

PLEASE PRINT LEGIBLY!

MEETING DATE 5-16-96

NAME

ADDRESS

TOM CROPPER

PO Box 18025

STREET

PORTLAND

CITY

97213

ZIP

I WISH TO SPEAK ON AGENDA ITEM NO. R-2

SUPPORT

OPPOSE

SUBMIT TO BOARD CLERK

ANNOTATED MINUTES

Tuesday, May 14, 1996 - 1:30 PM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

BUDGET HEARING

Chair Beverly Stein convened the hearing at 1:34 p.m., with Vice-Chair Dan Saltzman, Commissioners Sharron Kelley and Gary Hansen present, and Commissioner Tanya Collier excused.

PH-1 Aging Services Department Budget Overview, Highlights and Action Plans. ASD Citizen Budget Advisory Committee Presentation. Opportunity for Public Testimony on the Proposed 1996-97 Multnomah County Budget. Issues and Opportunities. Board Questions and Answers.

JIM McCONNELL INTRODUCTIONS, BUDGET HIGHLIGHTS AND SELECTED ACTION PLANS PRESENTATION AND RESPONSE TO BOARD QUESTIONS. ROBERT SMITH CBAC PRESENTATION AND RECOMMENDATIONS FROM PORTLAND/MULTNOMAH COMMISSION ON AGING. ELLEN GLYNN, ESTELLE SWIFT, BEA CARROLL, ANN MONTGOMERY, VIRGINIA STOSE, JOAN SMITH, PHYLLIS BUCKINGHAM AND DON BALLINGER TESTIMONY IN SUPPORT OF FUNDING FOR MEALS FOR THE ELDERLY PROGRAMS. ANN DUFFY AND LYNDIA TATUM TESTIMONY IN SUPPORT OF FUNDING FOR EAST COUNTY PROGRAMS. WITH INTRODUCTIONS BY NARCISA PIMENTEL, TESTIMONY IN SUPPORT OF FUNDING FOR MULTI-CULTURAL SENIOR CENTERS, TRANSPORTATION AND MEALS PROGRAMS, AND COMMUNITY ETHNIC LIAISON WORKER AND OUTREACH SERVICES PROVIDED BY LANG NGUYEN, VIETNAMESE TRANSLATOR FOR CUC VO AND THANH NGUYEN; VATHARA OUNG, CAMBODIAN TRANSLATOR FOR SANG DANH; ODALIS PEREZ, HISPANIC TRANSLATOR FOR GRACIELA HERRERA AND LUZ BARRIOS; AND JAIME LOMBOS, ESPI GAMBOA, SALLY LEE, CRYSTAL KILPATRICK AND NARCISA PIMENTEL.

JEANNE PULLIAM, ESTILL DEITZ, JIM DUNCAN, JIM PAYNTER AND ESTER McGINNIS TESTIMONY IN SUPPORT OF FUNDING FOR SENIOR CENTERS; ADVOCATES AND PROGRAMS. MR. McCONNELL INTRODUCED STAFF AND DISCUSSED REDUCTION IN FEDERAL OLDER AMERICANS ACT FUNDING FOR CONGREGATE AND HOME DELIVERED MEALS. ROSANNE COSTANZO EAST COUNTY DEVELOPMENT PRESENTATION. HOLLY BERMAN PUBLIC GUARDIAN PROGRAM UPDATE. LAURIE OLSON SENIOR HELPLINE PRESENTATION AND RESPONSE TO BOARD QUESTIONS. KATHY GILLETTE MANAGEMENT INFORMATION SYSTEMS UPDATE. MS. GILLETTE AND MR. McCONNELL RESPONSE TO BOARD QUESTIONS AND DISCUSSION. JEAN DeMASTER ADULT CARE HOME PROGRAM UPDATE AND RESPONSE TO BOARD QUESTIONS. DEPARTMENT OF ENVIRONMENTAL SERVICES STAFF TO PROVIDE FOLLOW UP INFORMATION REGARDING (22) PROVIDE SUMMARY OF THE STATUS OF STRUCTURAL NEEDS AT THE GRESHAM NEIGHBORHOOD CENTER BUILDING AND SUGGESTED OPTIONS FOR SAME; AGING SERVICES STAFF TO PROVIDE FOLLOW UP INFORMATION REGARDING: (23) REVIEW POSSIBLE ENHANCEMENTS TO THE GATEKEEPER STRATEGY FOR EAST COUNTY, INCLUDING INITIATION OF A PROCESS THAT BRINGS TOGETHER SOCIAL SERVICES PROVIDERS, THE SHERIFF'S OFFICE, AND AGING SERVICES TO BETTER COORDINATE SERVICES EAST OF THE SANDY RIVER INCLUDING THE GATEKEEPER PROGRAM; (24) DISCUSSION POTENTIAL FOR LINKING SENIOR HELPLINE AND LIBRARY REFERENCE LINES TO SAVE MONEY AND PROVIDE ENHANCED SERVICE; (25) REVIEW THE ADMINISTRATIVE ACTIONS TAKEN BY AGING SERVICES TO RELIEVE PRESSURE ON THE TELEPHONE RECEPTIONIST POSITION; (26) SUGGEST A PROCESS THAT WILL HELP THE COUNTY PREPARE TO ADDRESS POTENTIAL FEDERAL BUDGET CUTS. COMMISSIONER

**HANSEN PROPOSED AMENDMENT ASD 1 \$69,430
FOR ETHNIC OUTREACH.**

There being no further business, the hearing was adjourned at 3:30 p.m.

Wednesday, May 15, 1996 - 9:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

BUDGET HEARING

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

PH-2 Department of Environmental Services Budget Overview, Highlights and Action Plans. DES Citizen Budget Advisory Committee Presentation. Opportunity for Public Testimony on the Proposed 1996-97 Multnomah County Budget. Issues and Opportunities. Board Questions and Answers.

LARRY NICHOLAS BUDGET OVERVIEW, BUDGET HIGHLIGHTS AND SELECTED ACTION PLANS PRESENTATION. MIKE ZOLLITSCH CBAC PRESENTATION AND RECOMMENDATIONS. BOB ECKLAND TESTIMONY IN SUPPORT OF FUNDING ANIMAL CONTROL OFFICER POSITION TO ENFORCE LEASH LAW IN PORTLAND PARKS. TRICIA AZZONE, PHYLLIS JOHANSON AND HANNAH ZAIV TESTIMONY IN SUPPORT OF FUNDING TO EXTEND HOURS OF CLACKAMAS TOWN CENTER ADOPTION OUTREACH PROGRAM. MILDRED TAXER TESTIMONY IN SUPPORT OF FUNDING ANIMAL CONTROL OFFICER POSITION TO ENFORCE LEASH LAW IN PORTLAND PARKS. SHARON HARMON TESTIMONY IN SUPPORT OF FUNDING TO EXTEND HOURS OF CLACKAMAS TOWN CENTER ADOPTION OUTREACH PROGRAM AND RESPONSE TO BOARD QUESTIONS. STAN SEID, ROCHELLE LESSNER AND RICHARD WILLEBRAND TESTIMONY IN SUPPORT OF FUNDING ANIMAL CONTROL OFFICER POSITION TO ENFORCE LEASH LAW IN PORTLAND PARKS.

MARY ANN MELVIN TESTIMONY IN SUPPORT OF FUNDING ANIMAL CONTROL OFFICER POSITION TO ENFORCE LEASH LAW IN PORTLAND PARKS AND FUNDING TO EXTEND HOURS OF CLACKAMAS TOWN CENTER ADOPTION OUTREACH PROGRAM. KEITH COLLIER TESTIMONY IN SUPPORT OF FUNDING ANIMAL CONTROL OFFICER POSITION TO ENFORCE LEASH LAW IN PORTLAND PARKS. CAROLINE MILLER TESTIMONY IN SUPPORT OF FUNDING ANIMAL CONTROL OFFICER POSITION TO ENFORCE LEASH LAW IN PORTLAND PARKS AND FUNDING TO EXTEND HOURS OF CLACKAMAS TOWN CENTER ADOPTION OUTREACH PROGRAM. MIKE OSWALD RESPONSE TO QUESTION OF COMMISSIONER COLLIER CONCERNING "MASTERLEASH THEATRE" CABLE PROGRAM DEVELOPED BY PHIL CLIFFORD. MR. NICHOLAS INTRODUCED MIKE OSWALD, LANCE DUNCAN, KERI HARDWICK, TOM GUINEY, HANK MIGGINS, WAYNE GEORGE, KATHY TUNEBERG, VICKI ERVIN, CHUCK HENLEY, BOB THOMAS AND KATHY BUSSE. MR. NICHOLAS ISSUES AND OPPORTUNITIES PRESENTATION, INCLUDING DISCUSSION ON FUNDING FOR ASSESSMENT AND TAXATION; ASSESSMENT AND TAXATION SYSTEM MIGRATION; COURTHOUSE SPACE NEEDS; GEOGRAPHIC INFORMATION SYSTEM; REVIEW OF THE NATURAL AREAS FUND; AND YEON BUILDING ANNEX. MR. NICHOLAS, BOB ELLIS AND KERI HARDWICK RESPONSE TO BOARD QUESTIONS AND DISCUSSION. DEPARTMENT OF ENVIRONMENTAL SERVICES STAFF TO PROVIDE FOLLOW UP INFORMATION REGARDING (27) PROVIDE POSSIBLE ALTERNATIVE WAYS TO HANDLE PERSONAL PROPERTY VALUATION AND TAX COLLECTION; (28) EXPLAIN THE RELATIONSHIP OF COUNTY GIS EFFORTS TO THE MAJOR GIS RESOURCE AT METRO, PERHAPS INCLUDING TESTIMONY BY METRO STAFF; (29) EXPLAIN POTENTIAL FOR USING GIS BASED INFORMATION THROUGH THE INTERNET VIA WEB PAGES OR SOME OTHER MEANS OF ACCESS; (30) EXPLAIN THE

RELATIONSHIP OF THE PROPOSED CONSTRUCTION PROJECTS AT THE YEON SHOP TO THE STRATEGIC SPACE PLAN; (31) SHOW A FINANCIAL ANALYSIS OF COP FUNDING FOR THE YEON SHOP PROJECTS, INCLUDING A DISCUSSION OF THE OPPORTUNITIES FOREGONE BY THE COST OF AMORTIZING THE COPS; (32) DESCRIBE THE STRUCTURAL WORK THAT WILL MAKE THE YEON SHOP STRUCTURALLY SOUND AND SEISMICALLY SAFE; (33) DISCUSS THE LAND USE PLANNING FUNCTIONS NOW CONTRACTED WITH CITIES, OR THAT MIGHT POTENTIALLY BE CONTRACTED WITH CITIES, FROM A CONSTITUENT OR CUSTOMER POINT OF VIEW. DISCUSS HOW POTENTIAL CHANGES MIGHT AFFECT THE SPACE NEEDS AT THE YEON SHOPS; (34) CONSIDER THE YEON SHOP PROJECT AND THE STRATEGIC SPACE PLAN AS THEY MIGHT RELATE TO OTHER NEEDS FOR CONSOLIDATING OPERATIONS IN EAST COUNTY. SUGGEST OTHER POSSIBILITIES FOR SECURING SPACE OR STRUCTURING ACTIVITIES FOR EASE OF CUSTOMER ACCESS; (35) EXPLORE THE POTENTIAL OF GETTING ADDITIONAL REVENUE AS A RESULT OF STEPPED UP ANIMAL CONTROL ENFORCEMENT; (36) REVIEW THE GENERAL QUESTION OF WHAT ANIMAL CONTROL'S LEGAL ENFORCEMENT RESPONSIBILITIES ARE; (37) SUMMARIZE EDUCATION EFFORTS TAKEN TO DATE TO ADDRESS THE LOOSE DOG ISSUE. COMMISSIONER COLLIER PROPOSED AMENDMENT DES 1 \$50,000 FOR LEASH AND SCOOP LAW ENFORCEMENT.

There being no further business, the hearing was adjourned at 11:55

a.m.

Thursday, May 16, 1996 - 9:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

REGULAR MEETING

Chair Beverly Stein convened the meeting at 9:32 a.m., with Vice-Chair Dan Saltzman, Commissioners Sharron Kelley, Gary Hansen and Tanya Collier present.

**COMMISSIONER SALTZMAN AND BOARD
ACKNOWLEDGED AND WELCOMED VISITING
SAUVIE ISLAND PRINCIPAL MARILYN LANE
AND HER SIXTH, SEVENTH EIGHTH AND NINTH
GRADE STUDENTS.**

CONSENT CALENDAR

**AT THE REQUEST OF CHAIR STEIN AND UPON
MOTION OF COMMISSIONER KELLEY, SECONDED
BY COMMISSIONER COLLIER, THE CONSENT
CALENDAR (ITEMS C-2 THROUGH C-6) WAS
UNANIMOUSLY APPROVED.**

AGING SERVICES DEPARTMENT

- C-2 Budget Modification ASD 9602 Adding \$263,966 in Federal Title XIX (Medicaid) from the Revised Allocation from the State of Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-3 ORDER Authorizing Execution of Deed D961328 Upon Complete Performance of a Contract to Larry Burright

ORDER 96-87.

- C-4 ORDER Cancelling Contract 15434 with James E. Steppes, Deceased, Upon Default of Payments and Performance of Covenants

ORDER 96-88.

- C-5 MC 1-96 Report of April 26, 1996 Hearings Officer Decision APPROVING, with Conditions, Request for Alteration of a Non-

Conforming Use (an Existing Single Family Dwelling in an Exclusive Farm Use Zone) with a New Manufactured Home, on Property Located at 24709 SE RUGG ROAD, GRESHAM

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES

- C-6 Intergovernmental Revenue Agreement 105106 with the City of Portland, Providing \$100,000 to Pay for Winter Emergency Shelter Services for Homeless Single Adults and Families

REGULAR AGENDA

NON-DEPARTMENTAL

- R-1 PUBLIC HEARING and Consideration of a RESOLUTION Selecting an Appointee to Fill a Vacancy in the Oregon Legislative Assembly, State Senate, District 8

CHAIR STEIN EXPLANATION OF PROCESS. BOARD CONSENSUS TO VOTE BY WRITTEN BALLOT. FIVE MINUTE PRESENTATIONS BY NOMINEES ROBERT W. BOYER AND JULIE MIKALSON. (NOMINEE PAUL McCOY WAS NOT PRESENT.) WRITTEN BALLOTS READ INTO RECORD TO REFLECT SELECTION OF ROBERT W. BOYER BY UNANIMOUS VOTE. COMMISSIONER HANSEN COMMENTS IN SUPPORT OF DEMOCRATIC CENTRAL COMMITTEE SELECTION PROCESS. BOB BOYER ACCEPTANCE COMMENTS. BOARD ACKNOWLEDGED AND EXPRESSED APPRECIATION FOR ALL DISTRICT 8 NOMINEES. RESOLUTION 96-89 APPOINTING ROBERT W. BOYER UNANIMOUSLY APPROVED.

NON-DEPARTMENTAL

- C-1 Appointments of Jennifer English and Donald Joe Williams, and Re-Appointments of Dale Dunning and Michael Twain to the MULTNOMAH COUNTY ANIMAL CONTROL ADVISORY COMMITTEE

COMMISSIONER COLLIER MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF C-1. ROBERT BABCOCK TESTIMONY

REQUESTING DELAY OF APPOINTMENTS TO THE COMMITTEE IN ORDER TO CONSIDER POSSIBLE COMPOSITION AND MEMBERSHIP CHANGES. COMMISSIONERS HANSEN, COLLIER AND KELLEY COMMENTS AND DISCUSSION IN RESPONSE. CHAIR STEIN ADVISED THE NEW ANIMAL CONTROL DIRECTOR WILL BE DIRECTED TO LOOK INTO THE COMMITTEE COMPOSITION AND MEMBERSHIP. APPOINTMENTS UNANIMOUSLY APPROVED.

PUBLIC COMMENT

- R-2 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

TOM CROPPER COMMENTS IN OPPOSITION TO WRITE IN CAMPAIGN TO ELECT MARGARET CARTER TO OREGON SENATE DISTRICT 8 POSITION. COMMISSIONER HANSEN COMMENTS IN RESPONSE.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-3 PROCLAMATION Recognizing NATIONAL PUBLIC WORKS WEEK, May 19 - 25, 1996

COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF R-3. ED ABRAHAMSON, KIP COURSER AND NASARIO GARCIA EXPLANATION, PRESENTATION OF COMMEMORATIVE CUPS TO BOARD AND READING OF PROCLAMATION. BOARD COMMENTS IN SUPPORT OF DES STAFF. PROCLAMATION 96-90 UNANIMOUSLY APPROVED.

- R-4 Intergovernmental Agreement 301556 with Rockwood Water People's Utility District, to Incorporate Needed Waterline Improvements with County's NE 207th Connector (Unit 3) Contract

COMMISSIONER COLLIER MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL

**OF R-4. JOHN DORST EXPLANATION.
AGREEMENT UNANIMOUSLY APPROVED.**

- R-5 PUBLIC HEARING and Consideration of a RESOLUTION Approving the Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program

COMMISSIONER COLLIER MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-5. ED ABRAHAMSON EXPLANATION AND RESPONSE TO BOARD QUESTIONS. NO ONE WISHED TO TESTIFY. RESOLUTION 96-91 UNANIMOUSLY APPROVED.

