Domes	545	10.5
Newell Creek Canyon	370	6.7
Sandy River Gorge	808	5.7
Cooper Mountain	459	4.5
Buffer and expansion of Forest Park	380	5.7
Jackson Bottom and McKay Creek /	333	1.7
Dairy Creek addition		
Tonquin Geological area	277	3.3
Tualatin River Greenway, access points	190	2.8
Clear Creek Canyon	366	4.4
Gales Creek	855	3.4
Columbia Shoreline	95	1.7
Fairview Creek / Lake	143	2.8
Rock Creek	316	4.8
 Greenspaces Subtotal	 6,240	 \$75.0
 <u>Trails</u>		
Peninsula Crossing Trail (improvements only)		
Fanno Creek Greenway		
Sauvie Island to Beaverton / Hillsboro Trail		
Clackamas River Greenway (north bank)		
Beaver Creek Canyon Greenway (Troutdale)		
 Trails Subtotal		 \$16.3
 Total Acquisition (greenspaces & trails)		 \$91.3
 Future Options		 4.0
Local Share Fund		25.0
Acquisition Administrative Costs		14.44
1.25% Bond Issuance Costs		1.68
 GRAND TOTAL		 \$136.42

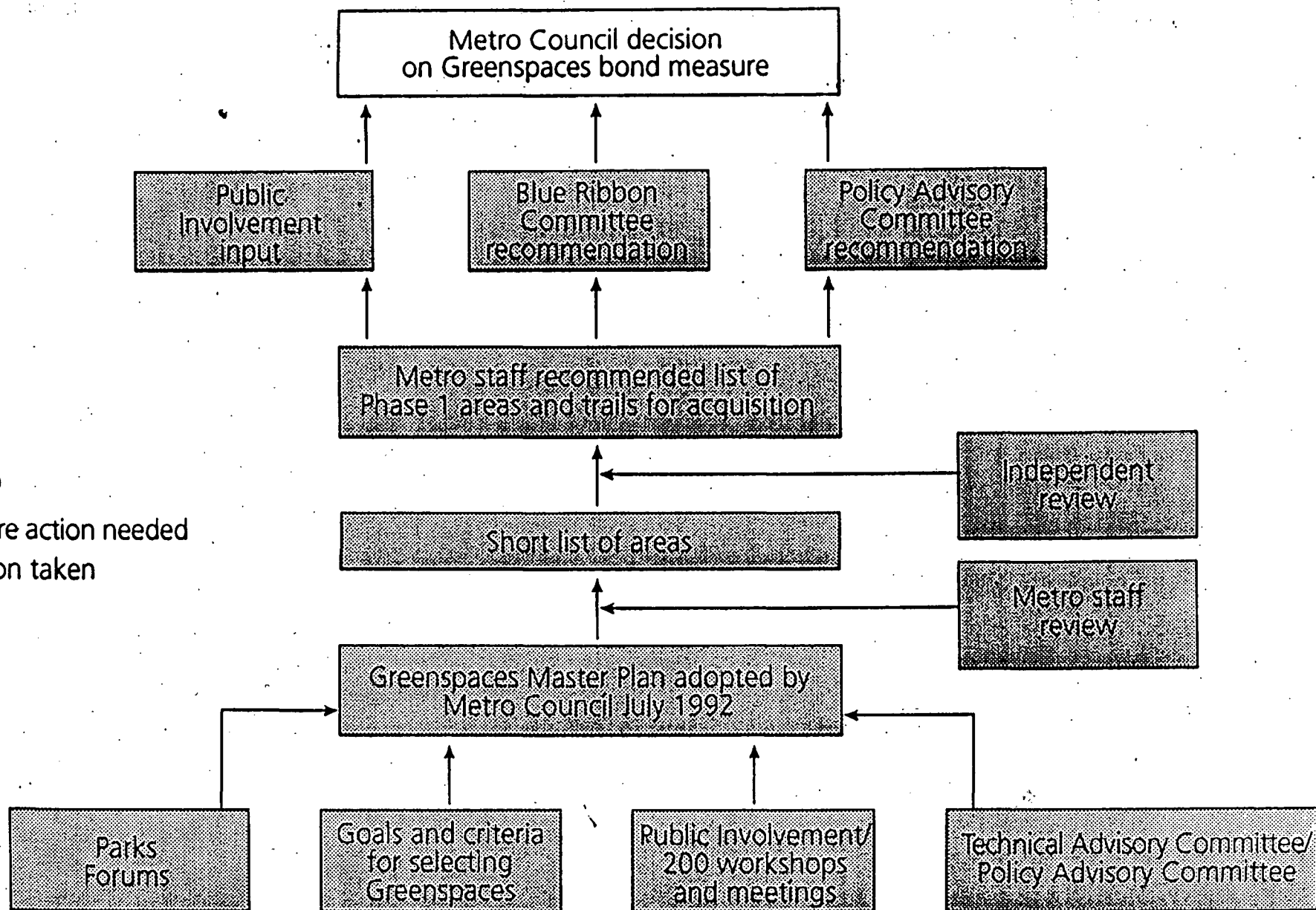
* Other target areas in the Metropolitan Greenspaces Master Plan will be considered in the event recommended areas are not available for acquisition

** Preliminary estimates based on recent sales

Process for a Greenspaces Bond Measure

LEGEND

- Future action needed
- Action taken



METRO STAFF RECOMMENDATION
(July 14, 1994)

<u>Greenspaces Target Areas *</u>	<u>Acres</u>	<u>Cost (millions of \$)**</u>
Willamette River Greenway	1,103	17.0
Willamette Narrows		
Canemah Bluffs		
Cathedral Park to railroad bridge		
Oaks Bottom to OMSI		
West side of Multnomah Channel		
East Buttes / Boring Lava Domes	545	10.5
Newell Creek Canyon	370	6.7
Sandy River Gorge	808	5.7
Cooper Mountain	459	4.5
Buffer and expansion of Forest Park	380	5.7
Jackson Bottom and McKay Creek /	333	1.7
Dairy Creek addition		
Tonquin Geological area	277	3.3
Tualatin River Greenway, access points	190	2.8
Clear Creek Canyon	366	4.4
Gales Creek	855	3.4
Columbia Shoreline	95	1.7
Fairview Creek / Lake	143	2.8
Rock Creek	316	4.8
Greenspaces Subtotal	6,240	\$75.0
<u>Trails</u>		
Peninsula Crossing Trail (improvements only)		
Fanno Creek Greenway		
Sauvie Island to Beaverton / Hillsboro Trail		
Clackamas River Greenway (north bank)		
Beaver Creek Canyon Greenway (Troutdale)		
Trails Subtotal		\$16.3
Total Acquisition (greenspaces & trails)		\$91.3
Future Options		4.0
Local Share Fund		25.0
Acquisition Administrative Costs		14.44
1.5% Bond Issuance Costs		2.02
Contingency and Reimbursable Expenses		2.04
GRAND TOTAL		\$138.80

* Other target areas in the Metropolitan Greenspaces Master Plan will be considered in the event recommended areas are not available for acquisition

** Preliminary estimates based on recent sales

GREENSPACES GENERAL OBLIGATION BOND MEASURE PROPOSED LOCAL SHARE GUIDELINES

Local governments will be entitled to receive a portion of the regional greenspaces bond measure funds based on the allocation formula in the Metropolitan Greenspaces Master Plan adopted in July 1992. Projects eligible for local share funding must meet the following criteria:

1. Eligible agency is a park provider as of July 1, 1991.
2. Funds must be expended on Greenspaces related activities only including:

Acquisition

- Fee Simple (or easement) to purchase regionally significant greenspaces and/or trail corridors identified in the Metropolitan Greenspaces Master Plan, and/or locally determined significant greenspaces and/or trail corridors.
- Costs associated with the acquisition of property.

Capital Improvements

- Restoration or enhancement of natural areas
 - Trail construction
 - Access facilities such as roads that are an integral part of the greenspace, parking, boat ramps, trail heads, Americans with Disabilities Act (ADA) requirements.
 - Public use facilities such as rest rooms, picnic tables, shelters, viewing blinds, water systems, camp sites, fishing piers, and associated appurtenances including signs, fences, security lighting, barbecues.
 - Environmental education facilities such as nature centers and interpretive displays.
3. The park provider will enter into an Intergovernmental Agreement (IGA) to be approved by the Metro Council and the governing board of the park provider. The IGA shall require signage at the project site in an appropriate location(s) to acknowledge Metro, the park provider, and other project partners; funds from the bond measure shall not be used to replace local funds on project; and funds from the bond measure should leverage other sources of revenue when possible.
 4. A list of local share projects with estimated costs, and approved by the governing board of each jurisdiction shall be delivered to Metro no later than November 1, 1994 to be eligible for local share funding.
 5. Greenspace sites subject to local share funding will be maintained for its intended recreational, natural area, or trail activities.



METRO

Attachment 6

Date: July 12, 1994

To: Pat Lee, Environmental Planning Manager

From: *LSH*
Larry Shaw, Senior Assistant Counsel

Regarding: GREENSPACES BALLOT TITLE DRAFTING PRINCIPLES

1. The caption must identify the subject of the measure in ten words or less.
 - a. The caption should not offer conclusions about how this affects legal rights and duties.
 - b. The nature of the measure must be identified.
2. The question must "plainly phrase the chief purpose of the measure so that an affirmative response * * * corresponds to an affirmative vote on the measure" in 20 words or less.
 - a. The caption and question together may reflect the multiple purposes of the measure.
 - b. The question must reflect the chief purpose from unambiguous language of the measure, not the motivation of proponents.
 - c. The chief purpose is the "most significant aim or end which the measure is designed to bring about."
3. The ballot title includes an 85 word explanation, "A concise and impartial statement * * * summarizing the measure and its major effect."
 - a. Use of emotionally-laden words like "monopoly" or "right to work" is not impartial. In the 1992 litigation the judge questioned "greenspaces." Metro changed it to "natural areas."
 - b. Speculation as to result or consequences of the measure should not be included.
4. Readability is required for all measures under the Flesch Formula adopted by the Secretary of State in administrative rules. This means that short sentences and simple words are needed because every syllable is counted.
5. Measures must state important fiscal consequences of the measure. In this case the \$25 million limit on local share probably must be stated in the ballot title.
6. All ballot measures submitted for approval of bonds must now include a specifically worded statement following the question that bonds will be paid from taxes outside the property tax limits of Ballot Measure 5. This statement does not count toward the 20 word limit on the question.