- R-6 Second Reading and Adoption of an ORDINANCE Amending the Comprehensive Framework Plan Volume 1 Findings to Include the West Hills Reconciliation Report, as Revised and Amended by the Board, in Fulfillment of the Periodic Review Work Program Tasks for Statewide Planning Goal 5 Resources in the West Hills Rural Area

ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF SECOND READING AND ADOPTION. TOM CROPPER AND CLARE DENISON TESTIMONY IN OPPOSITION. ORDINANCE 852 UNANIMOUSLY APPROVED.

- R-7 Second Reading and Adoption of an ORDINANCE Amending the Sectional Zoning Maps by Deleting the SEC-h (Wildlife Habitat) Zoning Overlay District for Lands to the North of the Bonny Slope Subdivision within the West Hills Rural Area

ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF SECOND READING AND ADOPTION. GORDON HOWARD EXPLANATION OF NON-SUBSTANTIVELY CORRECTED EXHIBIT MAP. UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER SALTZMAN, SUBSTITUTION OF THE CORRECTED EXHIBIT MAP WAS UNANIMOUSLY APPROVED.

***NO ONE WISHED TO TESTIFY. ORDINANCE 853
UNANIMOUSLY APPROVED, AS AMENDED.***

R-8

Request of the Riverdale School District that Board Adopt an ORDER to Initiate a Community Service Use Application and All Other Applicable Applications to the County Transportation and Land Use Planning Division on Private Land Proposed for Condemnation

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-8. BARRY MANNING AND SANDRA DUFFY EXPLANATION. AT THE REQUEST OF MS. DUFFY AND UPON MOTION OF COMMISSIONER SALTZMAN, SECONDED BY COMMISSIONER KELLEY, CONSIDERATION OF A SUBSTITUTE RESOLUTION WAS UNANIMOUSLY APPROVED. MS. DUFFY RESPONSE TO CONCERNS OF COMMISSIONER SALTZMAN. AT THE SUGGESTION OF CHAIR STEIN AND UPON MOTION OF COMMISSIONER SALTZMAN, SECONDED BY COMMISSIONER KELLEY, AN AMENDMENT TO THE LAST WHEREAS ADDING "OR ON THE CONDEMNATION ACTION BETWEEN THE SCHOOL AND PROPERTY OWNERS" WAS UNANIMOUSLY APPROVED. MS. DUFFY AND STEVE ABEL RESPONSE TO BOARD QUESTIONS AND CONCERNS. ORDER 96-92 UNANIMOUSLY APPROVED, AS AMENDED.

NON-DEPARTMENTAL

R-9

RESOLUTION Requiring Board Approval for Studies Regarding Tolls and Congestion Pricing for Bridge Access Across the Willamette River

COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF RESOLUTION WITH DELETION OF "AT TOLL PLAZAS" FROM LAST WHEREAS. COMMISSIONER HANSEN EXPLANATION AND COMMENTS IN SUPPORT. COMMISSIONER COLLIER COMMENTS IN SUPPORT. RESOLUTION 96-93 UNANIMOUSLY APPROVED, AS AMENDED.

There being no further business, the regular meeting was adjourned at 10:30 a.m. and the briefing convened at 10:35 a.m.

Thursday, May 16, 1996 - 10:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

BOARD BRIEFING

B-1 Status of the Wellness Package. Presented by Bill Farver and Members of the Wellness Team..

BILL FARVER INTRODUCED MAXINE THOMPSON, IRIS BELL, CAROL WIRE, LESLIE HAINES, JAN SINCLAIR, DONNA DENGEL, JANICE GRATTON, MEGANNE STEELE AND TOM DARBY. BILL FARVER GOALS PRESENTATION. CAROL WIRE AND LESLIE HAINES WELLNESS PHILOSOPHY PRESENTATION. MAXINE THOMPSON AND IRIS BELL PROCESS AND MEMBERSHIP PRESENTATION. CAROL WIRE CRITERIA PRESENTATION. BILL FARVER RESULTS PRESENTATION. MR. FARVER, MS. HAINES, MS. THOMPSON, MS. BELL, CHAIR STEIN AND MS. WIRE RESPONSE TO BOARD QUESTIONS AND DISCUSSION. MS. BELL TO PROVIDE BOARD WITH DATA CONCERNING EACH FAMILY CENTER.

There being no further business, the meeting was adjourned at 11:35 a.m.

OFFICE OF THE BOARD CLERK
FOR MULTNOMAH COUNTY, OREGON


Deborah L. Bogstad



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 SW FIFTH AVENUE
PORTLAND, OREGON 97204
CLERK'S OFFICE • 248-3277 • 248-5222
FAX • (503) 248-5262

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

AGENDA

MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

FOR THE WEEK OF

MAY 13, 1996 - MAY 17, 1996

Tuesday, May 14, 1996 - 1:30 PM - ASD Budget Hearing.....Page 2

Wednesday, May 15, 1996 - 9:30 AM - DES Budget Hearing...Page 2

Thursday, May 16, 1996 - 9:30 AM - Regular Meeting.....Page 2

Thursday, May 16, 1996 - 10:30 AM - Board Briefing.....Page 4

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

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

Friday, 10:00 PM, Channel 30

Sunday, 1:00 PM, Channel 30

Produced through Multnomah Community Television

INDIVIDUALS WITH DISABILITIES MAY CALL THE 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.

AN EQUAL OPPORTUNITY EMPLOYER

Tuesday, May 14, 1996 - 1:30 PM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

BUDGET HEARING

PH-1 *Aging Services Department Budget Overview, Highlights and Action Plans. ASD Citizen Budget Advisory Committee Presentation. Opportunity for Public Testimony on the Proposed 1996-97 Multnomah County Budget. Issues and Opportunities. Board Questions and Answers. 2 HOURS REQUESTED*

Wednesday, May 15, 1996 - 9:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

BUDGET HEARING

PH-2 *Department of Environmental Services Budget Overview, Highlights and Action Plans. DES Citizen Budget Advisory Committee Presentation. Opportunity for Public Testimony on the Proposed 1996-97 Multnomah County Budget. Issues and Opportunities. Board Questions and Answers. 2 HOURS REQUESTED*

Thursday, May 16, 1996 - 9:30 AM
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

REGULAR MEETING

CONSENT CALENDAR

NON-DEPARTMENTAL

C-1 *Appointments of Jennifer English and Donald Joe Williams, and Re-Appointments of Dale Dunning and Michael Twain to the MULTNOMAH COUNTY ANIMAL CONTROL ADVISORY COMMITTEE*

AGING SERVICES DEPARTMENT

C-2 *Budget Modification ASD 9602 Adding \$263,966 in Federal Title XIX (Medicaid) from the Revised Allocation from the State of Oregon*

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-3 *ORDER Authorizing Execution of Deed D961328 Upon Complete Performance of a Contract to Larry Burright*
- C-4 *ORDER Cancelling Contract 15434 with James E. Steppes, Deceased, Upon Default of Payments and Performance of Covenants*
- C-5 *MC 1-96 Report of April 26, 1996 Hearings Officer Decision APPROVING, with Conditions, Request for Alteration of a Non-Conforming Use (an Existing Single Family Dwelling in an Exclusive Farm Use Zone) with a New Manufactured Home, on Property Located at 24709 SE RUGG ROAD, GRESHAM*

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES

- C-6 *Intergovernmental Revenue Agreement 105106 with the City of Portland, Providing \$100,000 to Pay for Winter Emergency Shelter Services for Homeless Single Adults and Families*

REGULAR AGENDA

NON-DEPARTMENTAL

- R-1 *PUBLIC HEARING and Consideration of a RESOLUTION Selecting an Appointee to Fill a Vacancy in the Oregon Legislative Assembly, State Senate, District 8*

PUBLIC COMMENT

- R-2 *Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.*

DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-3 *PROCLAMATION Recognizing NATIONAL PUBLIC WORKS WEEK, May 19 - 25, 1996*
- R-4 *Intergovernmental Agreement 301556 with Rockwood Water People's Utility District, to Incorporate Needed Waterline Improvements with County's NE 207th Connector (Unit 3) Contract*
- R-5 *PUBLIC HEARING and Consideration of a RESOLUTION Approving the Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program*

- R-6 *Second Reading and Adoption of an ORDINANCE Amending the Comprehensive Framework Plan Volume 1 Findings to Include the West Hills Reconciliation Report, as Revised and Amended by the Board, in Fulfillment of the Periodic Review Work Program Tasks for Statewide Planning Goal 5 Resources in the West Hills Rural Area*
- R-7 *Second Reading and Adoption of an ORDINANCE Amending the Sectional Zoning Maps by Deleting the SEC-h (Wildlife Habitat) Zoning Overlay District for Lands to the North of the Bonny Slope Subdivision within the West Hills Rural Area*
- R-8 *Request of the Riverdale School District that Board Adopt an ORDER to Initiate a Community Service Use Application and All Other Applicable Applications to the County Transportation and Land Use Planning Division on Private Land Proposed for Condemnation*

NON-DEPARTMENTAL

- R-9 *RESOLUTION Requiring Board Approval for Studies Regarding Tolls and Congestion Pricing for Bridge Access Across the Willamette River*
-

Thursday, May 16, 1996 - 10:30 AM
(OR IMMEDIATELY FOLLOWING REGULAR AGENDA)
Multnomah County Courthouse, Room 602
1021 SW Fourth, Portland

BOARD BRIEFING

- B-1 *Status of the Wellness Package. Presented by Bill Farver and Members of the Wellness Team. 1 HOUR REQUESTED.*

PLEASE PRINT LEGIBLY!

MEETING DATE 5.16.96

NAME

ROBERT BARCOCK

ADDRESS

148 B STREET

STREET

LAKE OSWEGO

97034

CITY

ZIP

I WISH TO SPEAK ON AGENDA ITEM NO. C-1

SUPPORT _____ OPPOSE X

SUBMIT TO BOARD CLERK

MEETING DATE: MAY 16 1996

AGENDA #: C-1

ESTIMATED START TIME: 9:30am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT:

BOARD BRIEFING:

DATE REQUESTED:

REQUESTED BY:

AMOUNT OF TIME NEEDED:

REGULAR MEETING:

DATE REQUESTED: 5/16/96

AMOUNT OF TIME NEEDED: Consent Agenda

DEPARTMENT: Nondepartmental

DIVISION: Chair's Office

CONTACT: Delma Farrell

TELEPHONE #: 248-3953

BLDG/ROOM #: 106/1515

PERSON(S) MAKING PRESENTATION:

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Appointments to Animal Control Advisory Committee/All terms ending 4/30/99

Jennifer English Position #14 Board Staff Representative/Commissioner Tanya Collier's Office

Joe Williams Position #1 City of Portland Resident

Reappointments to Animal Control Advisory Committee/Second terms all ending 4/30/99

Dale Dunning Position #7 Humane Society Representative

Michael Twain Position #12 Pet Industry Representative

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 or 248-5422

BOARD OF
COUNTY COMMISSIONERS
96 APR 30 AM 11:11
MULTNOMAH COUNTY
OREGON



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.)

Multnomah County Animal Control Advisory Committee

B. Name Donald Joe Williams

Address ~~100~~ 1709 SW Morrison St #5

City Portland State OR Zip Code 97205

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

Home Phone 295-2866

C. Current Employer City of Portland - Buildings

Address _____

City _____ State _____ Zip Code _____

Your Job Title Field Rep

Work Phone 823-7955

(Ext) _____

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 activities.

Name of Organization	Dates	Responsibilities

F. Please list all post-secondary school education.

Name of School	Dates	Responsibilities

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.

Greg Carlson	823-7327
David Oshin	823-7520

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

Male
sex/racial ethnic background

Birth date: Month 1 Day 18 Year 63

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 Donald Wallin Date 4/11/96

(For Clerk's Use) Meeting Date MAY 15 1996
Agenda No. C-21. REQUEST FOR PLACEMENT ON THE AGENDA FOR May 15, 1996

(Date)

DEPARTMENT: AGING SERVICES DEPARTMENTCONTACT: Kathy GilletteTELEPHONE: 248-3620*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD: Jim McConnell/Kathy Gillette

SUGGESTED AGENDA TITLE (To assist in preparing a description for the printed agenda)

ASD Budget Modification #ASD-9602 adds \$263,966 in Federal Title XIX (Medicaid) from the revised allocation from the State of Oregon.

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.)

☒ PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET

ASD Budget Modification #ASD-9602 adds funds for branch long-term care staff, and attendant expenditures for materials and services. These items reflect client services and Action Plan items identified in the FY1996 ASD budget. Senior and Disabled Services Division of the State of Oregon has added funds to ASD's allocation due to rapidly increasing case loads.

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

- o Increase Org 1980, Adult Care Home Program, by \$16,660 in Service Reimbursement funds passed through Org 1706 from Title XIX funds
- Increase Org 1706, Accounting Transactions, by \$17,266 in Title XIX Funds.
- Increase Org 1710, Central ASD, by \$31,593 in Title XIX Funds.
- Increase Org 1900, Long Term Care, by \$215,107 in Title XIX Funds.

4. CONTINGENCY STATUS (to be completed by Finance/Budget)

_____ Contingency before this modification (as of _____) \$ _____
(Specify Fund) (Date)

After this modification \$ _____

<u>Kathy Gillette</u>	<u>May 1, 1996</u>	<u>James W. McConnell</u>	<u>5-2-96</u>
Originated By	Date	Department Manager	Date
<u>Wendy Hay</u>	<u>5-8-96</u>		
Finance/Budget	Date	Employee Relations	Date
<u>Deborah C. Boast</u>	<u>5/16/96</u>	<u>Susan McConnell</u>	<u>5/8/96</u>
Board Approval	Date	MULTNOMAH COUNTY	

BCC9602

75 6 MAY 6 - MAY 96

BOARD OF
COUNTY COMMISSIONERS

PERSONNEL DETAIL FOR BUD MOD NO: ASD #9602

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

A N N U A L I Z E D					
FTE Increase (Decrease)	POSITION TITLE	BASE PAY Increase (Decrease)	FRINGE Increase (Decrease)	INSURANCE Increase (Decrease)	TOTAL Increase (Decrease)
4.00	Case Manager 2	\$132,532	\$19,104	\$20,556	\$172,192
3.00	Case Manager Senior	\$ 98,157	\$15,057	\$15,588	\$128,802
1.00	Data Analyst	\$ 30,910	\$ 4,687	\$ 5,131	\$ 40,728
TOTAL CHANGE (ANNUALIZED)		<u>\$261,599</u>	<u>\$38,848</u>	<u>\$41,275</u>	<u>\$341,722</u>

6. CURRENT YEAR PERSONNEL DOLLAR CHANGES (calculate costs or savings that will take place within this fiscal year; these should explain the actual dollar amounts being changed by this Bud Mod.)