METRO REGIONAL FACILITIES COMMITTEE RECOMMENDATION
(July 20, 1994)

<u>Regional Greenspace Target Areas *</u>	<u>Acres</u>	<u>Cost (millions of \$)**</u>
Willamette River Greenway	1,103	17.0
Willamette Narrows		
Canemah Bluffs		
Cathedral Park to railroad bridge		
Oaks Bottom to OMSI		
West side of Multnomah Channel		
East Buttes / Boring Lava Domes	545	10.5
Newell Creek Canyon	370	6.7
Sandy River Gorge	808	5.7
Cooper Mountain	428	4.2
Buffer and expansion of Forest Park	380	5.7
Jackson Bottom and McKay Creek /	333	1.7
Dairy Creek addition		
Tonquin Geological area	277	3.3
Tualatin River Greenway, access points	266	4.0
Clear Creek Canyon	342	4.1
Gales Creek	775	3.1
Columbia Shoreline	95	1.7
Fairview Creek / Lake	143	2.8
Rock Creek	300	4.5
Greenspaces Subtotal	6,165	\$75.0
 <u>Regional Trail Projects</u>		
Peninsula Crossing Trail (improvements only)		
Fanno Creek Greenway		
Sauvie Island to Beaverton / Hillsboro Trail		
Clackamas River Greenway (north bank)		
Beaver Creek Canyon Greenway (Troutdale)		
Trails Subtotal		\$16.3
Total Acquisition (greenspaces & trails)		\$91.3
Options (sites and trails)		4.0
Local Greenspace Projects		25.0
Acquisition Administrative Costs		14.44
1.5% Bond Issuance Costs		2.02
Contingency and Reimbursable Expenses		2.04
GRAND TOTAL		\$138.8

* Other target areas in the Metropolitan Greenspaces Master Plan will be considered in the event recommended areas are not available for acquisition

** Preliminary estimates based on recent sales

REGIONAL FACILITIES COMMITTEE REPORT

RESOLUTION NO. 94-2011A, SUBMITTING TO THE VOTERS A GENERAL OBLIGATION BOND INDEBTEDNESS IN THE AMOUNT OF \$138.80 MILLION TO PROCEED WITH THE ACQUISITION OF LAND FOR A REGIONAL SYSTEM OF GREENSPACES

Date: July 21, 1994

Presented by: Councilor Hansen

COMMITTEE RECOMMENDATION: At its July 20 meeting the Regional Facilities Committee voted 3-0 to recommend Council adoption of Resolution No. 94-2011A. Voting in favor were Councilors Hansen, Moore, and Washington. Councilors Gates and McFarland were absent.

COMMITTEE DISCUSSION/ISSUES: Regional Parks and Greenspaces Director Charlie Ciecko presented the staff report. He summarized the activities of the past nine months to determine an appropriate Greenspaces bond measure package, including hearings of the Regional Facilities Committee, activities of the Greenspaces Policy Advisory Committee (PAC), and creation and recommendations of the Greenspaces Blue Ribbon Committee (BRC). He described the separate recommendations of the PAC, the BRC and Greenspaces staff. He said the differences were minor: the BRC recommended dropping acquisition of sites on Bull Mountain, primarily because of the expense of the land; the BRC also recommended reducing the target dollar amounts of proposed acquisitions by 5%; and the BRC recommended adding sites at Gales Creek in Washington County, Clear Creek in Clackamas County, and Columbia River shoreline in Multnomah County. The staff recommendations are the same as the BRC's, with additions for bond issuance costs and contingency at the recommendation of Metro's Finance Department. Mr. Ciecko discussed the local share component of the plan. He noted there is some controversy surrounding the inclusion of Fairview Lake and Fairview Creek in the package, which the City of Fairview does not support. Finally, Mr. Ciecko pointed out that the Regional Parks and Greenspaces Department's budget does not include funds for pre-issuance costs.

Councilor McFarland asked about potential liabilities that would accompany acquisition and development of lands and trails. Mr. Ciecko said the priorities of the program are to acquire properties and rights-of-way while they are still available, and deal with capital improvements at a later date. Senior Assistant Counsel Larry Shaw said the concepts of land banking that are part of the program include liability protection measures.

Mr. Shaw discussed changes he had drafted, including minor language changes in the ballot title language (Exhibit A to the resolution), addition of an Exhibit B, and reference to that exhibit in the Resolution. He said Exhibit B provides greater detail on how the bond proceeds would be spent, saying that the

inclusion of this document was consistent with Metro's election code provisions. Mr. Shaw explained the exhibit.

The Committee discussed provisions of the local share and the requirement that local park providers submit approved lists of potential acquisitions to Metro by November 1, 1994. Those lists would be approved by each provider's governing body, and provisions are made to reduce the amount of the total measure if local providers fail to submit approved lists.

Councilor Hansen asked Mr. Ciecko to include reference in the plan to accessible waterways and access for the elderly and disabled. Mr. Ciecko agreed that was appropriate and would work to include such language.

Councilor Moore expressed a concern that the word "wildlife" is included in the 10-word ballot caption, saying that it might be a detriment to the measure. The Committee and Mr. Ciecko discussed the use and placement of this word and chose to leave it as proposed.

Councilor Moore moved amendments proposed by Councilor Devlin, which would make minor changes to the proposed list of acquisition sites. Councilor Devlin explained the changes, which add \$1.2 million for Tualatin River access points by deleting \$300,000 from each of four other sites. The committee approved these amendments, which are attached to this committee report and included as Attachment 7 to the staff report. The sites as approved in this amended version are also included at the end of Exhibit B.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR
MULTNOMAH COUNTY

A RESOLUTION APPROVING MULTNOMAH)	
COUNTY'S LOCAL GREENSPACES PROJECTS)	RESOLUTION
LIST AND ENDORSING THE METROPOLITAN)	94-205
GREENSPACES BOND MEASURE)	

WHEREAS, Multnomah County passed a resolution supporting an intergovernmental planning process coordinated by Metro to preserve greenspaces though a regional natural areas system; and

WHEREAS, Multnomah County provided financial assistance, and staff support for the development of the Metropolitan Greenspaces Master Plan and supported its adoption; and

WHEREAS, on July 28, 1994, the Metro Council passed a resolution to submit to the qualified voters of the district the question of contracting a General Obligation Bond indebtedness of \$138.80 million for Greenspaces acquisition and improvement, including up to \$25 million for Local Government Greenspace Projects; and

WHEREAS, the measure will be placed on the ballot for the election to be held on March 28, 1995, or the earliest available election date in 1995; and

WHEREAS, Multnomah County is eligible to receive \$3,365,550 for Local Greenspace Projects based on the formula in the Metropolitan Greenspaces Master Plan; and

WHEREAS, certain County owned parks and greenspaces are in need of renovation and improvement to better serve the growing demand for natural resource dependent recreation; and

WHEREAS, in order to inform voters prior to the vote on this ballot measure, local governments that are eligible to receive funds from the Greenspaces Bond Measure must submit an approved Local Greenspaces Projects List to Metro by November 1, 1994; and

WHEREAS, the Multnomah County Natural Areas Protection and Management Plan adopted by the Board in 1992 is consistent with and complimentary to the Metropolitan Greenspaces Master Plan; and

WHEREAS, the goals of the Multnomah County Natural Areas Protection and Management Plan are furthered through land acquisition and improvement of existing and new natural areas, thereby helping to maintain the region's quality of life in this period of accelerated growth; now, therefore

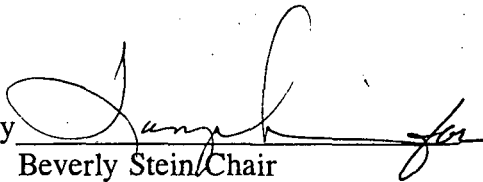
BE IT RESOLVED,

1. That the Board of County Commissioners for Multnomah County approves the list of Local Greenspace Projects as listed in Exhibit A; and
2. That the Board of County Commissioners for Multnomah County endorses and supports the Metropolitan Greenspace Bond Measure.

Approved this 20th day of October, 1994



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By 
Beverly Stein Chair

REVIEWED:

LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

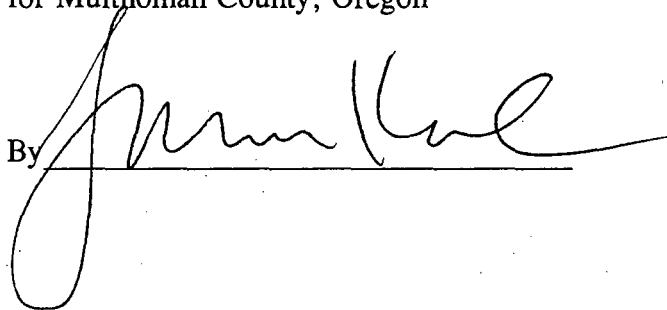
By 

Exhibit A

Summary

Project Title	Bond Funds
Whitaker Ponds	\$300,000
Hogan Cedars/Johnson Creek	\$300,000
Tyron Creek linkages	\$300,000
Old Growth Grove	\$150,000
Howell Territorial Park	\$275,000
Oxbow Regional Park	\$1,250,000
Burlington Bottom Wetlands	\$200,000
M. James Gleason Boat Ramp	\$ 90,000
Sauvie Island Boat Ramp	\$ 50,000
Blue Lake Regional Park	\$205,000
Springwater Corridor Trail Construction	\$250,000
TOTAL	\$3,370,000

LOCAL GREENSPACES and TRAILS PROJECTS FORM
ACQUISITION

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Whittaker Ponds
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

Whittaker Ponds (2 ponds) are located adjacent to the Columbia Slough at NE 47th Ave. The site is intended to be the location of a major cooperative restoration and enhancement project involving Americorps participants, SCS, Metro, City of Portland, Trust for Public Lands and Multnomah County.