C U R R E N T F Y					
Full Time Position Part Time, Overtime or Premium	Explanation of Change	BASE PAY Increase (Decrease)	FRINGE/INSURANCE Increase (Decrease)		TOTAL Increase (Decrease)
3.00	Case Manager 2	\$ 90,980	\$13,208	\$15,328	\$119,516
2.25	Case Manager Senior	\$ 71,788	\$10,422	\$11,626	\$ 93,836
.75	Data Analyst	\$ 22,872	\$ 3,275	\$ 3,836	\$ 29,983
TOTAL CHANGE		<u>\$185,640</u>	<u>\$26,905</u>	<u>\$30,790</u>	<u>\$243,335</u>

EXPENDITURES

BUDGET MODIFICATION ASD9602

PAGE 1

Additional Positions funded by State Medicaid Funds

TRANSACTION EB [] GM [] TRANSACTION DATE _____

ACCOUNTING PERIOD _____

BUDGET FY 1995-96

Document Number	Action	Fund	Agcn.	Org.	Activity	Rept Cat.	Object	Current Amount	Revised Amount	Increase (Decrease)	Subtotal	Description
		100	011	1980			5100			11,965		Permanent
		100	011	1980			5500			1,737		Fringe
		100	011	1980			5550			1,938		Insurance
		100	011	1980			6230			200		Supplies
		100	011	1980			6310			100		Education and Training
		100	011	1980			6330			150		Travel
		100	011	1980			7150			570		Telephones
											16,660	Total, Org. 1980
		156	011	1706			7100			606		Indirect
		156	011	1706			7500			16,660		Other Internal Services
											17,266	Total, Org. 1706
		156	011	1710			5100			22,872		Permanent
		156	011	1710			5500			3,275		Fringe
		156	011	1710			5550			3,836		Insurance
		156	011	1710			6310			200		Education and Training
		156	011	1710			6330			300		Travel
		156	011	1710			7100			1,110		Indirect
											31,593	Total, Org. 1710
TOTAL EXPENDITURE CHANGE								Page Total:		65,519		

File Name: ASD9602

EXPENDITURES

BUDGET MODIFICATION ASD9602

PAGE 2

Additional Positions funded by State Medicaid Funds

TRANSACTION EB [] GM [] TRANSACTION DATE _____ ACCOUNTING PERIOD _____ BUDGET FY 1995-96

Document Number	Action	Fund	Agcn.	Org.	Activity	Rept Cat.	Object	Current Amount	Revised Amount	Increase (Decrease)	Subtotal	Description
		156	011	1905			7100			7,555	7,555	Indirect Total, Org. 1905
		156	011	1910			5100			68,235		Permanent
		156	011	1910			5500			9,906		Fringe
		156	011	1910			5550			11,496		Insurance
		156	011	1910			6230			1,200		Supplies
		156	011	1910			6310			600		Education and Training
		156	011	1910			6330			900		Travel
		156	011	1910			7150			1,710	94,047	Telephones Total, Org. 1910
		156	011	1915			5100			11,965		Permanent
		156	011	1915			5500			1,737		Fringe
		156	011	1915			5550			1,938		Insurance
		156	011	1915			6230			200		Supplies
		156	011	1915			6310			100		Education and Training
		156	011	1915			6330			150		Travel
		156	011	1915			7150			570	16,660	Telephones Total, Org. 1915
TOTAL EXPENDITURE CHANGE								Page Total:		118,262		

File Name: ASD9602

EXPENDITURES

BUDGET MODIFICATION ASD9602

PAGE 3

Additional Positions funded by State Medicaid Funds

TRANSACTION EB [] GM [] TRANSACTION DATE _____ ACCOUNTING PERIOD _____ BUDGET FY 1995-96

Document Number	Action	Fund	Agen.	Org.	Activity	Rept Cat.	Object	Current Amount	Revised Amount	Increase (Decrease)	Subtotal	Description
		156	011	1930			5100			23,929		Permanent
		156	011	1930			5500			3,474		Fringe
		156	011	1930			5550			3,875		Insurance
		156	011	1930			6230			400		Supplies
		156	011	1930			6310			200		Education and Training
		156	011	1930			6330			300		Travel
		156	011	1930			7150			570		Telephones
											32,748	Total, Org. 1930
		156	011	1940			5100			46,674		Permanent
		156	011	1940			5500			6,776		Fringe
		156	011	1940			5550			7,707		Insurance
		156	011	1940			6230			800		Supplies
		156	011	1940			6310			400		Education and Training
		156	011	1940			6330			600		Travel
		156	011	1940			7150			1,140		Telephones
											64,097	Total, Org. 1940
		400	050	7531			6580			30,790		Serv. Reimb./Insurance
		402	030	7990			6140			4,560		Serv. Reimb./Telephones
											35,350	TOTAL SERV. REIMB.
TOTAL EXPENDITURE CHANGE								Page Total:		132,195	315,976	TOTAL EXPENDITURE CHANGE

File Name: ASD9602

Additional Positions funded by State Medicaid Funds

TRANSACTION EB [] GM [] TRANSACTION DATE _____ ACCOUNTING PERIOD _____ BUDGET FY 1995-96

Document Number	Action	Fund	Agen.	Org.	Activity	Rept Cat.	Rev. Code	Current Amount	Revised Amount	Increase (Decrease)	Subtotal	Description
	100	011	1980				6602			16,660	16,660	Fed/State Serv. Reimb. Total, Org. 1980
	156	011	1706				2609			17,266	17,266	Title XIX Total, Org. 1706
	156	011	1710				2609			31,593	31,593	Title XIX Total, Org. 1710
	156	011	1905				2609			7,555	7,555	Title XIX Total, Org. 1905
	156	011	1910				2609			94,047	94,047	Title XIX Total, Org. 1910
	156	011	1915				2609			16,660	16,660	Title XIX Total, Org. 1915
	156	011	1930				2609			32,748	32,748	Title XIX Total, Org. 1930
	156	011	1940				2609			64,097	64,097	Title XIX Total, Org. 1940
TOTAL REVENUE CHANGE										Page Total:	280,626	

REVENUE

BUDGET MODIFICATION ASD9602

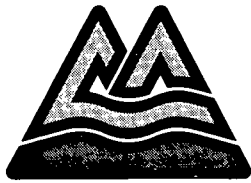
PAGE 5

Additional Positions funded by State Medicaid Funds

TRANSACTION EB [] GM [] TRANSACTION DATE _____ ACCOUNTING PERIOD _____ BUDGET FY 1995-96

Document Number	Action	Fund	Agcn.	Org.	Activity	Rept Cat.	Rev. Code	Current Amount	Revised Amount	Increase (Decrease)	Subtotal	Description
		400	050	7040			6600			1,938		Serv. Reimb./Insurance - Gen. Fund
		400	050	7040			6602			28,852		Serv. Reimb./Insurance - Fed/St
		402	030	7990			6600			570		Serv. Reimb./Telephones - GF
		402	030	7990			6602			3,990		Serv. Reimb./Telephones - Fed/St
											35,350	TOTAL SERV. REIMB.
TOTAL REVENUE CHANGE								Page Total:		35,350	315,976	TOTAL REVENUE CHANGE

File Name: ASD9602



MULTNOMAH COUNTY OREGON

AGING SERVICES DIVISION
AREA AGENCY ON AGING
421 S.W. 5TH, 3RD FLOOR
PORTLAND, OREGON 97204
SENIOR HELPLINE: (503) 248-3646 ADMINISTRATION: 248-3620
TDD: 248-3683 FAX: 248-3656

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: Beverly Stein, County Chair

FROM: Jim McConnell, Director *Jim McConnell*
Aging Services Department

DATE: April 30, 1996

SUBJECT: ASD Budget Modification #ASD-9602: Addition of Federal Title XIX (Medicaid) funds

Recommendation: Aging Services Department recommends Board of County Commissioner's approval of attached Budget Modification #ASD-9602.

Background/Analysis: Budget Modification #ASD-9602 includes additional Title XIX funds of \$263,966. These funds are directed to branch, Adult Care Home, and Central budgets. The allocation to Multnomah County from the State of Oregon Senior and Disabled Services Division has increased due to increased caseloads.

All additional revenues are Title XIX (Medicaid), or service reimbursements due to Medicaid funding. Staff are added in the branches and the Adult Care Home program to accommodate increased case loads. Materials and services expenses are added for the additional staff. In addition, an MIS position is added to support the increased personal computers and networks added to the branches this fiscal year.

Financial Impact:

Title XIX funds of \$263,966 are added to the ASD budget. These funds are expected to be on-going, and have been budgeted through the 1995-1997 biennium.

Legal Issues: None.

Controversial Issues: None.

Link to Current County Policies: Funds are used for client-related services and for Action Plan items identified in the current fiscal year budget for ASD.

Citizen Participation: PMCOA and citizen advocates are involved in ASD's budget processes.

Other Government Participation: None.

ASD-9602Z

AN EQUAL OPPORTUNITY EMPLOYER

AGENDA NO: C-3
ESTIMATED START TIME: 9:30am.

(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 #: 166/300/Tax Title.

PERSON(S) MAKING PRESENTATION: Kathy Tuneberg.

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Request approval of deed to contract purchaser for completion of
Contract #15337 (Property purchased at auction or by former owner).

Deed D961328 and Board Order attached.

5/17/96 ORIGINAL DEED & COPIES OF
ALL TO TAX TITLE

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

(OR)
DEPARTMENT MANAGER: Michelle M. DeWitt, L.L.M.

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

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

BOARD OF
COUNTY COMMISSIONERS
96 MAY -6 PM 4:15
MULTNOMAH COUNTY
OREGON

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of the Execution of)
Deed D961328 Upon Complete Performance of)
a Contract to)

ORDER
96- 87

LARRY BURRIGHT)

It appearing that heretofore, on March 7, 1986, Multnomah County entered into a contract with LARRY BURRIGHT for the sale of the real property hereinafter described; and

That the above contract purchaser have fully performed the terms and conditions of said contract and are 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:

LOT 16 JOHNSON CREEK PARK, a recorded subdivision in Multnomah County, State of Oregon.

Dated at Portland, Oregon this 16th day of May, 1996.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Beverly Stein
Beverly Stein, Chair

REVIEWED:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By *Matthew O. Ryan*
Matthew O. Ryan, Assistant Counsel

DEED D961328

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

LOT 16 JOHNSON CREEK PARK, a record subdivision in Multnomah County, State of Oregon.

The true and actual consideration paid for this transfer, stated in terms of dollars is \$29,627.24.

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 AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

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

LARRY BURRIGHT, 8740 SE 155TH AVE, PORTLAND, OR 97236

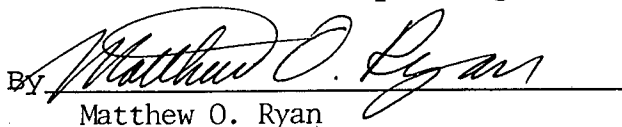
IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 16th day of May, 1996, by authority of an Order of the Board of County Commissioners heretofore entered of record.



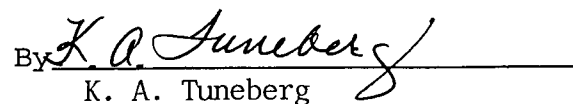
BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

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

BY 
Matthew O. Ryan

DEED APPROVED:
Janice Druian, Director
Assessment & Taxation

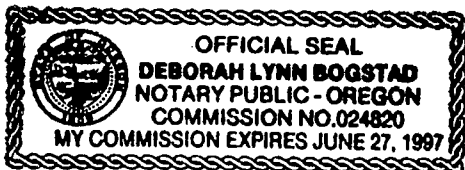
BY 
K. A. Tuneberg

After recording, return to Multnomah County Tax Title/166/300

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

On this 16h day of May, 1996, 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.



Deborah Lynn Bogstad
Notary Public for Oregon
My Commission expires: 6/27/97

MEETING DATE: MAY 16 1996

AGENDA NO: C-4

ESTIMATED START TIME: 9:30am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Cancellation of Defaulted Land Sales Contract

BOARD BRIEFING: Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: _____

Amount of Time Needed: 5 minutes

DEPARTMENT: Environmental Services DIVISION: Assessment & Taxation

CONTACT: Kathy Tuneberg TELEPHONE #: 248-3590

BLDG/ROOM #: 166/300/Tax Title

PERSON(S) MAKING PRESENTATION: Kathy Tuneberg

ACTION REQUESTED:

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

1. Request cancellation of Land Sales Contract 15434 to JAMES E. STEPPES, DECEASED.
2. Purchaser has failed to make the monthly payments as required by contract and has failed to pay 88/89, 89/90, 90/91, & 91/92 real property taxes as required by contract.

5/17/96 ORIGINAL ORDER & COPY of ALL
TO TAX TITLE; 4 certified true copies
TO TAX TITLE

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR
DEPARTMENT MANAGER: James M. DeWolfe E. L. Nicholas

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

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

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
96 MAY -6 PM 4:12

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Cancellation of)
Land Sale Contract 15434)
between Multnomah County, Oregon and) ORDER TO CANCEL CONTRACT
JAMES E. STEPPES, DECEASED) 96-88
upon Default of Payments and Performance)
of Covenants)

Upon advice of the Tax Title Unit of Multnomah County that the contract purchaser, JAMES E. STEPPES, DECEASED, by contract dated December 11, 1987, agreed to purchase from Multnomah County upon terms and conditions provided therein, the following tax foreclosed property:

, LOTS 12 & 13, BLOCK 23, PENINSULAR ADD #2, a recorded subdivision in Multnomah County, State of Oregon.

pursuant to authority of ORS 275.180, and that said purchaser is now in default of the terms of said contract in that purchaser failed to make monthly payments of \$75.00 since June 20, 1995 for a total of \$600.00 and that purchaser failed and neglected to pay before delinquency taxes for the years 88/89, 89/90, 90/91, & 91/92 in the amount of \$5,270.69 plus interest and fees which were lawfully assessed and levied against said property.

It appearing to the Board that ORS 275.220 provides that upon such default or breach of said contract, the Board may cancel said contract:

NOW, THEREFORE, it is hereby ORDERED that the subject contract be and is declared CANCELLED.

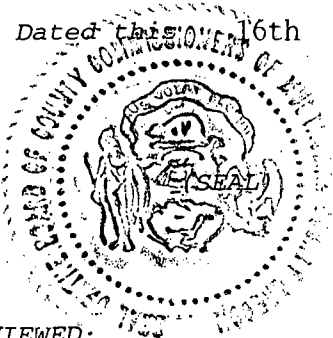
IT IS HEREBY FURTHER ORDERED that the Multnomah County Tax Collector remove the above property from taxation and cancel all unpaid taxes in accordance with the provisions of ORS 275.240.

IT IS HEREBY FURTHER ORDERED that the MULTNOMAH COUNTY SHERIFF serve a certified copy of this order, as provided under ORS 275.220, upon the lawful heirs of the ESTATE OF JAMES E. STEPPES, DECEASED, Multnomah County Circuit Court Case Number 950791178, identified as:

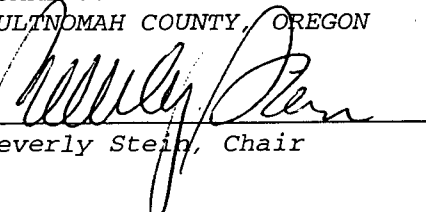
Dorothy J. Beasley, 3335 NE Ainsworth, Portland OR 97211
Glenn Steppes, 9006 N Drummond Ave, Portland OR 97217
Willie Ray Steppes, 9006 N Drummond Ave, Portland OR 97217
Maxine Howard, 1825 Rosemary Hill Dr #3, Silver Springs MD 20910

and a return of service be made upon such copy of the order.

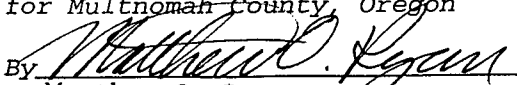
Dated this 16th day of May, 1996.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

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

By 
Matthew O. Ryan, Assistant Counsel



NOTICE OF DEFAULT

OCTOBER 18, 1995

Page 1 of 2

WILLIE RAY STEPPES/ OCCUPANT
9006 N DRUMMOND AVENUE
PORTLAND, OREGON 97217

You are notified that Contract #15434, recorded on December 15, 1987, book 2065, page 1332, between Multnomah County and James Steppes for the property legally described as:

LOT 12 & 13, BLOCK 23, PENINSULAR ADD 2, (R-65522-4320)
Commonly known as 9006 N Drummond Avenue

is in Default.

This contract is in Default because:

- 1) Starting from June 20, 1995, no installments have been paid on Contract #15434. As of February 15, 1996, the amount due on the Contract will be \$600.00. This figure includes interest and principal.
- 2) The delinquent taxes have not been paid for tax years 1988/89, 1989/90, 1990/91, & 1991/92 for a total of \$5,270.69. This figure includes taxes, interest, and fees through February 15, 1996.

In addition, the County has incurred expenses because of the default, these cost are recording fees of \$50.00, and the cost of purchasing a Title Litigation Guarantee of \$200.00.

IN ORDER TO CURE THE DEFAULT YOU MUST PAY ALL INSTALLMENTS DUE, INCLUDING INTEREST, ALL DELINQUENT TAXES, INCLUDING INTEREST AND FEES, AND ALL COSTS INCURRED THE COUNTY RESULTING FROM THIS DEFAULT AS DESCRIBED ABOVE. PLEASE BE ADVISED THAT THE BACK INSTALLMENTS AND TAXES MUST BE PAID CURRENT TO THE DATE OF ACTUAL PAYMENT AND ARE SUBJECT TO CONTINUING ACCUMULATION OF INTEREST OR PRINCIPAL OR BOTH. PAYMENT MUST BE MADE TO TAX TITLE.

IF THE DEFAULT IS NOT CURED BEFORE FEBRUARY 15, 1996, (120 DAYS) THIS CONTRACT WILL BE CANCELED, AND EVERY RIGHT, OR INTEREST OF ANY PERSON IN THE PROPERTY WILL BE FORFEITED FOREVER TO THE COUNTY.

Sincerely,



Stephen Kelly

Foreclosed Property Coordinator

CC: State of Oregon, Dept. of Revenue (Senior Citizen's Tax Deferral)
American General Finance (AKA "Credithrift of America")
City of Portland, Auditor's Office
Dorothy Beasley
Maxine Howard
Glenn Steppes

10/2

REGULAR MAIL & CERTIFIED MAIL: _____

RETURN TO 166/300/TAX TITLE

421 SW 6TH AVENUE
PORTLAND, OREGON 97204-1699

AN EQUAL OPPORTUNITY EMPLOYER

95 129153

15434

NOTICE OF DEFAULT

STATE OF OREGON)
)
COUNTY OF MULTNOMAH) SS.

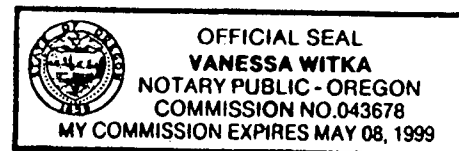
I, Stephen G. Kelly, being first duly sworn, depose and say that I am the Foreclosed Property Coordinator of the Multnomah County Tax Title Unit and that a Notice of Default, a copy of which is on page one was mailed by first class and certified on October 18, 1995.

Stephen Kelly
Stephen Kelly

Subscribed and sworn to before me this 18th day of October, 1995.

Vanessa Witka
Notary Public State of Oregon

Expiration: 5-8-99



DH

STATE OF OREGON)
)
Multnomah County) ss.

I, a Deputy for the Recorder of Conveyances, in and for said County, do hereby certify that the within instrument of writing was received for record and recorded in the record of said County

95 OCT 19 PM 1:44

RECORDING SECTION
MULTNOMAH CO. OREGON

Vol / Page 95 129153

witness my hand and seal of office affixed.

Recorder of Conveyances

C Swick

Deputy

2

Meeting Date: MAY 16 1996
Agenda No: C-5
Est. Start Time: 9:30am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Report to the Board the Hearings Officer's decision on MC 1-96

BOARD BRIEFING Date Requested:
 Amt. of Time Needed:
 Requested By:

REGULAR MEETING Date Requested: May ¹⁶ 14, 1996
 Amt. of Time Needed: 5 Min. Consent Calendar

DEPARTMENT: DES **DIVISION:** Transportation & Land Use Planning
CONTACT: Barry Manning **TELEPHONE:** 248-3043
 BLDG/ROOM: 412 / 109

PERSON(S) MAKING PRESENTATION: Barry Manning

ACTION REQUESTED

☐ Informational Only ☐ Policy Direction ☒ Approval ☐ Other

SUGGESTED AGENDA TITLE

Report to the Board the Hearings Officer's decision on MC 1-96

SIGNATURES REQUIRED

Elected Official: _____
or
Department Manager: KB [Signature]

BOARD OF
COUNTY COMMISSIONERS
96 APR 30 PM 1:54
MULTNOMAH COUNTY
OREGON



MULTNOMAH COUNTY

BOARD HEARING of May 14, 1996

CASE NAME: Alteration of a Non-Conforming Use: MC 1-96

1. Applicant Name/Address:

Robert McIlhattan and Gail Hare
24709 SE Rugg Road
Gresham, OR 97080

2. Action Requested by Applicant: Request for approval for

alteration of a non-conforming use (an existing single family dwelling in an EFU zone) with a new manufactured home.

3. Planning Staff Recommendation: MC 1-96: Approval, subject to conditions

4. Hearings Officer Decision: MC 1-96: Approval, subject to conditions

5. If recommendation and decision are different, why?

The Hearings Officer concurred with the staff recommendation.

6. The following issues were raised:

Planning staff determined that the dwelling to be replaced was non-conforming because the property, located in an EFU zone, had two single family dwellings. The EFU zone currently only allows one dwelling per tract (all contiguous properties under the same ownership), under certain circumstances. The second dwelling predated zoning, but was not used for housing farm help, nor was it permitted as a Health Hardship or any other permitted use. County Counsel determined that the provisions of MCC 11.15.2028 do not exempt the dwelling from the provisions of MCC 11.15.8810 (relating to alteration of a non-conforming use).

7. Policy implications related to this case:

Planning staff will process requests for alteration or replacement of dwellings where more than one dwelling exists on the property as alterations of a non-conforming use unless the use can be determined to be conforming.

ACTION REQUESTED OF BOARD

- ☒ Affirm Hearings Officer
- ☐ Hearing/Rehearing
- ☐ Scope of Review
 - ☐ On the record
 - ☐ De Novo
 - ☐ New Information allowed

RECEIVED

APR 26 1996



DEPARTMENT OF ENVIRONMENTAL SERVICES
DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. Morrison Street
Portland, Oregon 97214 (503) 248-3043

Multnomah County
Planning Division

HEARINGS OFFICER DECISION

This Decision consists of Conditions, Findings of Fact, and Conclusions

April 26, 1996

MC 1-96

Request For Alteration Of A Non-Conforming Use

Request for approval for alteration of a non-conforming use (an existing single-family dwelling in an EFU zone) with a new manufactured home

Location: 24709 S.E. Rugg Road

Legal: Tax Lot 1200, Section 23, T1S, R3E

Site Size: 4.77 acres

Applicants: Robert McIlhattan and Gail Hare
24709 S.E. Rugg Road
Gresham, Oregon 97080

Property Owner: Same as applicant

Comprehensive Plan: Exclusive Farm Use

Zoning: EFU

HEARINGS OFFICER DECISION:

Approved, subject to the conditions set forth below, the replacement of a non-conforming single-family dwelling with a new manufactured home, based upon the findings and conclusions set forth herein.

CONDITIONS OF APPROVAL:

1. The replacement dwelling shall be sited as indicated on the site plan.
2. The replacement dwelling shall (1) comply with the Uniform Building Code, (2) be attached to a foundation for which a building permit has been obtained, (3) have a minimum floor area of 600 square feet, and (4) have a maximum floor area of 1,078 square feet.
3. No accessory structures associated with the replacement dwelling will be constructed.
4. The replacement dwelling shall be required to connect to an existing septic system authorized for use by the City of Portland Sanitarian.
5. The dwelling to be replaced shall be removed, demolished, or converted to an allowable use within three months of completion of the replacement dwelling.
6. Applicants shall comply with any on-site provisions associated with the replacement dwelling as required by the City of Gresham as part of the building permit process.

TABLE OF CONTENTS

I.	ANALYSIS OF THE PROPOSAL	4
A.	Background	4
B.	Proposal Summary	5

C.	Site and Vicinity Descriptions	5
D.	Comprehensive Plan and Zoning Ordinance Considerations	5
II.	APPLICABLE CRITERIA	6
A.	ORS chapter 215	6
1.	ORS 215.130	6
2.	ORS 215.283	7
B.	LCDC Administrative Rules Governing "Agricultural Lands"	8
C.	Multnomah County Code Provisions	9
1.	MCC 11.15.2012	9
2.	MCC 11.15.2028	10
3.	MCC 11.15.8810	11
D.	Comprehensive Plan Policies	12
1.	Policy 9	12
2.	Policy 13	13
3.	Policy 22	13
4.	Policy 37	14
5.	Policy 38	16
6.	Policy 40	16
III.	FINDINGS	17
A.	ORS 215.283	17

B.	OAR 660-33-120 and 660-33-130	18
C.	MCC 11.15.8810	18
D.	Comprehensive Plan Policies	20
1.	Plan Policy 9	20
2.	Plan Policy 13	20
3.	Plan Policy 22	20
4.	Plan Policy 37	21
5.	Plan Policy 38	21
6.	Plan Policy 40	21
IV.	CONCLUSION	22

I. ANALYSIS OF THE PROPOSAL

A. BACKGROUND

Applicants purchased the subject property in 1982. It currently sites two homes: one occupied by Applicants and Applicants' children, and a smaller, 504-square-foot, single-story residence occupied by the mother of one of the Applicants. Both homes have existed on the property since the 1920s.

Both of the existing residences comprise dwellings *not* in conjunction with farm uses.

B. PROPOSAL SUMMARY

Applicants desire to replace the smaller home with a new manufactured home in order to upgrade the livability of that home.

However, because current state laws and County zoning ordinances allow but *one* single-family "dwelling" to be established and then maintained within exclusive farm use zones, the home that Applicants desire to replace comprises a non-conforming use. As such, it will need to be evaluated pursuant to provisions in both state law and the County zoning ordinance that prescribes alterations and replacements of non-conforming uses.

C. SITE AND VICINITY DESCRIPTIONS

The subject property lies in southeast Multnomah County in a rural area adjacent to the Multnomah County/Clackamas County line.

Within Multnomah County, the area surrounding the property is zoned EFU, and is typified by parcels ranging from 5 to 35 acres. In adjacent Clackamas County, the land is zoned RRFF-5, and the area is typified by considerably more suburban/ex-urban-style large-lot residential development.

The area is rural, but not predominately agricultural. Only two of Applicants' seven immediate neighbors engage in any commercial agriculture.

D. COMPREHENSIVE PLAN AND ZONING ORDINANCE CONSIDERATIONS

The property bears a Comprehensive Plan designation of "Exclusive Farm Use," and bears a zoning designation of "EFU."

II. CRITERIA

The following criteria apply to the proposed development:

A. ORS CHAPTER 215^[1]

1. ORS 215.130

ORS 215.130 provides, in pertinent part:

“(5) . . . *Alteration of any such [lawful] use* shall be permitted when necessary to comply with any lawful requirement for alteration in the use.

“(6) Restoration or replacement of any use described in subsection (5) of this section may be permitted when the restoration is made necessary by fire, other casualty or natural disaster. . . .

“* * * * *

¹ Neither ORS 215.236 (“Establishing nonfarm dwelling in exclusive farm use zone”), nor 215.284 (“Dwelling not in conjunction with farm use”), nor ORS 215.705 (“Dwellings in farm or forest zone”) applies here because each regulates the “*establishment*” of dwellings on agricultural property.

ORS 215.236(2)–(3) and ORS 215.284(1) limit the circumstances under which a county may grant approval for the “*establishment*” of a dwelling in an exclusive farm use zone (ORS 215.236), or allow a dwelling to be “*established*” in such a zone (ORS 215.284(1)). Similarly, ORS 215.705(1) provides, in pertinent part, that “[a] governing body of a county . . . may allow the *establishment* of a single-family dwelling on a lot or parcel located within a farm . . . zone as set forth in this section and ORS 215.710, 215.720, 215.740 and 215.750 [.]” ORS 215.705(1) (emphasis added). But Applicants do not propose to “establish” a previously-unestablished residence.

Although ORS 215.705 further provides that “[a] dwelling under this section may be allowed if” — among other things — “[t]he tract on which the dwelling will be sited does *not* include a dwelling” (ORS 215.705(1)(b) [emphasis added]), that language logically suggests that *additional* residences will not be allowed. Applicants propose no *additional* residences, but merely the *replacement* of a residence.

"(9) As used in this section, '*alteration*' of a nonconforming use includes:

"(a) A change in the use of no greater adverse impact to the neighborhood; and

"(b) A change in the structure or physical improvements of no greater adverse impact to the neighborhood." (Emphasis added.)

Under the analysis and holding in *McKay Creek Valley v. Washington County*, 122 Or App 28, 30-31, 857 P2d 184 (1993), the fact that Applicants seek to "replace" an existing dwelling does not necessarily mean that the replacement cannot be labeled an "alteration" of an existing use for purposes of ORS 215.130(5) and (9), instead of a "replacement" under the more restrictive provisions of ORS 215.130(6). *See also* the separate-but-related discussion of MCC 11.15.8810, *infra*, at page 11.

2. ORS 215.283

ORS 215.283 provides, in pertinent part:

"(1) The following uses may be established in any area zoned for exclusive arm use:

"* * * * *

"(t) *Alteration, restoration or replacement of a lawfully established dwelling* that:

"(A) Has intact exterior walls and roof structure;

"(B) Has indoor plumbing consisting of a kitchen sink, toilet and bathing facilities connected to a sanitary waste disposal system;

"(C) Has interior wiring for interior lights;

"(D) Has a heating system; and

"(E) In the case of replacement, is removed, demolished or converted to an allowable non-residential use within three months of the completion of the replacement dwelling."
(Emphasis added.)

B. LCDC ADMINISTRATIVE RULES REGULATING "AGRICULTURAL LANDS"
[OAR 660-33-120 AND 660-33-130]

OAR 660-33-120 and 660-33-130 implement various criteria that regulate single-family residences on "agricultural" lands.

OAR 660-33-120 provides (somewhat inartfully):

"The specific land development and uses listed in the following table are permitted in the areas that qualify for the designation pursuant to this division [*viz*, OAR Chapter 660, Division 33]."

The precise meaning of that language remains unclear and uncertain, but the remainder of OAR 660-33-120 sheds some light on its apparent meaning. Within the table referenced in the above passage from OAR 660-33-120 appears the following:

H[IGH] V[ALUE] FARM

ALL OTHER

USES

A8

A8

Alteration, restoration, or replacement
of a lawfully established dwelling.

The "A" portion of the references to "A8" in the table mean that the "[u]se may be allowed" under OAR 660-33-120. The "8" portion of those same references points to subsection (8) of OAR 660-33-130, which reads:

"(a) A lawfully established dwelling is a single-family dwelling which:

- "(A) Has intact exterior walls and roof structure;
- "(B) Has indoor plumbing consisting of a kitchen sink, toilet and bathing facilities connected to a sanitary waste disposal system;
- "(C) Has interior wiring for interior lights; and
- "(D) Has a heating system.

"(b) In the case of replacement, the dwelling to be replaced shall be removed, demolished, or converted to an allowable use within three months of the completion of the replacement dwelling."

C. MULTNOMAH COUNTY CODE PROVISIONS

1. MCC 11.15.2012 (Conditional Uses In An EFU Zone)

MCC 11.15.2012 provides, in pertinent part:

"* * * * *

"(B) The following uses may be permitted when approved by the Hearings Officer pursuant to the provisions of MCC .7105 to .7140:

"* * * * *

"(3) Residential use not in conjunction with farm use, consisting of *a single family dwelling* [.] . . ."
(Emphasis added.)

MCC 11.15.2012 confirms that Applicants' current dwelling configuration of two non-farm residential dwellings comprises a non-conforming use.

2. MCC 11.15.2028 (Exemptions From Non-Conforming Use Provisions)

MCC 11.15.2028 provides, in pertinent part:

- “(A) A single family dwelling not in conjunction with farm use, legally established prior to August 14, 1980, shall be deemed conforming and not subject to the provisions of MCC .8805.” (Emphasis added.)

The referenced provisions in MCC 11.15.8805 control the “restoration,” “replacement,” or “abandonment” of a non-conforming use. However, MCC 11.15.202(A) says nothing about the separate-but-related provisions in MCC 11.15.8810 that control the “alteration” of a non-conforming use.

While not crafted with a precision that takes into account the substantive differences between the “replacement” of a dwelling for purposes of ORS 215.130(6) and MCC 11.15.8805(A) and the “alteration” of a dwelling for purposes of ORS 215.130(5), 215.130(9), and MCC 11.15.8810, a fair reading of Applicants' proposal makes it plain that Applicants do not rely upon the “restoration”/ “replacement” language in the cited statutes and zoning provisions.

Thus, to the extent that Applicants propose to achieve an “alteration” of an existing use instead of a technical “replacement” that would be controlled by the more restrictive language in ORS 215.130(6) and MCC 11.15.8805, the provisions of MCC 11.15.8810 will also apply.

3. MCC 11.15.8810
(Alteration Of A Non-Conforming Use)

MCC 11.15.8810 provides, in pertinent part:

"(A) Alteration of a non-conforming use includes:

- "(1) A change in the use of no greater adverse impact on the neighborhood.
- "(2) A change in the structure or physical improvement of no greater impact to the neighborhood.

"* * * * *

"(C) An alteration as defined in (A) above may be permitted to reasonably continue the use.

"* * * * *

"(E) An alteration of a non-conforming use may be permitted if the alteration will affect the surrounding area to a lesser negative extent than the current use, considering:

- "(1) The character and history of the use and of development in the surrounding area;
- "(2) The comparable degree of noise, vibration, dust, odor, fumes, glare or smoke detectable at the property line;
- "(3) The comparative numbers and kinds of vehicular trips to the site;

- "(4) The comparative amount and nature of outside storage, loading and parking;
- "(5) The comparative visual appearance;
- "(6) The comparative hours of operation;
- "(7) The comparative effect on existing vegetation;
- "(8) The comparative effect on water drainage;
- "(9) The degree of service or other benefit to the area; and
- "(10) Other factors which tend to reduce conflicts or incompatibility with the character or needs of the area."

D. COMPREHENSIVE PLAN POLICIES

Staff has identified Comprehensive Plan policies 9, 13, 22, 37, 38, and 40 as applicable.

1. PLAN POLICY 9 ("AGRICULTURAL LAND")

Comprehensive Plan Policy 9 ("Agricultural Land") provides, in full:

"The County's Policy is to designate and maintain as exclusive agricultural, [*sic*] land areas which are:

- "A. Predominately agricultural soil capability I, II, III, and IV, as defined by U.S. Soil Conservation Service;
- "B. Of parcel sizes suitable for commercial agriculture;

- "C. In predominately commercial agriculture [sic] use;
and
- "D. Not impacted by urban service; or
- "E. Other areas, predominately surrounded by commercial agriculture [sic] lands, which are necessary to permit farm practices to be undertaken on these adjacent lands.

"The County's policy is to restrict the use of these lands to exclusive agriculture and other uses, consistent with state law, recognizing that the intent is to preserve the best agricultural lands from inappropriate and incompatible development."

2. POLICY 13 ("AIR, WATER AND NOISE QUALITY")

Comprehensive Plan Policy 13 ("Air, Water and Noise Quality") provides, in pertinent part:

"* * * * *

"... [I]t is the County's policy to require, prior to approval of a ... quasi-judicial action, a statement from the appropriate agency that all standards can be met with respect to air quality, water quality, and noise levels. ..."