3. Estimated Cost (detail other sources in addition to Metro bond measure):

Estimated cost of this project is \$300,000 for land acquisition around the "east" pond. Numerous other funding sources are being solicited.

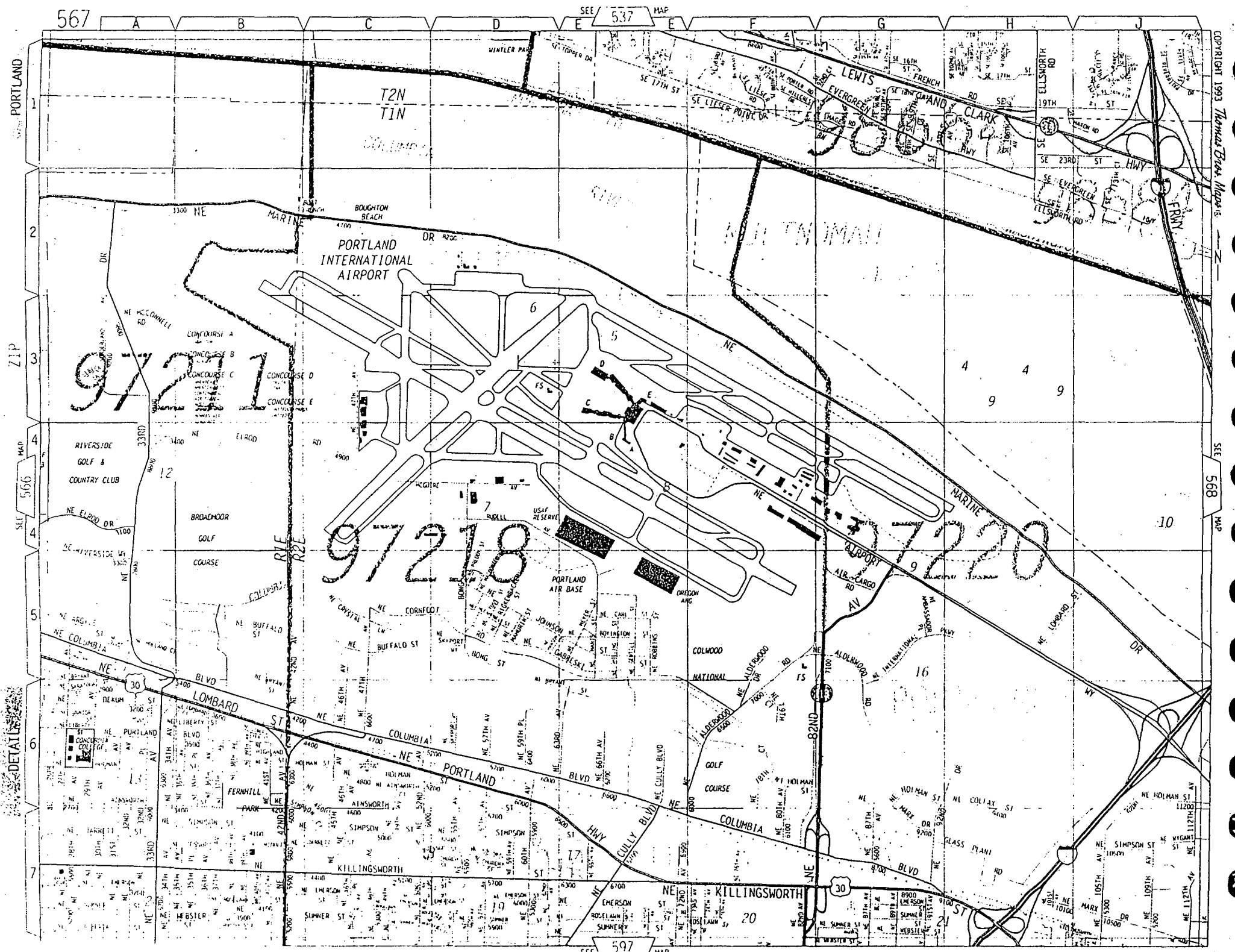
4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232



PORTLAND

ZIP

566

DETAILS

SEE 537 MAP

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SEE 568 MAP

597 MAP

LOCAL GREENSPACES and TRAILS PROJECTS FORM
ACQUISITION

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Hogan Cedars/Johnson Creek
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

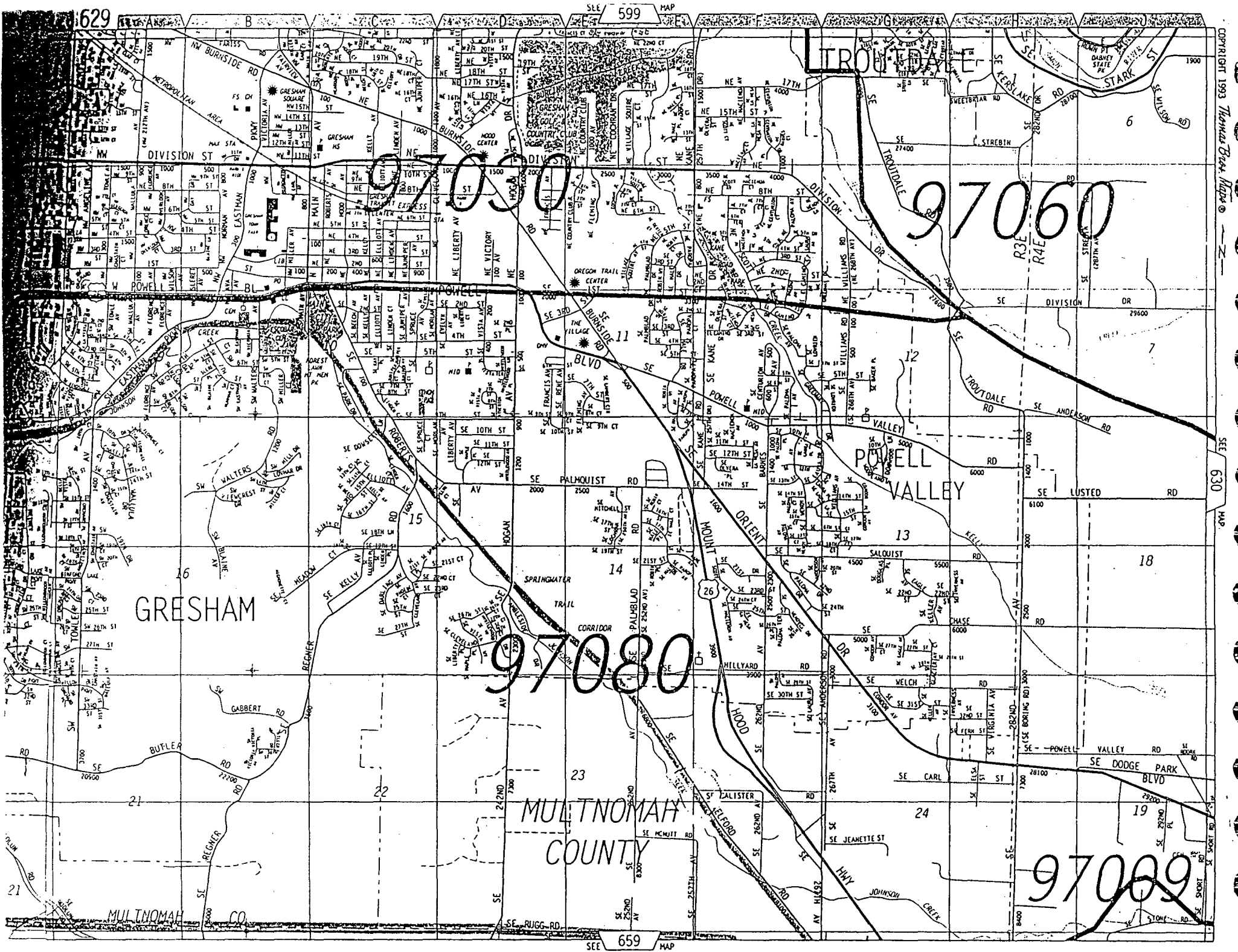
Acquire acreage in the vicinity of Telford Road/Springwater Corridor/Johnson Creek. The purpose of the project is to acquire (from willing sellers) riparian areas which includes a unique variety of cedar trees and which are situated in a manner that will provide public access to the Springwater Trail Johnson Creek.
3. Estimated Cost (detail other sources in addition to Metro bond measure):

Estimated cost of this project is \$300,000.
4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012
5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232



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LOCAL GREENSPACES and TRAILS PROJECTS FORM
ACQUISITION

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Tyron Creek Linkages
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

This project area is located in SW Multnomah County within the Tyron Creek watershed. The Tyron Creek watershed has been identified as a "regional target area", however, funding is restricted. The purpose of this project is to leverage the regional funds which are already targeted in this area so additional areas can be acquired prior to development.

3. Estimated Cost (detail other sources in addition to Metro bond measure)

Estimated cost of this project is \$300,000. No leverage opportunities are known at this time.