3. POLICY 22 ("ENERGY CONSERVATION")

Comprehensive Plan Policy 22 ("Energy Conservation") provides, in pertinent part:

"... The County shall require a finding prior to the approval of ... quasi-judicial action that the following factors have been considered:

- "A. The development of energy-efficient land uses and practices;
- "B. Increased density and intensity of development in urban areas, especially in proximity to transit corridors and employment, commercial and recreational centers;
- "C. An energy-efficient transportation system linked with increased mass transit, pedestrian and bicycle facilities.
- "D. Street layouts, lotting patterns and designs that utilize natural environmental and climactic [*sic*; 'climatic'] conditions to advantage[;]
- "E. Finally, the County will allow greater flexibility in the development and use of renewable energy resources."

4. POLICY 37 ("UTILITIES")

Comprehensive Plan Policy 37 ("Utilities") provides, in full:

"The County's policy is to require a finding prior to approval of a legislative or quasi-judicial action that:

"WATER AND DISPOSAL SYSTEM

- "A. The proposed use can be connected to a public sewer and water system, both or which have adequate capacity; or

- "B. The proposed use can be connected to a public water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system on the site; or
- "C. There is an adequate private water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system on the site; or
- "D. There is an adequate private water system, and a public sewer with adequate capacity.

"DRAINAGE

- "E. There is adequate capacity in the storm water system to handle the run-off; or
- "F. The water run-off can be handled on the site or adequate provisions can be made; and
- "G. The run-off from the site will not adversely affect the water quality in adjacent streams, ponds, lakes or alter the drainage on adjoining lands.

"ENERGY AND COMMUNICATIONS

- "H. There is an adequate energy supply to handle the needs of the proposal and the development level projected by the plan; and
- "I. Communications facilities are available."

5. POLICY 38 ("FACILITIES")

Comprehensive Plan Policy 38 provides, in full:

"The County's policy is to require a finding prior to approval of a legislative or quasi-judicial action that:

"SCHOOL

"A. The appropriate school district has had an opportunity to review and comment on the proposal.

"FIRE PROTECTION

"B. There is adequate water pressure and flow for fire fighting purposes; and

"C. The appropriate fire district has had an opportunity to review and comment[] on the proposal.

"POLICE PROTECTION

"D. The proposal can receive adequate local police protection in accordance with the standards of the jurisdiction providing police protection."

6. PLAN POLICY 40 ("DEVELOPMENT REQUIREMENTS")

Comprehensive Plan Policy 40 provides, in full:

"The County's policy is to encourage a connected park and recreation system and to provide for small private recreation areas by requiring a finding prior to approval of legislative or quasi-judicial action that:

- "A. Pedestrian and bicycle path connections to parks, recreation areas and community facilities will be dedicated where appropriate and where designated in the bicycle corridor capital improvements program and map.
- "B. Landscaped areas with benches will be provided in commercial, industrial and multiple family developments, where appropriate.
- "C. Areas for bicycle parking facilities will be required in development proposals, where appropriate."

III. FINDINGS

A. ORS 215.283

ORS 215.283(1)(t) — quoted at page 7, *supra* — allows the "[a]lteration, restoration or replacement of a lawfully established dwelling" as long as the existing dwelling: (a) "[h]as intact exterior walls and roof structure"; (b) "[h]as indoor plumbing consisting of a kitchen sink, toilet and bathing facilities connected to a sanitary waste disposal system"; (c) "[h]as interior wiring for interior lights"; (d) "[h]as a heating system"; and (e) "[i]n the case of replacement, is removed, demolished or converted to an allowable nonresidential use within three months of the completion of the replacement dwelling."

Both the photographs of the interior of the existing dwelling and staff's site visit verified and confirmed the existence of the first four of the five enumerated conditions. The fifth enumerated condition has been specifically inserted as a condition of approval in this decision, at page 2, *supra*.

B. OAR 660-33-120 AND 660-33-130

OAR 660-33-120 and 660-33-130 together allow the "[a]lteration, restoration, or replacement of a lawfully established dwelling" within "agricultural" lands, as long as the subject dwelling comprises a "single-family dwelling" that: (a) "[h]as intact exterior walls and roof structure"; (b) "[h]as indoor plumbing consisting of a kitchen sink, toilet and bathing facilities connected to a sanitary waste disposal system"; (c) "[h]as interior wiring for interior lights"; (d) "[h]as a heating system"; and (e) "[i]n the case of replacement, the dwelling to be replaced shall be removed, demolished, or converted to an allowable use within three months of the completion of the replacement dwelling."

The quoted criteria (unnecessarily) duplicate the identical provisions that already appear in ORS 215.283(1)(t), quoted in the previous topic. Thus, the criteria have been fulfilled for the reasons that appear in the previous topic.

C. MCC 11.15.8810

1. "ALTERATION" OF A NON-CONFORMING USE

MCC 11.15.8810(A) defines "alteration" of a non-conforming use as including any "change in the use of no greater adverse impact on the neighborhood" *and*^[2] any "change in the structure or physical improvements of no greater impact to the neighborhood."

Although the replacement dwelling will have more interior floor space, I find that there will be no change in "use" arising from the Applicants' proposal. I also find that the alteration of the physical characteristics of the existing dwelling will have no impact on the neighborhood.

² MCC 11.15.8810(A) contains neither a conjunctive nor a disjunctive connection between subparagraphs (1) and (2). I have to assume that context (*viz*, the different subjects of each subsection) requires that *both* apply.

Thus, I find that Applicants' proposal constitutes an "alteration" of a non-conforming use for purposes of MCC 11.15.8810(A).

2. "ALTERATION" IN ORDER TO "REASONABLY CONTINUE THE USE"

MCC 11.15.8810(C) suggests that any "alteration" must be associated with a need to "reasonably continue the use." Because Applicants' proposal will result in a continuation of the identical use that now exists, I find that the proposal "reasonably continue[s] the use" for purposes of MCC 11.15.8810(C).

3. "AFFECT THE SURROUNDING AREA TO A LESSER NEGATIVE EXTENT"

MCC 11.15.8810(E) allows an "alteration" of an existing non-conforming use as long as the "alteration will affect the surrounding area to a lesser negative extent than the current use," taking into account the factors enumerated in subparagraphs (1) through (10), quoted at page 11, *supra*.

Because the proposed "alteration" will have *no* "negative" impact on the surrounding area when compared with the existing use, and because the proposed replacement dwelling will, if anything, obliterate whatever "negative extent" might be associated with the existing dwelling, I find that the phrase "lesser negative extent" in MCC 11.15.8810(E) simply has no realistic application here. With the exception of a slight increase in square footage, the replacement dwelling — as proposed — will have no impact whatsoever on the surrounding area.

In any event, I find that Applicants' proposal to upgrade the existing dwelling will necessarily "affect the surrounding area to a lesser negative extent than the current use."

D. COMPREHENSIVE PLAN POLICIES

1. POLICY 9 ("AGRICULTURAL LAND")

Because (1) state law, LCDC administrative rule, and the County's zoning provisions allow the "alteration" of an existing dwelling in an EFU zone and (2) the dwelling which is the subject of Applicants' proposal comprises a valid non-conforming use, I conclude that Policy 9 does not apply in this instance.

2. POLICY 13 ("AIR, WATER AND NOISE QUALITY")

Because Applicants' proposal will have no discernible impact on the area's air, water, or noise quality, I conclude that Policy 13 has no real application in this instance.

I also find that, because the proposed replacement dwelling will be functionally identical with the existing dwelling, all "standards can be met with respect to air quality, water quality, and noise levels," and that Policy 13 — to the extent applicable at all — has been fulfilled.

3. POLICY 22 ("ENERGY CONSERVATION")

I find that Applicant has "considered" each of the five factors set forth in Plan Policy 22. I also conclude that only one of the five factors truly applies — "[t]he development of energy-efficient land uses and practices" — and I find that Applicants' proposal to replace an aging residence with result in a more energy-efficient residence.

I find that Applicants' proposal fulfills the applicable criteria set forth in Policy 22.

4. POLICY 37 ("UTILITIES")

The proposed replacement will be connected to a private water system and an approved subsurface sewage disposal system.

Water run-off will be handled on-site. The record suggests that nothing about the quality or quantity of water run-off will be any different with the replacement residence than with the existing residence, thus any run-off will not have any greater or different impact on the water quality in adjacent streams, ponds, or lakes, and will not alter the drainage on adjoining lands.

I find that Applicants' proposal fulfills the criteria set forth in Policy 37.

5. POLICY 38 ("FACILITIES")

The school district, fire district, and sheriff have all had an opportunity to review and comment on Applicants' proposal.

The sheriff has concluded that the existing level of service is adequate to serve the subject property. Although the fire district concluded that existing water pressure and flow will not be adequate for firefighting purposes, it has concluded that it would supply tankers with a "first alarm" that would provide adequate water for firefighting purposes.

I find that Applicants' proposal fulfills the criteria set forth in Policy 38.

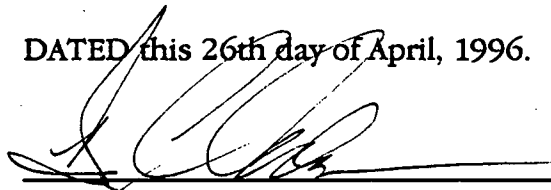
6. POLICY 40 ("DEVELOPMENT REQUIREMENTS")

I conclude that Policy 40 has application to Applicants' proposal in this instance. I find, therefore, that none of the enumerated criteria are "appropriate" under the circumstances.

IV. CONCLUSION

I conclude that, with the conditions that I have imposed at the beginning of this decision on page 2, Applicants' proposal fulfills the applicable requirements and criteria in ORS 215.283(1)(t), OAR 660-33-120/660-33-130, MCC 11.15.8810(A), (C), and (E), and the County's Comprehensive Plan.

DATED this 26th day of April, 1996.



BARRY L. ADAMSON, Hearings Officer

MEETING DATE: MAY 16 1996

AGENDA NO: C-6

ESTIMATED START TIME: 9:30am

(Above space for Board Clerk's Use Only)

AGENDA PLACEMENT FORM

SUBJECT: Revenue Agreement from City of Portland Funding Winter Emergency Shelter Services

BOARD BRIEFING

Date Requested: _____

Requested By: _____

Amount of Time Needed: _____

REGULAR MEETING

Date Requested: _____

Amount of Time Needed: Consent

DEPARTMENT: Community and Family Services

DIVISION: _____

CONTACT: Lorenzo Poe/ Rey España

TELEPHONE: 248-3691

BLDG/ROOM: B166/7th

PERSON(S) MAKING PRESENTATION: Lorenzo Poe/Rey España

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE

Intergovernmental Revenue Agreement Transferring \$100,000 from City of Portland Bureau of Housing and Community Development to County Department of Community and Family Services, to Pay for Winter Emergency Shelter Services for Homeless Single Adults and Families.

5/17/96 ORIGINALS TO CILLA TURRAY

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: Lorenzo Poe/ ac

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

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

BOARD OF
COUNTY COMMISSIONERS
96 MAY - 6 PM 12: 22
MULTNOMAH COUNTY
OREGON



MULTNOMAH COUNTY OREGON

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

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

TO: Board of County Commissioners

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

DATE: April 8, 1996

SUBJECT: Intergovernmental Revenue Agreement from City of Portland: Winter Shelter Services

I. Recommendation/Action Requested: The Department of Community and Family Services recommends Board of County Commissioner approval of an intergovernmental revenue agreement from the City of Portland for the period October 1, 1995 through June 30, 1996. The funds have been added to the County Budget already; the contract was received for processing in early April, 1996.

II. Background/Analysis: The Department of Community and Family Services has received a revenue agreement from the City of Portland, Bureau of Housing and Community Development, which funds winter emergency shelter services for homeless single adults and families. The funds have been subcontracted by the County, as indicated in the revenue agreement.

III. Financial Impact: The revenue agreement is for \$100,000 Emergency Shelter Grant funds. These funds have already been added to the County Budget through a Bud Mod.

IV. Legal Issues: none

V. Controversial Issues: none

VI. Link to Current County Policies: Providing winter shelter to homeless people relates to the County's benchmarks concerning public safety.

VII. Citizen Participation: Emergency services, including winter shelter, are the purview of the Community Action Commission. The Housing and Community Development Commission also reviews housing and shelter programs.

VIII. Other Government Participation: This contract reflects an ongoing relationship between the City of Portland and Multnomah County Community Action Program over coordinated responses to the emergency basic needs of homeless and low income people in the City and County. Under this relationship, the County is the planning and contracting body for services, including shelter services. The City contributes funding and is generally responsible for housing and building development.

MULTNOMAH COUNTY CONTRACT APPROVAL FORM

(See Administrative Procedures CON-1)

Contract # 105106

Prior-Approved Contract Boilerplate: Attached; xxx Not Attached

REV129

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 type="checkbox"/> Intergovernmental Agreement <input checked="" type="checkbox"/> Intergovernmental Revenue Agreement <div style="text-align: center;"> APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS AGENDA # <u>C-6</u> DATE <u>5/16/96</u> <u>DEB BOGSTAD</u> BOARD CLERK </div>

Department: Community & Family Services

Division: _____

Date: April 8, 1996

Administrative Contact: Cilla Murray

Phone: 248-3691 ext 6296

Bldg/Room 166/7th

Description of Contract: _____

Funds winter shelter services for homeless singles and families.

RFP/BID #: _____ Date of RFP/BID: _____ Exemption Expiration Date: _____
 ORS/AR # _____ Contractor is ☐ JMBE ☐ JWB ☐ JQRF

Contractor Name : City of Portland, BHCD Mailing Address: 808 SW 3rd, Suite 600 Portland, OR 97204 Phone: (503)823-2375 Employer ID# or SS#: 93-6002236 Effective Date: October 1, 1995 Termination Date: June 30, 1996 Original Contract Amount: \$ _____ Total Amt of Previous Amendments: \$ _____ Amount of Amendment: \$ _____ Total Amount of Agreement: \$ 100,000	Remittance Address (if different) _____ <table style="width:100%;"> <tr> <th style="text-align: left;">Payment Schedule</th> <th style="text-align: left;">Terms</th> </tr> <tr> <td><input type="checkbox"/> Lump Sum \$ _____</td> <td><input type="checkbox"/> Due on Receipt</td> </tr> <tr> <td><input type="checkbox"/> Monthly \$ _____</td> <td><input type="checkbox"/> Net 30</td> </tr> <tr> <td><input checked="" type="checkbox"/> Other \$ <u>Per Invoice</u></td> <td><input type="checkbox"/> Other</td> </tr> <tr> <td colspan="2"><input type="checkbox"/> Requirements contract - Requisition Required</td> </tr> <tr> <td colspan="2">Purchase Order No. _____</td> </tr> <tr> <td colspan="2"><input type="checkbox"/> Requirements Not to Exceed \$ _____</td> </tr> <tr> <td colspan="2">Encumber: Yes <input type="checkbox"/> No <input type="checkbox"/></td> </tr> </table>	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>Per Invoice</u>	<input type="checkbox"/> Other	<input type="checkbox"/> Requirements contract - Requisition Required		Purchase Order No. _____		<input type="checkbox"/> Requirements Not to Exceed \$ _____		Encumber: Yes <input type="checkbox"/> No <input type="checkbox"/>	
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Purchase Order No. _____																	
<input type="checkbox"/> Requirements Not to Exceed \$ _____																	
Encumber: Yes <input type="checkbox"/> No <input type="checkbox"/>																	

REQUIRED SIGNATURES:

Department Manager: *L. Polley* Date: 4/12/96

Purchasing Director: _____ Date: _____

(Class II Contracts Only) County Counsel: *Ratie Gant* Date: 5/3/96

County Chair/Sheriff: *Willie Stein* Date: 5/16/96

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	S UB OBJ	REPT CATEG	LGFS DESCRIPT	AMOUNT	Inc/Dec Ind.
	156	010	1250			2097				\$100,000	

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

AGREEMENT NO.

This Agreement for services is between the City of Portland, Bureau of Housing and Community Development (City) and Multnomah County, Community and Family Services Division (County) for \$100,000 in Emergency Shelter Grant (ESG) funds to administer winter shelter programs.

RECITALS:

1. Multnomah County, Community and Family Services Division (County) administers a variety of shelter and service programs for persons who are homeless.
2. The provision of services and shelter to persons who are homeless, especially in winter, is a major goal of the City.
3. The City has available to it Emergency Shelter Grant funds that can be used to support service and shelter programs for persons who are homeless.
4. The City and Multnomah County now desire to enter into a formal agreement to fund winter shelter activities.

I. Scope of Services

Multnomah County will oversee the delivery of the following ESG-funded services to be performed by County and various non-profit subcontractors.