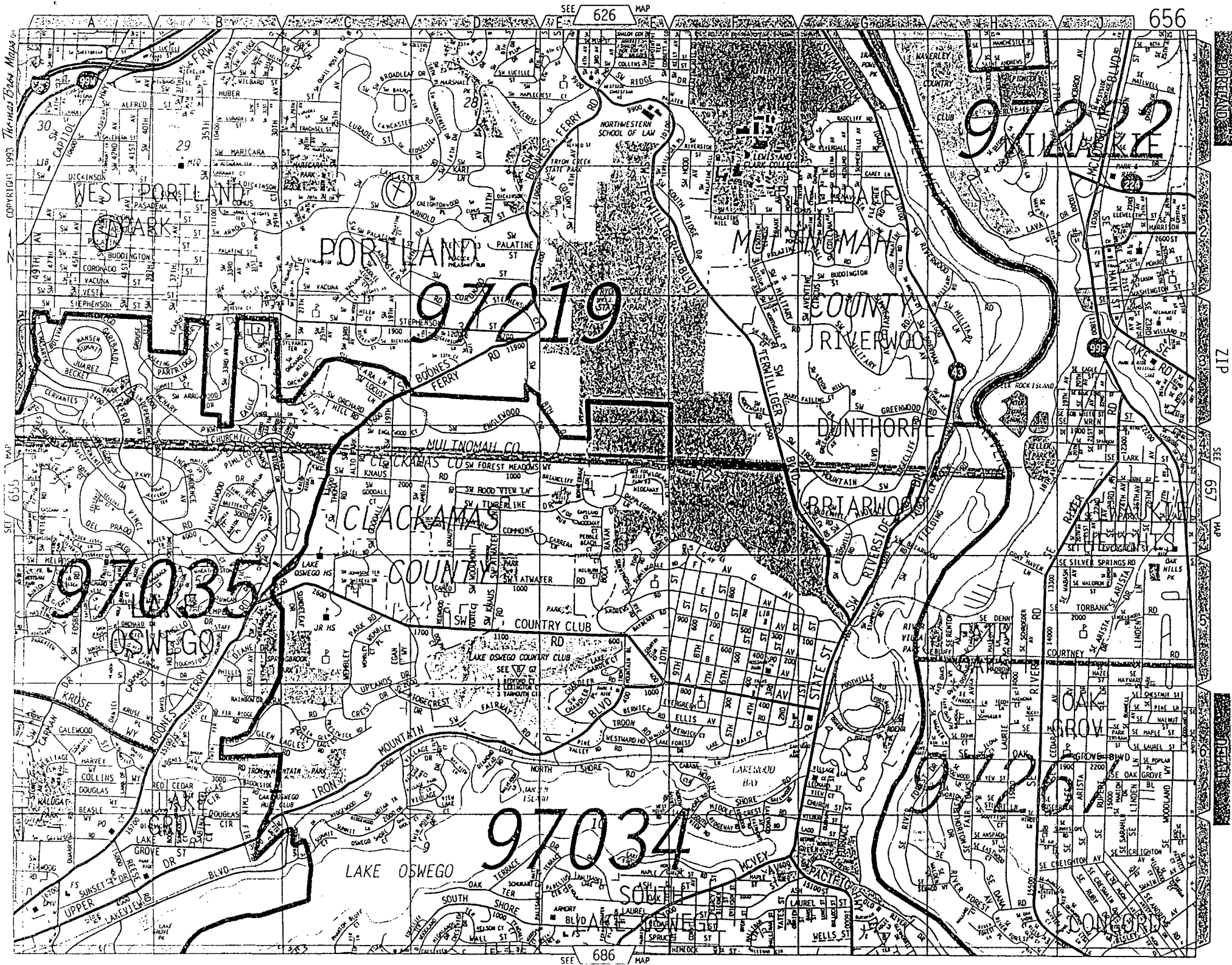
4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

5. Date:

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Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232



LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Old Growth Grove
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

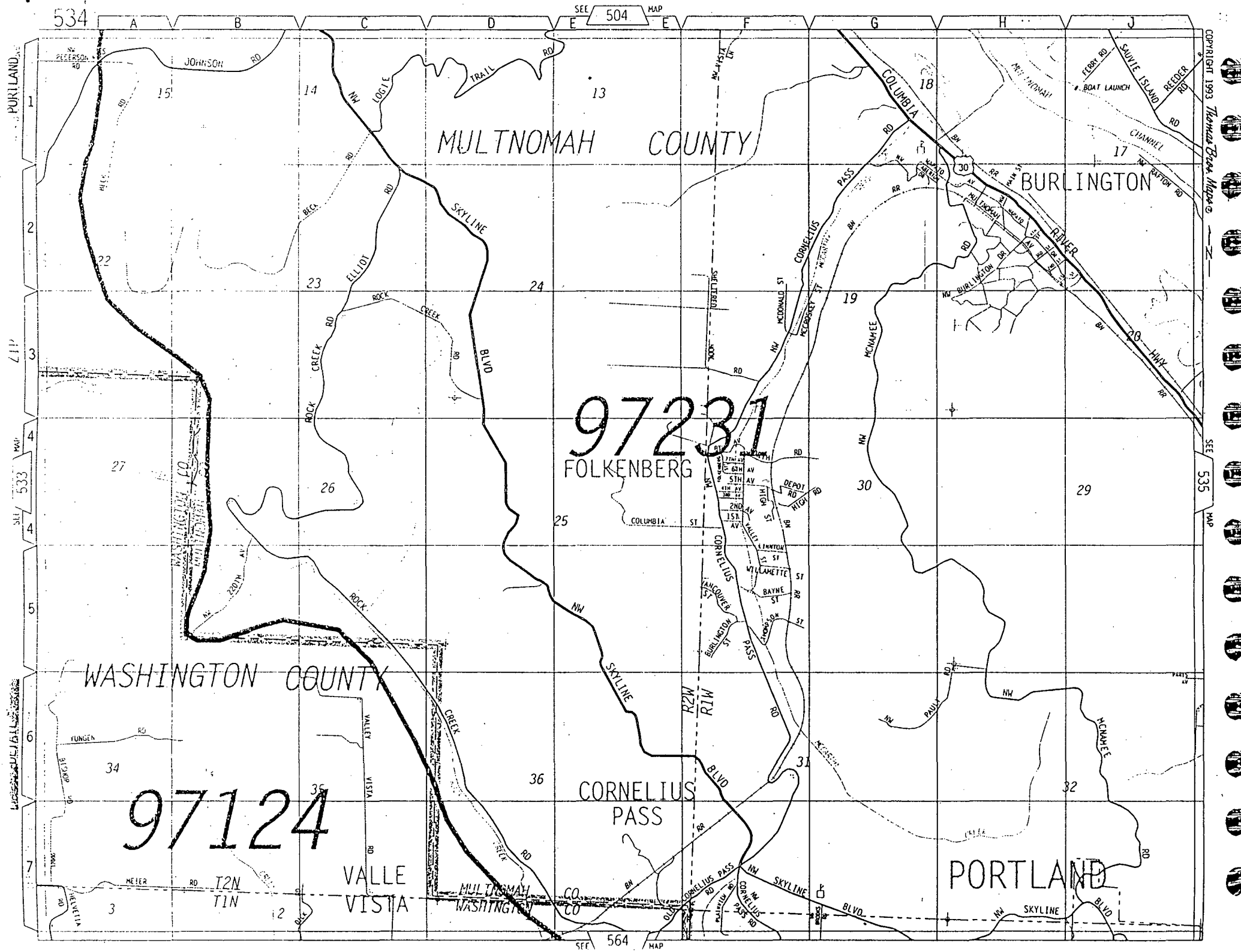
This 38 acre site is located NW Multnomah County and contains a remnant stand of old growth Douglas Fir and Western Red Cedar. The site was acquired recently by the Friends of Forest Park. Currently, a management plan is being prepared by Metro Parks and Greenspaces. The site is currently inaccessible to the public. This project will implement the management plan and make this unique botanic resource accessible for public enjoyment. Components include construction of: Parking area, trails and interpretive signage.
3. Estimated Cost (detail other sources in addition to Metro bond measure):

Estimated cost is \$150,000. Leverage opportunities include:
a) donated labor (volunteers)
4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012
5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232



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SEE 535 MAP

PORTLAND
Z11
MAP
533
MAP
534

SEE 504 MAP

SEE 564 MAP

LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Howell Territorial Park
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

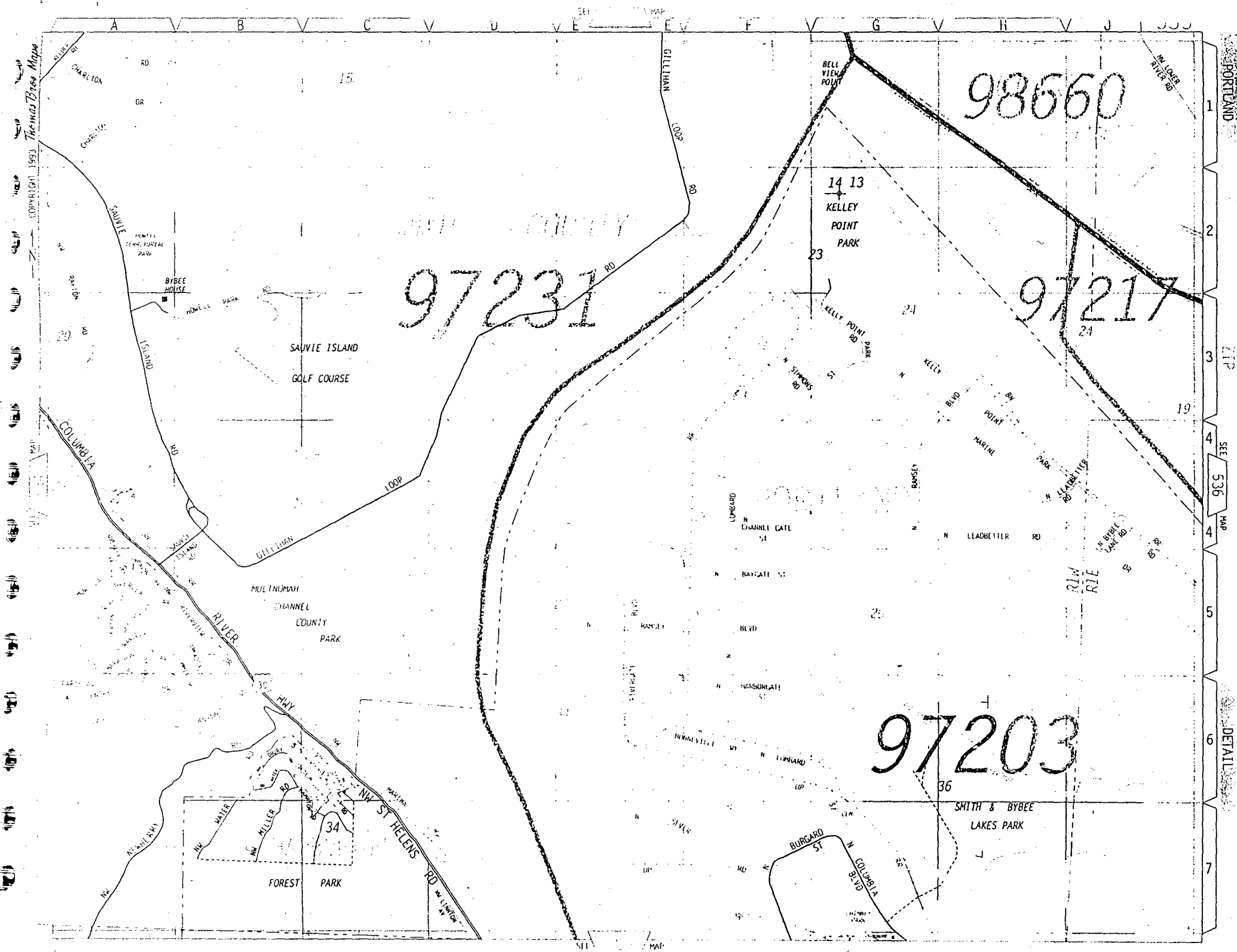
Howell Territorial Park is a 73 acre site located on Sauvie Island which includes both cultural and natural resources of regional significance. At present this site lacks improvements necessary for public use and enjoyment of the park's natural values. This project is intended to address this deficiency. Project components include: Renovation of restrooms and entry to satisfy ADA requirements; construction of a picnic shelter, construction of pedestrian trails; construction of a waterfowl viewing blind; surfacing of the parking area.
3. Estimated Cost (detail other sources in addition to Metro bond measure):

Estimated cost is \$275,000. Leverage opportunities include:
 - a) Land and Water Conservation Fund
 - b) fund raising assistance from the Oregon Historical Society
4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012
5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232



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PORTLAND ZIP SEE 536 MAP DETAIL

LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Oxbow Regional Park
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

Oxbow Regional Park is a 1,000 acre natural area located in the heart of the Sandy River Gorge (a designated National Wild and Scenic River). Approximately 250,000 people utilize the site annually. Significant renovation and improvement projects are necessary at this park. Project components include: Water system upgrades and main line replacement; construction of flush toilets in several locations; extension of electrical service to new restrooms and picnic shelters; replacement of two (2) badly deteriorated picnic shelters; and replacement of three (3) badly deteriorated group camp shelters.

3. Estimated Cost (detail other sources in addition to Metro bond measure):

Estimated cost is \$1,250,000. Leverage opportunities include but are not limited to:

- a) Land and Water Conservation Fund
- b) County opportunity Grant Fund (State Parks)
- c) State Lottery Funds (No application has been made)

4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232

This is a detailed plat map of Multnomah County, Oregon, showing sections 1 through 24. The map includes a grid of section numbers, major roads like SE Stevens Rd, SE Francis St, and SE Lusted Rd, and geographical features like Oxbow Park and Oxbow Creek. Large handwritten numbers 97060, 97019, 97080, and 97009 are overlaid on the map, likely representing section identifiers or survey markers. The map is titled "MULTNOMAH COUNTY" in the center.

LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Burlington Bottom Wetlands
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

Burlington Bottom is a 428 acre wetland site located near Multnomah Channel. The site was acquired by BPA several years ago and a management plan was recently completed. This project will provide funds for the construction of public access and use components of that plan. Components include: acquire/construct access road and parking; trail construction; waterfowl viewing blinds.

3. Estimated Cost (detail other sources in addition to Metro bond measure):

Total project costs are estimated at: \$600,000
Portion attributable to Greenspaces Bond is: \$200,000 (balance anticipated from BPA; ODFW and other potential sources.)

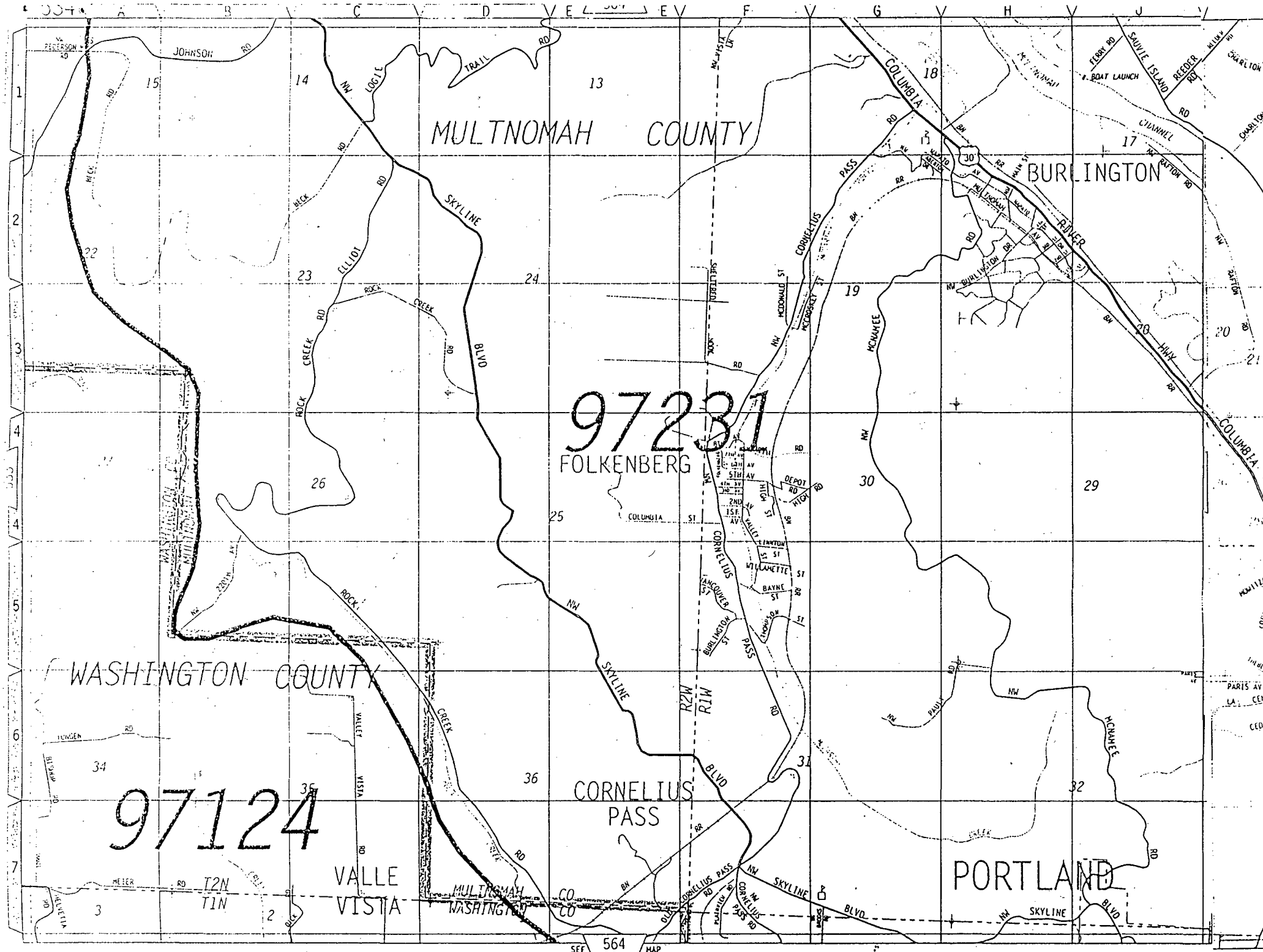
4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232



LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: M. James Gleason Boat Ramp
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

This Marine Facility provides important recreational access to the Columbia River at 43rd Ave. and Marine Drive. The facility is in serious need of renovation and improvement to accommodate the growing demand for access to this segment of the Columbia. Project components include: Rehabilitation of breakwater and boarding docks; new traffic circulation; renovation of parking area; construction of restrooms.

3. Estimated Cost (detail other sources in addition to Metro bond measure):

Total Project cost is estimated at: \$750,000
Portion attributable to Greenspaces Bond is: \$90,000
Balance to be requested from State Marine Board - Facility Grant Program.

4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232

LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Sauvie Island Boat Ramp
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

This Marine Facility is located on Sauvie Island and provides important recreational access to the Multnomah Channel. Renovation and improvements are required to improve safety and respond to growing demand for access to this segment of the Willamette River. Project components include: Modify and improve the launch ramp; replace/expand boarding docks; construct restroom.

3. Estimated Cost (detail other sources in addition to Metro bond measure):

Total Project cost is estimated at: \$250,000

Portion attributable to Greenspaces Bond is: \$50,000

Balance to be requested from State Marine Board - Facility Grant Program.