- A. Salvation Army - Harbor Light. The County will ensure that Salvation Army provides between 60 and 100 beds of emergency winter shelter in its Harbor Light facility from October 1, 1995 through March 31, 1996.
 1. It is anticipated that these facilities will provide 900 persons a total of 14,400 bednights of shelter, with the average length of stay being 2 weeks.
 2. The allocation for this activity is \$44,367.
- B. Emergency Housing Vouchers/12 Rooms at Door of Hope. The County through its Clearinghouse will administer vouchers for 12 rooms at the Door of Hope between November 1, 1995 and March 31, 1996.
 1. It is anticipated these vouchers will house 120 families (300 family

members), with the average length of stay being two weeks.

2. The allocation for this activity is \$28,080.

C. Emergency Housing Vouchers/Overflow. The County through its Clearinghouse will administer vouchers for 235 bednights in extreme weather during January and February of 1996.

1. It is anticipated these vouchers will shelter 94 families with 235 persons.

2. The allocation for this activity is \$1,617.

D. Emergency Housing Vouchers/Harbor House II. The County through its Clearinghouse will administer vouchers for seven rooms between November 1, 1995 and March 31, 1996 at Harbor House II/Gracie's Place.

1. It is anticipated these vouchers will provide 2,625 bednights for 70 families with 175 persons.

2. The allocation for this activity is \$17,150.

E. Day Shelter. The County will contract to provide six days of day shelter at Harbor Light during extreme weather in February, 1996.

1. It is anticipated that 75 individuals will be sheltered on each of these six days, resulting in an unduplicated total of 300 beneficiaries.

2. The allocation for this activity is \$936.

F. Meals. The County will provide 5,607 meals at the Singles Housing Assessment Center between November 1, 1995 and March 31, 1996. The allocation for this activity is \$7,850.

II. Reporting Standards

At the end of the project, the County shall submit to the Bureau of Housing and Community Development a final report identifying the ethnicity, household composition, and household head of all who have been sheltered with these funds.

III. Certifications

Multnomah County certifies that:

- A. ESG funds may be used for rent, maintenance, insurance, utilities and furnishings; however, these funds may not be used for staff salaries.
- B. The rooms in Harbor Light and Harbor House II will remain available for use until ESG funds are expended.
- C. Homeless clients will be given assistance in obtaining appropriate supportive services, including permanent housing, medical health treatment, mental health treatment counseling, supervision, and other services essential for achieving independent living, as well as other Federal, State, local and private assistance available for such individuals.
- D. Each subcontractor shall administer a policy designed to ensure that their facilities are free from the illegal use, possession or distribution of drugs or alcohol by its clients.
- E. Service providers have a procedure to ensure the confidentiality of victims of domestic and sexual violence.
- F. Termination of assistance must be in accordance with a formal process. If an individual or family who receives assistance violates program requirements, the contractor/subcontractor may terminate assistance in accordance with a formal process established by the contractor/subcontractor that recognizes the rights of individuals affected, which may include a hearing.
- G. The contractor involves, to the maximum extent practical, homeless individuals and families in operating facilities assisted under the ESG program, and in providing services for occupants of these facilities.

IV. Compensation and Method of Payment

- A. The City will compensate the County for the provision of services through the General Fund/Emergency Shelter Grant. Payments to the County for eligible expenses will be made upon submission of: a) a final statement of expenditures; and b) a final report consistent with the provision of Section II.

- B. Total compensation under this agreement shall not exceed ONE HUNDRED THOUSAND DOLLARS (\$100,000).

V. City Project Manager

- A. The City Project Manager shall be Howard Cutler or such other person as shall be designated in writing by the Director of the Bureau of Housing & Community Development.
- B. The Project Manager is authorized to approve work and billings hereunder, to give notices referred to herein, to terminate this agreement as provided herein, and to carry out any other City actions referred to herein.

VI. General Contract Provisions

- A. **TERMINATION FOR CAUSE.** In accordance with 24 CFR 85.43, if, through any cause, the County shall fail to fulfill in timely and proper manner his/her obligations under this Contract, or if the County shall violate any of the covenants, agreements, or stipulations of this Contract, the City may avail itself of such remedies as cited in 24 CFR 85.43 by giving written notice to the County of such action and specifying the effective date thereof at least 30 days before the effective date of such action. In such event, all finished or unfinished documents, data, studies, and reports prepared by the County under this Contract shall, at the option of the City, become the property of the City and the County shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents.

Notwithstanding the above, the County shall not be relieved of liability to the City for damages sustained by the City by virtue of any breach of the Contract by the County, and the City may withhold any payments to the County for the purpose of setoff until such time as the exact amount of damages due the City from the County is determined.

- B. **TERMINATION FOR CONVENIENCE.** In accordance with 24 CFR 85.44, the City and County may terminate this contract at any time by mutual written agreement. If the Contract is terminated by the City as provided herein, the County will be paid an amount which bears the same ratio to the total compensation as the services actually performed bear to the total services of the County covered by this Contract less payments of compensation previously made.

- C. **ENFORCEMENT AND REMEDIES.** In the event of termination under section A hereof by the City due to a breach by the County, then the City may complete the work either itself or by agreement with another County, or by a combination thereof. In the event the cost of completing the work exceeds the amount actually paid to the County hereunder plus the remaining unpaid balance of the compensation provided herein, then the County shall pay to the City the amount of excess. Allowable costs shall be determined in accordance with 24 CFR 85.43(c).

The remedies provided to the City and County under sections A and C hereof for a breach by the County shall not be exclusive. The City and County also shall be entitled to any other equitable and legal remedies that are available.

In the event of termination under Section A, the City shall provide the County an opportunity for an administrative appeal.

- D. **CHANGES.** The City or County may, from time to time, request changes in writing in the scope of services or terms and conditions hereunder. Such changes, including any increase or decrease in the amount of the County's compensation, shall be incorporated in written amendments to this contract. Changes to the scope of work, budget line items, timing, reporting, or performance measures may be approved by the Project Manager.

Significant changes to the scope of work, performance measures, or compensation must be approved by ordinance of the City Council.

- E. **NON-DISCRIMINATION.** During the performance of this Contract, the County agrees as follows:

1. The County will comply with the non-discrimination provisions of Title VI of the Civil Rights Act of 1964 (24 CFR 1), Fair Housing Act (24 CFR 100), and Executive Order 11063 (24 CFR 107).
2. The County will comply with prohibitions against discrimination on the basis of age under Section 109 of the Act as well as the Age Discrimination Act of 1975 (24 CFR 146), and the prohibitions against discrimination against otherwise qualified individuals with handicaps under Section 109 as well as section 504 of the Rehabilitation Act of 1973 (24 CFR 8).
3. The County will comply with the equal employment and affirmative action requirements of Executive Order 11246, as amended by

Order 12086 (41 CFR 60).

4. The County will undertake efforts to encourage the use of minority and women's business enterprises as stated in Executive Orders 11625, 12432 and 12138.
 5. The County will make known that use of the facilities and services is available to all on a non-discriminatory basis.
- F. SECTION 3: The County will comply with the training and employment guidelines of Section 3 of the Housing and Urban Development Act of 1968, as amended (12U.S.C. 1701a), and regulations pursuant thereto (24 CFR Part 135).
- G. ACCESS TO RECORDS. The City, HUD, the Comptroller General of the United States, or any of their duly authorized representatives, shall have access to any books, general organizational and administrative information, documents, papers, and records of the County which are directly pertinent to this contract, for the purpose of making audit, examination, excerpts, and transcriptions. All required records must be maintained by the County for three years after the City makes final payments and all other pending matters are closed.
- H. MAINTENANCE OF RECORDS. The County shall maintain records on a current basis to support its billings to the City. The City or its authorized representative shall have the authority to inspect, audit, and copy on reasonable notice and from time to time any records of the County regarding its billings or its work here under. The County shall retain these records for inspection, audit, and copying for 3 years from the date of completion or termination of this contract.
- I. AUDIT OF PAYMENTS. The City, either directly or through a designated representative, may audit the records of the County at any time during the 3 year period established by Section H above.
- If an audit discloses that payments to the County were in excess of the amount to which the County was entitled, then the County shall repay the amount of the excess to City.
- J. INDEMNIFICATION. To the extent permitted by the Oregon Tort Claim Act and the Oregon Constitution, the County shall hold harmless, defend, and indemnify the City and the City's officers, agents and employees against all claims, demands, actions, and suits (including all attorney fees and costs) brought against any of them arising from the County's work or

any subcontractor's work under this contract.

K. **LIABILITY INSURANCE.** The County is self-insured as provided by Oregon law.

L. **WORKERS' COMPENSATION INSURANCE.**

(a) The County, its subcontractors, if any, and all employers working under this Agreement are subject employers under the Oregon Workers' compensation law and shall comply with ORS 656.017, which requires them to provide worker's compensation coverage for all their subject workers. A certificate of insurance, or copy thereof, shall be attached to this Agreement as Exhibit 'A', if applicable, and shall be incorporated herein and made a term and part of this Agreement. The County further agrees to maintain workers' compensation insurance coverage for the duration of this Agreement.

(b) In the event the County's workers' compensation insurance coverage is due to expire during the term of this Agreement, the County agrees to timely renew its insurance, either as a carrier-insured employer or a self-insured employer as provided by Chapter 656 of the Oregon Revised Statutes, before its expiration, and the County agrees to provide the City of Portland such further certification of workers' compensation insurance as renewals of said insurance occur.

© The County agrees to accurately complete the City of Portland's Questionnaire for Workers' Compensation Insurance and Qualification as an Independent County prior to commencing work under this Agreement. Any misrepresentation of information on the Questionnaire by the County shall constitute a breach of this Agreement. In the event of breach pursuant to this subsection, City may terminate the agreement immediately and the notice requirement contained in subsection (C), **EARLY TERMINATION OF AGREEMENT**, hereof shall not apply.

M. **SUBCONTRACTING AND ASSIGNMENT.** The County shall not subcontract its work under this contract, in whole or in part, without the written approval of the City. The County shall require any approved subcontractor's to agree, as to the portion subcontracted, to fulfill all obligations of the County as specified in this contract. Notwithstanding City approval of a subcontractor, the County shall remain obligated for full performance hereunder, and the City shall incur no obligation other than its obligations to the County hereunder. The County agrees that if subcontractors are employed in the performance of this contract, the County and its subcontractors are subject to the requirements and sanctions of ORS Chapter 656, Workers' Compensation. The County shall not assign this contract in whole or in part or any right or obligation hereunder, without prior written approval of the City.

The subcontractor shall be responsible for adhering to all regulations cited within this contract.

- N. **INDEPENDENT CONTRACTOR STATUS.** The County is engaged as an independent contractor and will be responsible for any federal, state, or local taxes and fees applicable to payments hereunder.

The County and its subcontractors and employees are not employees of the City and are not eligible for any benefits through the City, including without limitation, federal social security, health benefits, workers' compensation, unemployment compensation, and retirement benefits.

- O. **REPORTING REQUIREMENTS.** The County shall report on its activities in a format and by such times as prescribed by the City.

- P. **CONFLICTS OF INTEREST.** No City officer or employee, during his or her tenure or for one year thereafter, shall have any interest, direct, or indirect, in this contract or the proceeds thereof. No County Board of Commissioners member or employee of the County, during his or her tenure or for one year thereafter, shall have any interest, direct or indirect, in this contract or its proceeds.

No City Officer or employees who participated in the award of this contract shall be employed by the County during the contract.

- Q. **CONTRACT ADMINISTRATION.** The County shall comply with the applicable provisions of OMB Circular Nos. A-122, A-21, and A-110.

- R. **OREGON LAW AND FORUM.** This contract shall be construed according to the law of the State of Oregon.

Any litigation between the City and the County arising under this contract or out of work performed under this contract shall occur, if in the state courts, in the Multnomah County court having jurisdiction thereof, and if in the federal courts, in the United States District Court for the State of Oregon.

- S. **AVAILABILITY OF FUNDS.** It is understood by all parties to this contract that the funds used to pay for services provided herein are provided to the City through a grant from the U.S. Department of Housing and Urban Development under the Emergency Services Grant program. In the event that funding is reduced, recaptured, or otherwise made unavailable to the City as a result of federal action, the City reserves the right to terminate the contract as provided under Section B hereof, or change the scope of services as provided under Section D hereof.

- T. **PROGRAM INCOME/PERSONAL PROPERTY, FUND RAISING.** Program income shall be retained by the County provided that it shall be used only for those activities identified in the Scope of Work, and shall be subject to all provisions of this contract. When there is program income, transfers of CDBG funds to the County shall be adjusted in accordance

with 24 CFR 570.504. Any program income on hand when the agreement expires or received after such expiration shall be paid to the City. No ESG fund dollars may be used to cover expenses associated with general agency fund raising activities not directly related to ESG-funded projects.

Contractors who retain and expend program income shall set up a "program income" ledger account and establish procedures and internal controls to assure: collection of all program income, accurate classification of funds to be credited, immediate deposit into the proper bank account, and program income disbursement before requesting additional City funds.

In all cases in which personal property is sold, the proceeds shall be program income, and personal property not needed by the County for ESG activities shall be transferred to the City for the ESG program or shall be retained after compensating the City.

- U. **COMPLIANCE WITH LAWS.** In connection with its activities under this contract, the County shall comply with all applicable federal, state, and local laws and regulations.

In the event that the County provides goods or services to the City in the aggregate in excess of \$2,500 per fiscal year, the County agrees it has certified with the City's Equal Employment Opportunity certification process.

- V. **MONITORING.** The City through the Bureau of Housing & Community Development shall monitor at least once each year that portion of the County's project funded with Emergency Services Grant Funds. Such monitoring shall ensure that the operation of the project conforms to the provisions of this contract.

- W. **EXPIRATION/REVERSION OF ASSETS.** Upon expiration of the homeless project, the County shall transfer to the City any ESG funds on hand at the time of expiration and any accounts receivable attributable to the use of ESG funds. Any real property under the County's control that was acquired or improved in whole or in part with ESG funds in excess of \$25,000 shall be disposed of in a manner which results in the City being reimbursed in the amount of the current fair market value of the property less any portion thereof attributable to expenditures of non-ESG funds for acquisition of, or improvement to, the property. Such reimbursement is not required after a five year period after expiration of the agreement.

The County shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans and cooperative agreement) and that all Subcontractors shall certify and disclose accordingly.

- X. **RELOCATION AND DISPLACEMENT.** The County agrees to comply with the requirements of 24 CFR 576.80 regarding relocation, displacement and acquisition.
- Y. **PROGRAM ACCESS BY THE DISABLED.** The County shall, to the maximum feasible extent, follow the Bureau of Housing & Community Development's guidelines on ensuring interested persons can reasonably obtain information about, and access to, HUD-funded activities.
- Z. **INTEGRATION.** This agreement contains the entire agreement between the City and the County and supersedes all prior written or oral discussions or agreements.
- AA. **LABOR STANDARDS.** The County agrees to comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act as amended, the provisions of Contract Work Hours, the Safety Standards Act, the Copeland "Anti-Kickback" Act (40 U.S.C 276, 327-333) and all other applicable federal, state and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this contract. The County shall maintain documentation which demonstrates compliance with hour and wage requirements of this part. Such documentation shall be made available to the City of Portland for review upon request.

The County agrees that, except with respect to the rehabilitation or construction of residential property designed for residential use for less than eight (8) households, all Contractors engaged under contracts in excess of \$2,000.00 for construction, renovation or repair of any building or work financed in whole or in part with assistance provided under this contract, shall comply with federal requirements adopted by the City of Portland pertaining to such contracts and with the applicable requirements of the regulations of the Department of Labor, under 29 CFR, Parts 3, 15 and 7 governing the payment of wages and ratio of apprentices and trainees to journeymen; provided, that if wage rates higher than those required under the regulations are imposed by state or local law, nothing hereunder is intended to relieve the County of its obligation, if any, to require payment of the higher wage. The County shall cause or require to be inserted in full, in all such contracts subject to such regulations, provisions meeting the requirements of this paragraph, for such contracts in excess of \$10,000.00.

- BB. **FLOOD DISASTER PROTECTION.** The County agrees to comply with the requirements of the Flood Disaster Protection Act of 1973 (P.L.-2234) in regard to the sale, lease or other transfer of land acquired, cleared or improved under the terms of this contract, as it may apply to the provisions of this contract.
- CC. **LEAD-BASED PAINT.** The County agrees that any construction or

rehabilitation of residential structure with assistance provided under this contract shall be subject to HUD Lead-Based Paint Regulations at 24 CFR 570.608, and 24 CFR Part 35, and in particular Sub-Part B thereof. Such regulations pertain to all HUD-assisted housing and require that all owners, prospective owners, and tenants or properties constructed prior to 1978 be properly notified that such properties may include lead-based paint. Such notification shall point out the hazards of lead-based paint and explain symptoms, treatment and precautions that should be taken when dealing with lead-based paint poisoning.

- DD. **FUND-RAISING.** City-funded dollars may be used to cover expenses directly related to the contracted project. Costs associated with general agency fund-raising activities are not eligible.
- EE. **PUBLICITY.** Publicity regarding the project shall note participation of the City through the Bureau of Housing & Community Development.
- FF. **LOBBYING.** No Federal appropriated funds have been paid or will be paid, by or on behalf of the County, 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 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. 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 County shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

The County shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans and cooperative agreement) and that all Subcontractors shall certify and disclose accordingly.