4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

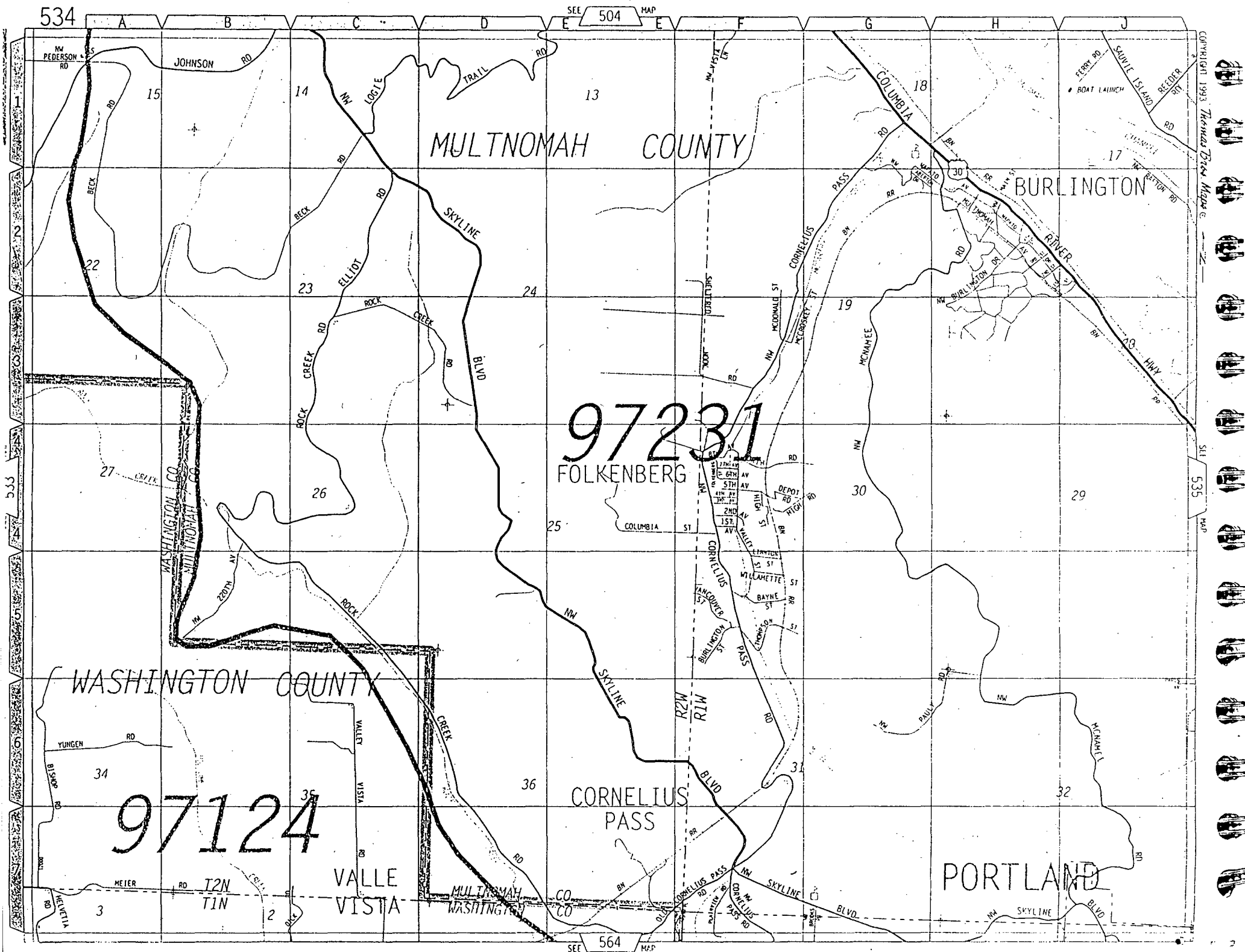
5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232

534

SEE 504 MAP



MULTNOMAH COUNTY

BURLINGTON

97231
FOLKENBERG

WASHINGTON COUNTY

97124

VALLE
VISTACORNELIUS
PASS

PORTLAND

SEE 564 MAP

SHEET 535 MAP

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LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Blue Lake Regional Park
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

Blue Lake Regional Park is a 185 acre site located adjacent to the Columbia River at 223rd Ave. Approximately 350,000 people utilize this site annually. This project seeks to enhance and restore up to 10 acres of wetland located in the eastern portion of the park. Project components will include: conversion of existing emergent wetland area dominated by Reed Canary Grass to a combination of open water, islands, and emergent wetlands with boardwalks, interpretative signage and wildlife viewing opportunities.

3. Estimated Cost (detail other sources in addition to Metro bond measure):

Estimated cost is: \$205,000. Leverage opportunities include:

a) Land and Water Conservation Fund.

4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232

599

SEE 569 MAP

INTERLACHEN

MULTNOMAH
COUNTY

FAIRVIEW

TROUTDALE

WOOD VILLAGE

GRESHAM

TIN TIS

COLUMBIA RIVER HWY

97060

97024

97030

LOCAL GREENSPACES and TRAILS PROJECTS FORM
CAPITAL IMPROVEMENTS

To Be Funded by Metro's Greenspaces Bond Measure
(One form per project)

1. Project Title: Springwater Corridor Trail Construction
2. Project Description and Location (include vicinity map on 8.5 X 11 paper):

The Springwater Trail runs east from the Willamette River through the City of Gresham, then south into Clackamas County after passing through a portion of unincorporated Multnomah County. The purpose of this project is to provide funds for trail construction from Palmbled Road to the County line and provides some assistance for the acquisition and improvement of trail heads at several locations along the length of the trail.

3. Estimated Cost (detail other sources in addition to Metro bond measure):

The Springwater Trail project is a multi-million dollar effort involving multiple partners and funding sources. The amount attributable to the Greenspaces Bond is: \$250,000.

4. Staff Contact/Address/Phone:

Betsy Williams, Director
Department of Environmental Services
2115 SE Morrison
Portland OR 97214
(503) 248-5012

5. Date:

Must be Received by Metro no later than November 1, 1994 (by 5:00 p.m.)
No Postmark FAX

Send to: Mel Huie, Metro Regional Parks and Greenspaces Department
600 NE Grand Ave., Portland, OR 97232

MEETING DATE: OCT 20 1994

AGENDA NO: R-9

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Whitaker Pond Acquisition - Natural Area Fund

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: As soon as possible

Amount of Time Needed: 15 minutes

DEPARTMENT: Environmental Svcs. DIVISION: Metro Reg. Parks & Greenspaces

CONTACT: Nancy Chase

TELEPHONE #: 797-1845

BLDG/ROOM #: 128/Metro

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

A request for \$75,000 for the purchase of a 5-acre site in North Portland.

The site contains a portion of Whitaker Pond and abuts the Columbia Slough.

3/1/95 FAXED COPY OF ALL TO BOB OBERST PER REQUEST

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: G.C. Botz Wellia

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

AGEN. PL

6/93

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1994 OCT 12 PM 2:29

**METRO**

To: Board of County Commissioners

From: Nancy Chase, Senior Planner

Date: October 3, 1994

Requested Placement Date:

Re: Request to transfer funds from the Natural Areas Acquisition and Protection Fund

I. Recommendation / Action Requested:

Request approval of \$75,000 from the Natural Areas Acquisition and Protection Fund towards the acquisition of a 5 acre parcel located in NE Portland at approximately NE 47th. and NE Columbia Blvd. If acquired the property will become part of the Whitaker Ponds site.

II. Background/Analysis:

Metro Regional Parks and Greenspaces is proposing the purchase of a 5 acre parcel of land, the Klein property, as an addition to the Whitaker Pond site.

Whitaker Pond is an open space and natural area located in the rear of the old Whitaker School property. The restoration and protection of this site will be accomplished by a partnership of government agencies and non-profit groups. Multnomah County provided the basis for this partnership by funding the management plan for the site in the 94/95 FY budget. Since then the Portland School District, City of Portland, Metro, Trust for Public Lands, Oregon Wildlife Heritage Foundation, and AmeriCorp have all agreed to assist in the restoration of the Whitaker Pond site.

The Klein property is a 5 acre parcel that is currently used as a junkyard. Acquisition of this property is critical given the following:

- .The property contains a major portion of the western pond .
- . The land drains into the pond and since it is currently used for a junkyard it poses a potential threat to the pond's water quality.
- . It is assumed that Whitaker pond will provide fishing and recreational opportunities to inner city youth. The existing junkyard is an attractive nuisance and could be a hazard to unsupervised visitors.
- . The Klein property also borders the Columbia Slough on the north and could provide a canoe access point.

III. Financial Impact:

The purchase cost of the property is estimated at \$110,000. The County is requested to provide \$75,000 from the Natural Area Acquisition and Protection Fund for the purchase of the property. Fund balance is \$574,279. The remainder of the money is being requested from the City of Portland Bureau of Environmental Services.

Ownership and management of the property will be the responsibility of Metro Regional Parks and Greenspaces.

IV. Legal Issues:

None that I am aware of.

V. Controversial Issues;

None that I am aware of.

VI. Link to Current County Policies:

In 1990, the Multnomah County Board of County Commissioners created the Natural Area Acquisition and Protection fund for the purpose of acquiring, protecting, and managing natural areas included in the Natural Areas Plan. The site is considered part of the Columbia Slough system and therefore meets the Natural Areas Plan criteria.

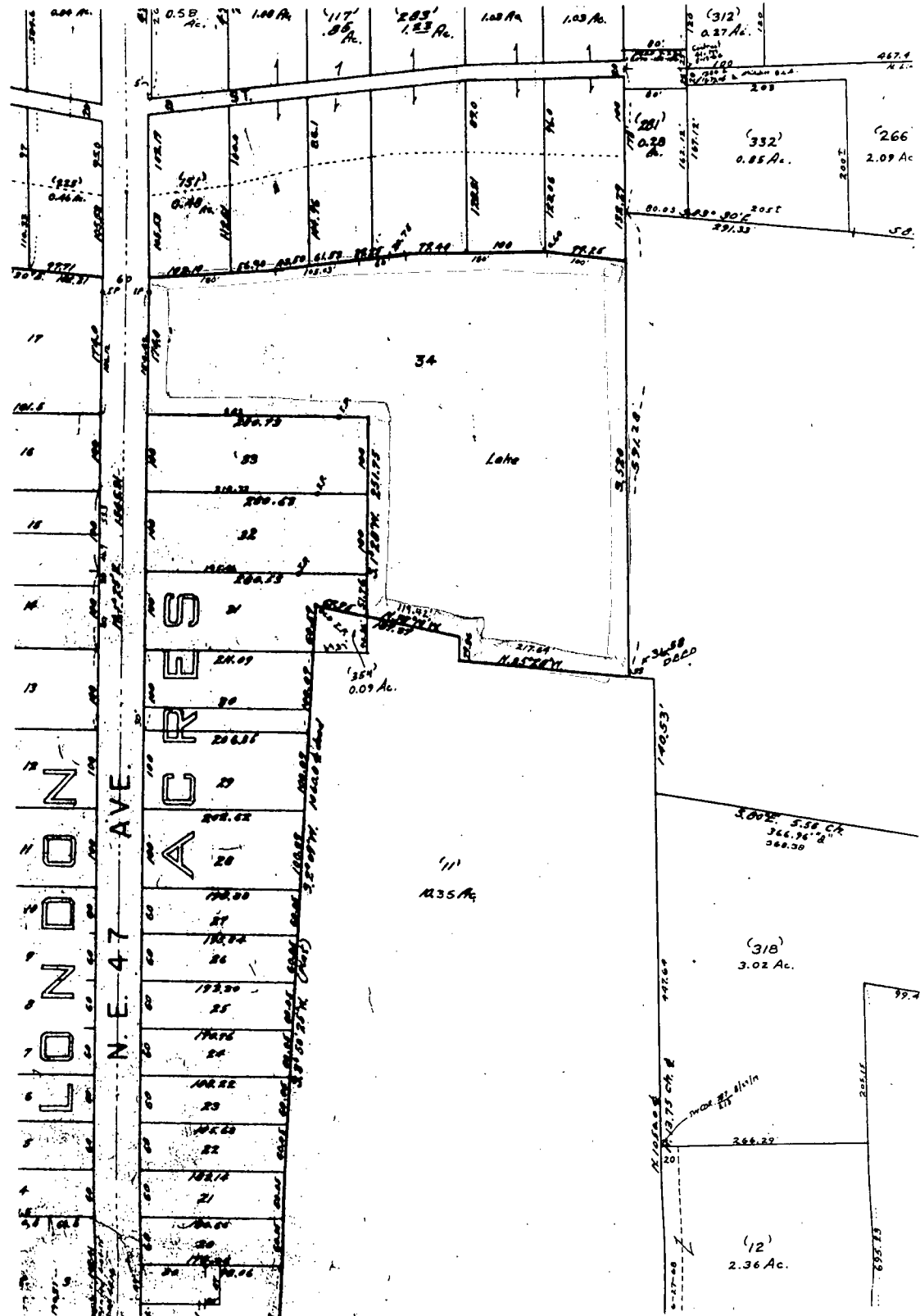
VII Citizen Participation:

The creation and adoption of the Natural Areas Acquisition and Protection Fund and the Natural Areas Plan evolved from a lengthy public hearing process. The expenditure of funds for the Klein property will involve public hearings at Metro, City of Portland and Multnomah county. Use of the property will be addressed during the management plan process.

VII Other Government Participation

Partial funding for acquisition costs is being requested from the City of Portland. Metro will own and manage the property.

1/4 2335



ISSUE WOULD BE DISCUSSED AT THE THIRD READING. SECOND READING UNANIMOUSLY APPROVED. THIRD READING SCHEDULED FOR THURSDAY, OCTOBER 27, 1994.

There being no further business, the meeting was adjourned at 3:10 p.m.

**OFFICE OF THE BOARD CLERK
for MULTNOMAH COUNTY, OREGON**

Deborah L. Bogstad
Deborah L. Bogstad

Thursday, October 20, 1994 - 9:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

★ SEE R-9

REGULAR MEETING

Vice-Chair Tanya Collier convened the meeting at 9:35 a.m., with Commissioners Sharron Kelley, Gary Hansen and Dan Saltzman present, and Chair Beverly Stein excused.

CONSENT CALENDAR

UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, THE CONSENT CALENDAR (ITEMS C-1 THROUGH C-7 AND C-9 THROUGH C-11) WAS UNANIMOUSLY APPROVED.

NON-DEPARTMENTAL

- C-1 *In the Matter of the Appointments of Margaret Boyles, Winzel Hamilton, Hank Miggins, Robert Sacks and Juanita Skophammer to the CITIZEN INVOLVEMENT COMMITTEE*
- C-2 *In the Matter of the Appointments of Bill Davis, Lorey Freeman, Lauren Hartmann, Margaret Jozsa, Kathleen Lowe, Clinton Nelson and Darlene Swan to the COMMUNITY HEALTH COUNCIL*
- C-3 *In the Matter of the Appointment of Michelle DeShazer to the DUII COMMUNITY ADVISORY BOARD*
- C-4 *In the Matter of the Appointment of Angel Lopez to the LIBRARY ADVISORY BOARD*

- C-5 *In the Matter of the Appointments of Laura Ross-Paul and Mary Ruble to the METROPOLITAN ARTS COMMISSION*

DEPARTMENT OF HEALTH

- C-6 *Ratification of Amendment #3 to Intergovernmental Agreement Contract 200714 Between Oregon Health Sciences University Hospital and Multnomah County, Identifying Authorized and Unauthorized Use of Urgency and Emergency Care at OHSU by CareOregon Clients and Establishing a Fee Schedule, for the Period Upon Execution through August 31, 1995*

COMMUNITY AND FAMILY SERVICES

- C-7 *Ratification of Intergovernmental Agreement Contract 103515 Between Multnomah County and Portland State University, Providing Evaluation Services to the SAFAH Homeless Families Program in Accordance with the HUD Grant, for the Period Upon Execution through September 30, 1995*

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-9 *ORDER in the Matter of the Execution of Deed D951104 Upon Complete Performance of a Contract to Jamal Tarhuni*

ORDER 94-199.

- C-10 *ORDER in the Matter of the Execution of Deed D951105 Upon Complete Performance of a Contract to Jamal Tarhuni*

ORDER 94-200.

- C-11 *ORDER in the Matter of the Execution of Quitclaim Deed to Appa L. Anderson*

ORDER 94-201.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-8 *ORDER in the Matter of the Execution of Deed D941024 Upon Complete Performance of a Contract to Wesley Hayzlett and Jettabe Hayzlett*

**UPON MOTION OF COMMISSIONER KELLEY,
SECONDED BY COMMISSIONER SALTZMAN, TO
REMOVE ITEM C-8 UNANIMOUSLY APPROVED.
(ORDER 94-160 APPROVED SEPTEMBER 8, 1994.)**

REGULAR AGENDA

SHERIFF'S OFFICE

- R-1 *Budget Modification MCSO 1 Requesting Authorization to Reclassify a Community Service Officer Position in the David Douglas Safety Action Team Budget to an Integrated Community Service Coordinator*

COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-1. LARRY AAB PRESENTED EXPLANATION. BUDGET MODIFICATION WAS UNANIMOUSLY APPROVED.

PUBLIC CONTRACT REVIEW BOARD

(Recess as the Board of County Commissioners and convene as the Public Contract Review Board)

- R-2 *ORDER in the Matter of Exempting from Public Bidding an Extension of Exemption to Contract with Swanberg & Associates for Security Guard Services*

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-2. COMMISSIONER HANSEN PRESENTED EXPLANATION. ORDER 94-202 WAS UNANIMOUSLY APPROVED.

(Recess as the Public Contract Review Board and reconvene as the Board of County Commissioners)

DEPARTMENT OF HEALTH

- R-3 *First Reading of a Proposed ORDINANCE to Provide Fee Schedule Changes for the Environmental Health Section of the Department of Health*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF THE FIRST READING. DR. GARY OXMAN PRESENTED EXPLANATION. NO TESTIMONY RECEIVED. FIRST READING WAS UNANIMOUSLY APPROVED. SECOND READING SCHEDULED FOR THURSDAY, OCTOBER 27, 1994.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-4 *ORDER in the Matter of the Distribution of Proceeds from the Sale of Tax Foreclosed Properties for the Period July 1, 1993 through June 30, 1994*

COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-4. KATHY TUNEBOG PRESENTED EXPLANATION. ORDER 94-203 WAS UNANIMOUSLY APPROVED.

- R-5 *Ratification of Intergovernmental Agreement Contract 301245 Between Marion County and Multnomah County, Providing Training and Support During Implementation of a Computerized Pavement Management System, for the Period Upon Execution through June 30, 1995*

COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-5. AGREEMENT WAS UNANIMOUSLY APPROVED.

- R-6 *First Reading and Possible Adoption of a Proposed ORDINANCE Amending Multnomah County Code Chapter 5.10 Establishing a Transportation Systems Development Charge and Declaring an Emergency*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF THE FIRST READING AND ADOPTION. ED PICKERING PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. NO TESTIMONY RECEIVED. ORDINANCE NO. 802 UNANIMOUSLY APPROVED.

- R-7 *RESOLUTION in the Matter of Adopting a Transportation Impact Fee Systems Development Charge*

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-7. ED PICKERING PRESENTED EXPLANATION. RESOLUTION 94-204 UNANIMOUSLY APPROVED.

- R-8 *Consideration of a RESOLUTION Approving Multnomah County's Local Greenspaces Projects List and Endorsing the Metropolitan Greenspaces Bond Measure*

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-8. CHARLIE CIECKO OF METRO PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. AMANDA FRITZ PRESENTED TESTIMONY IN SUPPORT OF THIS ITEM. RESOLUTION 94-205 WAS UNANIMOUSLY APPROVED.

- R-9 *Metro Regional Parks and Greenspaces Request for Approval of the Transfer of \$75,000 from the Natural Areas Acquisition and Protection Fund Towards the Purchase of a 5 Acre Site in North Portland (Approximately NE 47th and NE Columbia Blvd.) Containing a Portion of Whitaker Pond and Abutting the Columbia Slough*

COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-9. NANCY CHASE OF METRO PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. REQUEST WAS UNANIMOUSLY APPROVED. (NOTE: BUDGET MODIFICATION WILL BE BEFORE THE BOARD AT A LATTER DATE FOR APPROVAL.)

JUVENILE JUSTICE DIVISION

- R-10 *Budget Modification JJD 1 Requesting Authorization to Reprogram \$435,041 in Casey Foundation Funds to Reflect Planned Expenditures*

COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-10. MARIE EIGHMEY PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BUDGET MODIFICATION WAS UNANIMOUSLY APPROVED.

PUBLIC COMMENT

- R-11 *Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.*

NONE.

There being no further business, the meeting was adjourned at 10:15 a.m.

**OFFICE OF THE BOARD CLERK
for MULTNOMAH COUNTY, OREGON**


Carrie A. Parkerson

*Thursday, October 20, 1994 - 10:30 AM
(Or Immediately Following Regular Meeting)
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland*

500 NORTHFAIR GRAND AVENUE | PORTLAND, OREGON 97131 2730
TEL 503 797 1700 | FAX 503 797 1797



METRO

December 3, 1994

To: Bob Oberst, Property Manager
Multnomah County
From : Nancy Chase, Senior Planner

Re: Klein Property

On October 20, 1994 the Board of County Commissioners approved the expenditure of \$75,000 towards the purchase of the Klien property in NE Portland.

The funds should be sent to :

Terry Lucas, Senior Title Officer

Ticor Title Insurance

1629 SW Salmon

Portland, Oregon 97205

The check and escrow instructions should be referenced to #M626433-TL.

I anticipate closing in early February, 1995.

Please contact me at 797-1845 if you have any questions

BUDGET MODIFICATION NO. JJD 1

(For Clerk's Use) Meeting Date OCT 20 1994
Agenda No. R-10

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR: _____

(Date)

DEPARTMENT: Social Services
CONTACT: Marie Eighmey

DIVISION: Juvenile Justice
TELEPHONE: 248-3550

*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD: Hal Ogburn or Rick Jensen/Marie Eighmey

SUGGESTED AGENDA TITLE (To assist in preparing a description for the printed agenda)

The Juvenile Justice Division Budget Modification # JJD 1 reprograms \$435,041 in Casey Foundation funds to reflect planned expenditures.

2. DESCRIPTION OF MODIFICATION (Explain the changes this Bud Mod makes. What budget does it increase: What do the changes accomplish? Where does the money come from? What budget is reduced? Attach additional information if you need more space).

This JJD Budget Modification # 1 reprograms funds to reflect actual expense for the remainder of the Transition phase (which ended August 31, 1994) and the projected expense for the initiation of the Implementation phase, which began September 1, 1994. In the Adopted Budget, these funds were located in two budget lines of Org 2510: (1) \$744,786 in Pass Through Payments; (2) \$5,214 in Indirect Cost. \$309,745 remains in Pass Through Payments. Of this total, \$76,915 already is committed to contracts: \$12,415 actual expense in July/August for the remainder of the evaluator contract in the Transition phase; \$37,500 for the first 9 months of the evaluator contract in the Implementation phase; \$15,000, OJIN programmer; and \$12,000, document conversion. \$232,830 remains for future reprogramming of the Day Reporting Center and other detention alternatives. The \$435,041 transferred from Pass Through Payments is made up of the following:

- Personnel: \$291,443. The total covers \$10,713 in temporary & overtime effort in the Transition phase and \$280,730 for the addition of 8 staff phased in during the initial Implementation stage. These staff include a Program Manager (Detention Programs Administrator); Project Assistant (Program Development Specialist); Detention Alternatives Unit Supervisor (Juvenile Justice Program Supervisor); an expediter (Juvenile Counselor Lead); two Juvenile Counseling Assistants; an MIS Coordinator (Data Analyst Senior); and a Contract Technician.
- Materials Services: \$42,714, consisting of \$2,270 in Supplies, Travel and Indirect Cost for the Transition phase and \$40,444 in Printing, Postage, Supplies (operational supplies, client service fund, computer software), Educ/Training, Telephone and Indirect Cost for the first four months of the Implementation phase.
- Equipment: \$100,884 total, consisting of \$5,884 in personal computers for staff and an estimated \$95,000 for data scanning equipment.
- Indirect Cost is paid by the grant. The above transactions result in a zero net change to the Division's budget and a \$9,018 increase to Contingency as a result of additional Indirect Cost paid by the grant.

3. REVENUE IMPACT (Explain revenues being changed and the reason for the change)

- Increase Fed/State reimbursement to Insurance by \$28,514; to Telephone by \$2,148.
- Increase Contingency by \$9,018.

4. CONTINGENCY STATUS (to be completed by Finance/Budget)

Contingency before this modification (as of _____)
(Specify Fund) _____ (Date) _____

After this modification

\$ _____

\$ _____

Originated By

Date

Department Manager

Date

Finance/Budget

Date

Employee Relations

Date

Board Approval

Date

Carrie A. Parker 10-20-94

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1994 OCT 13 PM 12:30

PERSONNEL DETAIL FOR BUD MOD NO. JJD 1

Page 3

5. ANNUALIZED PERSONNEL CHANGES:

ORG	FTE	JCN	POSITION TITLE	BASE PAY	FRINGE	INSURANCE	TOTAL
2510	0.25	6020	Program Dev Technician	8,618	2,229	1,454	12,301
2510	1.00	6021	Program Development Specialist	34,786	8,999	5,829	49,614
2510	1.00	6271	Juvenile Counselor Lead	40,779	10,550	6,083	57,412
2510	1.00	6285	Juvenile Counseling Assistant	27,917	7,222	5,538	40,677
2510	1.00	6285	Juvenile Counseling Assistant	27,917	7,222	5,538	40,677
2510	1.00	9747	Data Analyst Senior	40,027	10,355	6,243	56,625
2510	1.00	9768	Juvenile Program Supervisor	45,915	11,878	6,521	64,314
2510	1.00	9794	Detention Programs Administrator	49,152	12,716	6,674	68,542
	7.25		Annualized Total	275,111	71,171	43,880	390,162

6. CURRENT YEAR PERSONNEL DOLLAR CHANGES:

ORG	FTE	JCN	POSITION TITLE	BASE PAY	FRINGE	INSURANCE	TOTAL
2510	0.19	6020	Program Dev Technician	6,550	1,694	828	9,072
2510	0.75	6021	Program Development Specialist	26,090	6,749	4,372	37,211
2510	0.63	6271	Juvenile Counselor Lead	25,691	6,646	3,832	36,169
2510	0.50	6285	Juvenile Counseling Assistant	13,959	3,611	2,769	20,339
2510	0.50	6285	Juvenile Counseling Assistant	13,959	3,611	2,769	20,339
2510	0.63	9747	Data Analyst Senior	25,217	6,524	3,933	35,674
2510	0.63	9768	Juvenile Program Supervisor	28,926	7,483	4,109	40,518
2510	0.75	9794	Detention Programs Administrator	36,864	9,537	5,006	51,407
			Subtotal	177,256	45,855	27,618	250,729
2510			Temporary	35,525	4,230	894	40,649
2510			Overtime	50	13	2	65
	4.58		Total	212,831	50,098	28,514	291,443



MULTNOMAH COUNTY OREGON

JUVENILE JUSTICE DIVISION
1401 N.E. 68TH
PORTLAND, OREGON 97213
(503) 248-3460

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 ^{us}
FROM: Harold Ogburn, Director *Harold Ogburn*
Juvenile Justice Division
DATE: October 12, 1994
SUBJECT: JJD Budget Modification To Reprogram \$435,041 In Annie E. Casey Foundation Funds

I. **Recommendation/Action Requested:** The Juvenile Justice Division recommends Board of County Commissioners' approval of a modification to reprogram Annie E. Casey Foundation funds.

II. **Background/Analysis:** This modification reprograms \$435,041 of the \$750,000 Annie E. Casey Foundation funds located in the Division's Adopted Budget. The modifications consist of the following:

- \$12,983 in actual non-contracted expense--personnel, supplies, travel and indirect cost--in July and August, completing the Transition phase.

- \$422,058 for the beginning of non-contracted expense in the implementation phase, to include:

\$280,730 Personnel. The addition of 8 personnel positions, phased in over the next several months: project manager, project assistant, detention alternatives supervisor, expeditor, two counseling assistants, an MIS coordinator and a 25% time contract technician plus temporary personnel funding to cover training time for staff.

\$40,444 Materials/Services. Printing, postage, supplies (computer software, operating supplies, client service fund), education/training, telephone and indirect cost.

\$100,884, Equipment. \$5,884 in personal computers for staff and \$95,000 in data scanning equipment.

Remaining in Pass Through Payments is a total \$309,745, consisting of \$12,415 for the remainder of the evaluator contract in the Transition phase; \$37,500 for the first 9 months of the evaluator contract in the Implementation phase; \$15,000 for an OJIN programmer contract; \$12,000 for a document conversion contract, and \$232,830 for subsequent reprogramming towards a Day Reporting Center and other detention alternatives expense.

III. **Financial Impact:** The reprogramming results in a net change of zero to the Division's revenue budget; a \$9,018 increase in Contingency as a result of shifting dollars to budget lines requiring a higher Indirect Cost charge; and service reimbursement increases of \$28,514 to Insurance and \$2,148 to Telephone

IV. **Legal Issues:** None.

V. **Controversial Issues:** None.

VI. **Link to Current County Policies:** The Casey project supports the County's policy towards detention reform.

VII. **Citizen Participation:** Not applicable.

VIII. **Other Government Participation:** Not applicable.