- GG. **CHURCH-STATE.** The County agrees to comply with the applicable provisions of 24 CFR 570.200(j) or 24 CFR 576.22 regarding the use of federal funds by religious organizations.
- HH. **TRAINING.** The Bureau of Housing & Community Development will provide training for Contractors. All Contractors are required to attend general training on City and Federal requirements and other project specific training as appropriate.

VII. Period of Agreement

The terms of this Agreement shall be effective as of October 1, 1995 and shall remain in effect during any period the County has control over Federal funds, including program income. Work by the County shall terminate as of June 30, 1996.

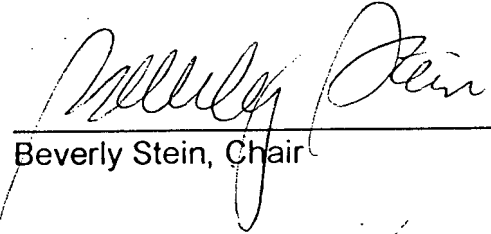
CITY OF PORTLAND

Comm. Gretchen Miller Kafoury

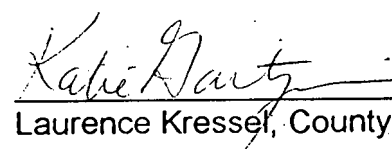
APPROVED AS TO FORM:

Jeffrey L. Rogers, City Attorney

MULTNOMAH COUNTY



Beverly Stein, Chair

 for

Laurence Kressel, County Counsel

APPROVED MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # C-6 DATE 5/16/96
DEB BOGSTAD
BOARD CLERK

MEETING DATE: May 16, 1996
AGENDA #: R-1
ESTIMATED START TIME: 9:30 am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Selecting an Appointee to Fill the Vacancy in Oregon Senate District 8

BOARD BRIEFING: DATE REQUESTED: _____

REQUESTED BY: _____

AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: Thursday, May 16, 1996

AMOUNT OF TIME NEEDED: 15 minutes

DEPARTMENT: Non-Departmental DIVISION: Chair Beverly Stein

CONTACT: Deb Bogstad TELEPHONE #: 248-3277

BLDG/ROOM #: 106/1510

PERSON(S) MAKING PRESENTATION: Chair Beverly Stein, Nominees

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☐ APPROVAL ☒ OTHER

SUGGESTED AGENDA TITLE:

PUBLIC HEARING and Consideration of a RESOLUTION Selecting an Appointee to Fill a Vacancy in the Oregon Legislative Assembly, State Senate, District 8

5/16/96 FAX COPY TO MARCIE FRANZ; 5/17/96 LST MAIL COPIES TO BOB BOYER & MARCIE FRANZ & I/O COPY TO ELECTIONS

SIGNATURES REQUIRED:

ELECTED
OFFICIAL: _____
(OR)
DEPARTMENT
MANAGER: _____

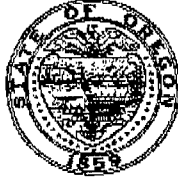
Beverly Stein

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
96 MAY 10 PM 1:22

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

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

OFFICE OF THE SECRETARY OF STATE

PHIL KEISLING
SECRETARY OF STATE

ELECTIONS DIVISION

COLLEEN SEALOCK
DIRECTOR141 STATE CAPITOL
SALEM, OREGON 97310-0722

ELECTIONS — (503) 986-1518

May 10, 1996

The Honorable Bev Stein, Chair
Multnomah County Board of Commissioners
Courthouse, 1021 SW 4th
Portland, Oregon 97204

Re: Vacancy in Senate District 8

Dear Chairperson Stein and Multnomah County Commissioners:

Effective April 19, 1996, there is a vacancy in Senate District 8 due to the death of State Senator Bill McCoy.

Pursuant to ORS 171.060(1) and 236.325, you are hereby notified of the vacancy. The Democratic precinct committee persons of Senate District 8 met on Wednesday, May 8, 1996, to choose nominees to fill the vacancy. The nominees chosen are:

1. Robert W. Boyer
2. Paul McCoy
3. Julie A. Mikalson

The Multnomah County Board of Commissioners is hereby directed to meet to appoint one person from the list. The time and location of the meeting are as follows:

Time: 9:30 a.m.
Date: May 16, 1996
Place: Multnomah County Courthouse
Room 602
Portland, Oregon

Enclosed is a copy of the Administrative Rule outlining the procedures for conduct of a meeting to fill a vacancy in the Legislative Assembly. Also enclosed is a Statement which you may use to notify the Secretary of State of the appointment, including a signature sheet and a vote tabulation sheet. You may produce and use your own version of these documents if you wish. The completed Statement, signature sheet and tabulation sheet must be returned to this office as soon as possible after the meeting.

Please contact me at (503) 986-1518 if you have any questions about this process. Thank you.

Sincerely,

Margie Franz
Administrative Specialist

Enclosures

96 MAY 10 AM 11:09
MULTNOMAH COUNTY
OREGON
BOARD OF
COUNTY COMMISSIONERS

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY

In the matter of
Filling the Vacancy in the Legislative Assembly,
State Senator, District 8

WHEREAS, pursuant to state law, the Democratic Party Precinct
Committeepersons in Senate District 8 made nominations to fill the vacancy;
and

WHEREAS, in accord with procedures established by the Secretary of
State, the Board of County Commissioners of Multnomah County considered
the nominations at a public meeting on _____, 1996;
and

WHEREAS, at the conclusion of the public meeting the
Commissioners voted to appoint (nominee) _____
to fill the vacancy, said nominee having received the highest number of
votes as indicated on the vote tabulation attached as Exhibit A,
NOW, THEREFORE, _____ is selected as the appointee
to fill the vacancy in the Legislative Assembly, State Senate District 8;

This Statement shall promptly be forwarded to the Secretary of State as
required by ORS 171.060(3).

ADOPTED this _____ day of _____, 1996.

By: _____

Bev Stein, Chair
Multnomah County

Tanya Collier, Commissioner
Multnomah County

Gary Hansen, Commissioner
Multnomah County

Sharron Kelley, Commissioner
Multnomah County

Dan Saltzman, Commissioner
Multnomah County

EXHIBIT A

VOTE TABULATION

In the matter of filling the vacancy in the Legislative Assembly, State Senate District 8, the following votes were cast at the public meeting held on _____:

Nominee

Chair Bev Stein
Multnomah County

Commissioner Tanya Collier
Multnomah County

Commissioner Gary Hansen
Multnomah County

Commissioner Sharron Kelley
Multnomah County

Commissioner Dan Saltzman
Multnomah County

SED 425a
Eff. 10-1-87

CERTIFICATE AND ORDER
FOR FILING

PERMANENT

ADMINISTRATIVE RULES WITH THE SECRETARY OF STATE

RECEIVED

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of PERMANENT rule(s) adopted on:

FEB 16 2 20 PM '93
February 16, 1993

(Date)

by the

Secretary of State

Elections Division

(Department)

(Division)

PHIL KEISLING
SECRETARY OF STATE

to become effective

Upon Filing

(Date)

The within matter having come before the

Secretary of State

Elections Division

after

(Department)

(Division)

all procedures having been in the required form and conducted in accordance with applicable statutes and rules and being fully advised in the premises:

Notice of Intended Action published in Secretary of State's Bulletin: NO ☐ YES ☒ Date Published: February 1, 1993

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following action be taken: (List Rule Number(s) or Rule Title(s) on Appropriate Lines Below)

Adopted:

(New Total Rules)

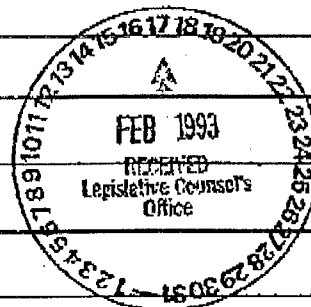
165-10-060

Amended:

(Existing Rules)

Repealed:

(Total Rules Only)



as Administrative Rules of the

Secretary of State

Elections Division

(Department)

(Division)

DATED this 16th day of February, 19 93

By:

Scott S. Tighe
(Authorized Signer)

Title:

Elections Division Manager

Statutory Authority ORS 249.200, 171.051, 171.060

Chapter(s) _____, Oregon Laws 19 _____ or

House Bill(s) _____, 19 _____ Legislature; or Senate Bill(s) _____, 19 _____

Subject Matter: Establishes procedures for conduct of meeting to fill vacancy in Legislative Assembly.

For Further Information Contact:

Juanita Edwards

Phone:

378-4144

BEFORE THE SECRETARY OF STATE
OF THE STATE OF OREGON

RECEIVED

FEB 16 2 20 PM '93

In the Matter of Adoption of a Rule,
165-10-060, Relating to Filling Vacancies
in the Legislative Assembly.

) STATUTORY AUTHORITY,
) STATEMENT OF NEED,
) PRINCIPAL DOCUMENTS RELIED
) UPON AND FISCAL IMPACT

PHIL KEISLING

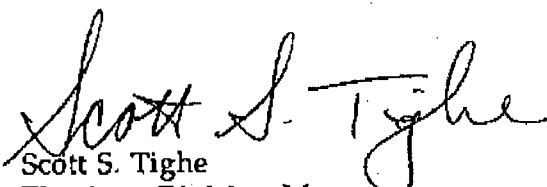
SECRETARY OF STATE

TO: ALL INTERESTED PARTIES

1. STATUTORY AUTHORITY: ORS 171.060(1)
2. STATEMENT OF NEED: ORS 171.060(1) requires Secretary of State to adopt a rule establishing procedures for the conduct of a meeting to fill a vacancy in the Legislative Assembly.
3. PRINCIPAL DOCUMENTS RELIED UPON: None
4. FISCAL IMPACT: None

DATED: February 16, 1993

Phil Keisling
Secretary of State


By: Scott S. Tighe
Elections Division Manager

DIVISION 10

PROCEDURE FOR CONDUCT OF MEETING TO FILL
VACANCY IN LEGISLATIVE ASSEMBLY.

165-10-060 The following procedure has been adopted in accordance with ORS 171.060(1), which requires the Secretary of State to establish by rule procedures for conducting a meeting to fill a vacancy in the Legislative Assembly:

(1) A meeting of the members of the county governing body(ies) shall convene at the time designated by the Secretary of State.

(2) The chairperson conducting the meeting shall open the meeting and state the purpose of the meeting is to select, from a list of not fewer than three nor more than five nominees furnished by the Secretary of State, an appointee to fill a vacancy in the Legislative Assembly.

(3) Members of the county governing body eligible to vote on the selection are those physically or electronically present at the meeting, who are currently holding office by election or appointment.

(4) The county governing body(ies), in making its determination, may allot time for interviewing nominees and for other pertinent deliberations prior to voting.

(5) The vote shall be taken in a manner specified by a majority of those present and eligible to vote on the selection. The person receiving the highest number of votes shall be the appointee. However, in any case, the vote of each member of the governing body(ies) shall be recorded and included in the written statement required by ORS 171.060(3).

STATEMENT OF DEMOCRATIC NOMINEE'S WILLINGNESS TO SERVE

FILING FOR OFFICE OF Senate

DEPARTMENT OR POSITION NUMBER D. st. 8

Name of nominee (Print) <u>Julie A. Mikalson</u>	
Residence address (street/route, city, state, county, zip code) <u>4911 N.E. 12th Avenue, (mult. Co) 97211</u>	Telephone (business) <u>503/288-2690</u>
Mailing address to which all correspondence will be sent (street/route, city, state, county, zip code) <u>(same)</u>	Telephone (home) <u>503/288-2690</u>
By signing this document, I hereby state: THAT I shall accept the appointment for the office indicated above; THAT I shall qualify for said office, if appointed; THAT I have been a member of said political party, subject to the exceptions stated in ORS 249.046, for at least 180 days before my appointment; and THAT all information supplied by me on this form is true to the best of my knowledge.	
Nominee's signature <u>Julie A. Mikalson</u>	Date signed <u>May 9, 1996</u>
WARNING: Any person who supplies any information on this form, knowing it to be false, is subject upon conviction to imprisonment in the penitentiary for up to five years or to a fine of \$100,000, or both (ORS 260.715).	

RECEIVED

MAY 10 8 08 AM '96

PHIL NEISLING
SECRETARY OF STATE

MAY 09 '96 15:10 LOCAL #247 289 3209

P. 1

P. 2

2:09AM

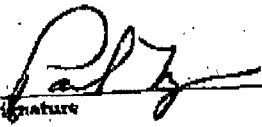
FROM

ORS 171.009

SEL 145
Cn 5/26/96

STATEMENT OF DEMOCRATIC NOMINEE'S WILLINGNESS TO SERVE

FILING FOR OFFICE OF Oregon State Senate Dist. 8 DEPARTMENT OR POSITION NUMBER _____

Name of nominee (Print) <u>Paul McCoy</u>		Telephone (business) <u>(503) 286-8989</u>
Residence address (street/route, city, state, county, zip code) <u>157 NE Portland Blvd Portland, OR 97211</u>		Telephone (home) <u>(503) 285-1022</u>
Mailing address to which all correspondence will be sent (street/route, city, state, county, zip code) <u>2205 N. Lombard Street Portland, OR 97217</u>		
<p>By signing this document, I hereby make:</p> <p>THAT I shall accept the appointment for the office indicated above;</p> <p>THAT I shall qualify for said office, if appointed;</p> <p>THAT I have been a member of said political party, subject to the exceptions stated in ORS 245.046, for at least 180 days before my appointment; and</p> <p>THAT all information supplied by me on this form is true to the best of my knowledge.</p>		
 Nominee's signature		<u>5.9.96</u> Date signed
WARNING: Any person who supplies any information on this form, knowing it to be false, is subject upon conviction to imprisonment in the penitentiary for up to five years or to a fine of \$100,000 or both (ORS 260.715).		

RECEIVED
 MAY 9 4 23 PM '96
 PAUL KEISLING
 SECRETARY OF STATE

ORS 171.060

SEL 165
CR 5/28/92

STATEMENT OF DEMOCRATIC NOMINEE'S WILLINGNESS TO SERVE

FILING FOR OFFICE OF Senate

Dist. 8
DEPARTMENT OR POSITION NUMBER

Name of nominee (Print)

Robert W. Boyer

Residence address (street/route, city, state, county, zip code)

3236 N.E. Liberty CT. 97211

Telephone (business)

280-5835

Mailing address to which all correspondence will be sent (street/route, city, state, county, zip code)

3236 N.E. Liberty CT. 97211

Telephone (home)

284-1044

By signing this document, I hereby state:

THAT I shall accept the appointment for the office indicated above;

THAT I shall qualify for said office, if appointed;

THAT I have been a member of said political party, subject to the exceptions stated in OES 249.046, for at least 180 days before my appointment; and

THAT all information supplied by me on this form is true to the best of my knowledge.

Robert W. Boyer

Nominee's signature

5/9/96

Date signed

WARNING: Any person who supplies any information on this form, knowing it to be false, is subject upon conviction to imprisonment in the penitentiary for up to five years or to a fine of \$200,000, or both. (ORS 260.715).

RECEIVED
MAY 9 3 41 PM '96
PHIL KEISLING
SECRETARY OF STATE

BOGSTAD Deborah L

From: KRESSEL Larry
To: #CHAIR'S OFFICE; #DISTRICT 1; #DISTRICT 2; #DISTRICT 3; #DISTRICT 4
Cc: BOGSTAD Deborah L
Subject: Agenda Item R-1, 5/16 mtg
Date: Friday, May 10, 1996 4:46PM

R-1 on the next agenda involves the process for filling the senate seat for district 8. The process is familiar to you. There are three nominees. The Board has customarily allowed each to make a statement before the balloting is conducted.

According to the Sec. of State's Rules, "the vote shall be taken in a manner specified by a majority of those present and eligible to vote on the selection." To comply, the Board should announce whether the vote will be by written ballot or by oral vote before the nominees come forward. (In the past, the vote has been by written ballot, and the clerk has set this one up to work that way.)

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

Filling a Vacancy in the Oregon	)	RESOLUTION
Legislative Assembly, State Senate	)	96-
District 8)	

WHEREAS, the death of William McCoy has created a vacancy in the Legislative Assembly, State Senate District 8; and

WHEREAS, pursuant to state law, Democratic Party Precinct Committee persons in Senate District 8 have submitted nominations to fill said vacancy; and

WHEREAS, in accordance with procedures established by the Secretary of State, the Multnomah County Board of Commissioners considered nominations at a public hearing on Thursday, May 16, 1996; and

WHEREAS, at the conclusion of the public hearing, the Board voted to appoint _____ to fill the vacancy, said nominee having received the highest number of votes as indicated on the attached tabulation; now therefore

IT IS HEREBY RESOLVED that _____ is selected as the appointee to fill the vacancy in the Oregon Legislative Assembly, State Senate District 8; and

IT IS FURTHER RESOLVED that this Resolution shall promptly be forwarded to the Secretary of State as required by ORS 171.060(3).

ADOPTED this 16th day of May, 1996.

**BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

Beverly Stein, Chair

Dan Saltzman, District 1

Gary Hansen, District 2

Tanya Collier, District 3

Sharron Kelley, District 4

REVIEWED:
LAURENCE KRESSEL, COUNTY COUNSEL
MULTNOMAH COUNTY, OREGON



Laurence Kressel

EXHIBIT A

VOTE TABULATION

In the Matter of Selecting an Appointee to Fill a Vacancy in the Oregon Legislative Assembly, State Senate District 8, the Following Votes Were Cast at the Public Hearing Held on Thursday, May 16, 1996:

Nominee:

Chair Beverly Stein

Vice-Chair Dan Saltzman

Commissioner Gary Hansen

Commissioner Tanya Collier

Commissioner Sharron Kelley

CHAIR BEVERLY STEIN BALLOT



Robert W. Boyer



Paul McCoy

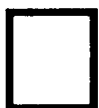


Julie A. Mikalson

VICE-CHAIR DAN SALTZMAN BALLOT



Robert W. Boyer

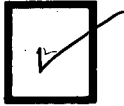


Paul McCoy



Julie A. Mikalson

COMMISSIONER
GARY HANSEN BALLOT



Robert W. Boyer



Paul McCoy



Julie A. Mikalson

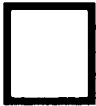
COMMISSIONER
TANYA COLLIER BALLOT



Robert W. Boyer



Paul McCoy



Julie A. Mikalson

COMMISSIONER
SHARRON KELLEY BALLOT



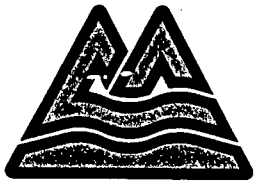
Robert W. Boyer



Paul McCoy



Julie A. Mikalson



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

FAX COVER SHEET

TO:

MARGIE FRANZ

FROM:

DEB BOGSTAD

Office of the Board Clerk

PHONE:

986-1514

PHONE: (503) 248-3277

FAX:

373-7414 or
373-0762

FAX: (503) 248-5262

Sending a total of 3 pages, including cover sheet.

DATE:

MAY 16, 1996

***** -IND. XMT JOURNAL- ***** DATE 05-16-1996 ***** TIME 12:15PM *****

JOURNAL No. = 20
DATE/TIME = 05-16-1996 12:13PM
DURATION = 00:01'58
COMM.RESULT = OK
PAGE(S) = 003
MODE = TRANSMISSION
DESTINATION = 91503373076222287
RECEIVED ID = 503 373 0762
RESOLUTION = STD

-Multnomah Co. Board Clerk-

***** - 1 503 248 5262- *****

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Filling a Vacancy in the Oregon	)	RESOLUTION
Legislative Assembly, State Senate	)	96-89
District 8)	

WHEREAS, the death of William McCoy has created a vacancy in the Legislative Assembly, State Senate District 8; and

WHEREAS, pursuant to state law, Democratic Party Precinct Committeepersons in Senate District 8 have submitted nominations to fill said vacancy; and

WHEREAS, in accordance with procedures established by the Secretary of State, the Multnomah County Board of Commissioners considered nominations at a public hearing on Thursday, May 16, 1996; and

WHEREAS, at the conclusion of the public hearing, the Board voted to appoint Robert W. Boyer to fill the vacancy, said nominee having received the highest number of votes as indicated on the attached tabulation; now therefore

IT IS HEREBY RESOLVED that Robert W. Boyer is selected as the appointee to fill the vacancy in the Oregon Legislative Assembly, State Senate District 8; and

IT IS FURTHER RESOLVED that this Resolution shall promptly be forwarded to the Secretary of State as required by ORS 171.060(3).

ADOPTED this 16th day of May, 1996.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair


Dan Saltzman, District 1


Gary Hansen, District 2


Tanya Collier, District 3


Sharron Kelley, District 4

REVIEWED:
LAURENCE KRESSEL, COUNTY COUNSEL
MULTNOMAH COUNTY, OREGON


Laurence Kressel

EXHIBIT A

VOTE TABULATION

In the Matter of Selecting an Appointee to Fill a Vacancy in the Oregon Legislative Assembly, State Senate District 8, the Following Votes Were Cast at the Public Hearing Held on Thursday, May 16, 1996:

Nominee:

Chair Beverly Stein

Robert W. Boyer

Vice-Chair Dan Saltzman

Robert W. Boyer

Commissioner Gary Hansen

Robert W. Boyer

Commissioner Tanya Collier

Robert W. Boyer

Commissioner Sharron Kelley

Robert W. Boyer

MEETING DATE: MAY 16 1996

AGENDA #: R-3

ESTIMATED START TIME: 9:45am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Proclamation for National Public Works Week

BOARD BRIEFING:

DATE REQUESTED: _____

REQUESTED BY: _____

AMOUNT OF TIME NEEDED: _____

REGULAR MEETING:

DATE REQUESTED: May 16, 1996

AMOUNT OF TIME NEEDED: 5 minutes

DEPARTMENT: Environmental Services

DIVISION: Transportation & Land Use Planning

CONTACT: Ed Abrahamson

TELEPHONE #: X6992

BLDG/ROOM #: 425

PERSON(S) MAKING PRESENTATION: Ed Abrahamson

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☐ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Proclamation declaring May 19-25, 1996 as National Public Works Week and recognizing contributions of all Multnomah County public works employees.

5/16/96 ORIGINAL to ED ABRAHAMSON; COPY to EDDIE CAMPBELL; 5/17/96 COPY to LARRY NICHOLAS

SIGNATURES REQUIRED:

ELECTED

OFFICIAL: _____

(OR)

DEPARTMENT
MANAGER: _____

Larry Nicholas

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

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

BOARD OF
COUNTY COMMISSIONERS
96 APR 30 AM 8:49
MULTNOMAH COUNTY
OREGON




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:  Larry F. Nicholas, Director
Department of Environmental Services

TODAY'S DATE: April 24, 1996

REQUESTED PLACEMENT DATE: May 16, 1996

RE: Proclamation for National Public Works Week

I. Recommendation/Action Requested:

Proclamation declaring May 19-25, 1996 as National Public Works Week and recognizing contributions of all Multnomah County Public Works employees.

II. Background/Analysis:

Proclamation recognizes the outstanding work of the county's public works employees. This past year has been a particularly difficult year as there have been numerous weather events that have stretched the employees to their limit. Many of the workers went over a month without a day off when the region was hit with an ice storm, snow storm and then the "Flood of 1996."

III. Financial Impact:

There is no financial impact.

STAFF.REP

Staff Report/Proclamation for National Public Works Week

IV. Legal Issues:

There are no legal issues involved.

V. CONTROVERSIAL ISSUES:

There are no controversial issues.

VI. Link to Current County Policies:

Not applicable.

VII. Citizen Participation:

No citizen participation is anticipated.

VIII. Other Government Participation:

No applicable.

STAFF.REP

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

For the Purpose of Recognizing
National Public Works Week,
May 19 - 25, 1996

) PROCLAMATION
) 96-90
)

WHEREAS, the public works services provided in Multnomah County are an integral part of the citizens' everyday lives; and

WHEREAS, the support of an understanding and informed citizenry is vital to the efficient operation of public works systems and programs, such as streets, highways, bridge engineering, road maintenance, snow removal, and public buildings; and

WHEREAS, it is vital that the citizens of Multnomah county understand and appreciate the public services provided and the value of public works built and maintained in Multnomah County; and

WHEREAS, the health, safety, and comfort of Multnomah County citizens greatly depend on these facilities and services; and

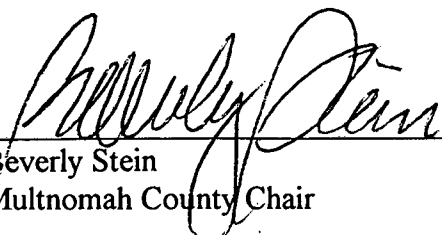
WHEREAS, the quality and effectiveness of these facilities as well as their planning, design, and construction are dependent upon the efforts and skills of the public works employees; and,

WHEREAS, the efficiency of the qualified and dedicated personnel who staff public works departments is materially influenced by the citizens of Multnomah County and their understanding of the importance of the work they perform; now therefore

IT IS HEREBY PROCLAIMED that Multnomah County recognizes May 19 - 25, 1996 as NATIONAL PUBLIC WORKS WEEK and calls upon the citizens of this community to recognize the contributions that all public works employees make every day to our health, safety, and comfort.

Approved this 16th day of May, 1996.

MULTNOMAH COUNTY, OREGON


Beverly Stein
Multnomah County Chair



MEETING DATE: MAY 16 1996

AGENDA NO: R-4

ESTIMATED START TIME: 9:50am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Agreement with Rockwood Water People's Utility District for needed waterline improvements for the NE 207th Avenue Improvements

BOARD BRIEFING

Date Requested: _____

Requested By: _____

Amount of Time Needed: _____

REGULAR MEETING:

Date Requested: _____

May 16, 1996

Amount of Time Needed: _____

5 minutes

DEPARTMENT: Environmental Services

DIVISION: Transp.-Land Use

CONTACT: John Dorst

TELEPHONE #: 248-3599

BLDG/ROOM #: 425

PERSON(S) MAKING PRESENTATION: John Dorst

ACTION REQUESTED:

☐ INFORMATIONAL ONLY

☐ POLICY DIRECTION

☒ APPROVAL

☐ OTHER

SUGGESTED AGENDA TITLE:

Intergovernmental agreement with Rockwood Water People's Utility District to incorporate needed waterline improvements with our NE 207th Connector (Unit 3) contract.

5/17/96 ORIGINALS TO CATHEY KRAMER (1)

SIGNATURES REQUIRED:

ELECTED

OFFICIAL: _____

(OR)

DEPARTMENT

MANAGER: Carol E. Nicholas

BOARD OF
COUNTY COMMISSIONERS
96 MAY -2 PM 2:31
MULTNOMAH COUNTY
OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions:
BSJS0667.IGA

Call the Office of the Board Clerk 248-3277/248-5222



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION AND LAND USE PLANNING DIVISION
1620 SE 190TH AVENUE
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: Larry Nicholas, Director/Dept. of Environmental Services
John K. Dorst/Engineering Services Administrator

TODAY'S DATE: April 22, 1996

REQUESTED PLACEMENT DATE: May 16, 1996

RE: Agreement with Rockwood Water People's Utility District for needed waterline improvements for the NE 207th Avenue Connector Improvements.

- I. Recommendation/Action Requested: Board approval is requested for an intergovernmental agreement with Rockwood Water People's Utility District to incorporate needed waterline improvement with our NE 207th Avenue Connector (Unit 3) contract.
- II. Background/Analysis: NE Glisan Street and 207th Avenue are scheduled for reconstruction and construction in Fall 1996. Rockwood Water needs to install new waterlines along both roads. Efficiency and timing suggests incorporating the two projects together.
- III. Financial Impact: No additional impact to Multnomah County will result from this agreement. Multnomah County will invoice Rockwood Water People's Utility District for all costs incurred.

- IV. Legal Issues: The State of Oregon contract, administered by Multnomah County, will require the contractor to indemnify, defend and hold harmless the agents and employees of Rockwood Water People's Utility District.
- V. Controversial Issues: There are no controversial issues. This project is supported by jurisdictions and citizens involved.
- VI. Link to Current County Policies: Consistent with providing effective efficient government. Interjurisdictional cooperation minimizing impact to the community and providing co-ordinated service to the public.
- VII. Citizen Participation: A public meeting was advertised and held February 15, 1996, involving the citizens in the area. A presentation was made of the scope and impacts of the project. The public attending was supportive of the combined project.
- VIII. Other Government Participation: The City of Fairview and the Rockwood Water District were involved in the contract development, and the contract will be awarded by Oregon Dept. of Transportation.

MULTNOMAH COUNTY CONTRACT APPROVAL FORM

(See Administrative Procedures CON-1)

Renewal []

Contract # 301556

Prior-Approved Contract Boilerplate: Attached X Not Attached

Amendment # _____

<p style="text-align: center;">CLASS I</p> <p><input type="checkbox"/> Professional Services under \$25,000</p> <p><input type="checkbox"/> Intergovernmental Agreement under \$25,000</p>	<p style="text-align: center;">CLASS II</p> <p><input type="checkbox"/> Professional Services over \$25,000 (RFP, Exemption)</p> <p><input type="checkbox"/> PCRB Contract</p> <p><input type="checkbox"/> Maintenance Agreement</p> <p><input type="checkbox"/> Licensing Agreement</p> <p><input type="checkbox"/> Construction</p> <p><input type="checkbox"/> Grant</p> <p><input type="checkbox"/> Revenue</p>	<p style="text-align: center;">CLASS III</p> <p><input checked="" type="checkbox"/> Intergovernmental Agreement over \$25,000</p> <p style="text-align: center;">APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS</p> <p>AGENDA # <u>R-4</u> DATE <u>5/16/96</u></p> <p style="text-align: center;"><u>DEB BOGSTAD</u> BOARD CLERK</p>
---	--	---

Department: Environmental Services Division: Transp/Land Use Date: 4-24-96

Contract Originator: Bonnie Scheeland Phone: Ext. 3979 Bldg/Room: Bldg. 425

Administrative Contact: Cathey Kramer Phone: Ext. 2589 Bldg/Room: Bldg. 425

Description of Contract: Intergovernmental agreement with Rockwood Water People's Utility District to incorporate needed waterline improvements with our NE 207th Avenue Connector (Unit 3) contract.

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

ORS/AR # _____ (Check all boxes that apply) Contractor is ☐ MBE ☐ WBE ☐ JRF ☒ N/A ☐ None

Original Contract No. _____ (ONLY FOR ORIGINAL RENEWALS)

<p>Contractor Name: <u>Rockwood Water People's Utility Dist.</u></p> <p>Mailing Address: <u>19601 NE Halsey Street</u> <u>Portland OR 97230</u></p> <p>Phone: <u>665-4179</u></p> <p>Employer ID# or SS#: _____</p> <p>Effective Date: <u>Upon Signature</u></p> <p>Termination Date: <u>Upon Completion</u></p> <p>Original Contract Amount: <u>\$ 400,000 (estimated)</u></p> <p>Total Amt of Previous Amendments: \$ _____</p> <p>Amount of Amendment: \$ _____</p> <p>Total Amount of Agreement: <u>\$ 400,000 (estimated)</u></p>	<p>Remittance Address (if different) _____</p> <p>_____</p> <p>_____</p> <p>Payment Schedule Terms</p> <p><input type="checkbox"/> Lump Sum \$ _____ <input type="checkbox"/> Due on Receipt</p> <p><input checked="" type="checkbox"/> Monthly \$ _____ <input type="checkbox"/> Net 30</p> <p><input type="checkbox"/> Other \$ _____ <input type="checkbox"/> Other</p> <p><input type="checkbox"/> Requirements contract - Requisition Required</p> <p>Purchase Order No. _____</p> <p><input type="checkbox"/> Requirements Not to Exceed \$ _____</p> <p>Encumber: Yes <input type="checkbox"/> No <input type="checkbox"/></p>
--	--

REQUIRED SIGNATURES:

Department Manager: [Signature] Date: 4/28/96

Purchasing Manager: _____ Date: _____

(Class II Contracts Only)

County Counsel: [Signature] Date: 5-1-96

County Chair/Sheriff: [Signature] Date: May 16, 1996

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
01	150	030	6114			8300					
02											
03											

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

DISTRIBUTION: Original Signatures - Contract Administration xc: Initiator Finance
BSJS0732.CAF

CON-APP.FOR

INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT is entered into this ____ day of _____, 199__, by and between MULTNOMAH COUNTY, (hereinafter "County") and Rockwood Water People's Utility District, (hereinafter "PUD") pursuant to the authority granted in ORS Chapter 190.

WHEREAS, The County intends to construct roadway on NE 207th Avenue and improve NE Glisan Street beginning September ____, 1996; and

WHEREAS, the PUD and the County have agreed that it is desirable to incorporate the needed waterline improvements in the County contract for the NE 207th Avenue improvements to facilitate construction and minimize current and future expenses to both parties.

NOW, THEREFORE, the parties do mutually agree as follows:

I. SCOPE OF WORK

A. The County hereby agrees to perform the following services:

1. Prepare contract and bidding documents, including the PUD prepared plans and specifications, and submit to Oregon Department of Transportation for bid. The Contractor performing the waterline work shall be previously qualified by the County in waterline construction to be estimated and budgeted in the amount shown in this document.
2. Award the contract, contract for construction of the project and administer the contract.
3. Confer with the PUD on a regular basis and promptly respond to any inquiries from PUD in regard to this project.
4. Provide all necessary survey services to install the water mainline and service branches.
5. Provide a separate unit in the contract bid proposal that covers all waterline work items.

B. The PUD hereby agrees to perform the following services:

1. Provide the County with plans and specifications for the waterline and a waterline for the proposal.
2. Provide weights of waterline for bridge crossing. Should additional engineering be required for bridge structure crossing, any fees shall be discussed in advance and agreed between the County and PUD.
3. Review and return the bidding documents prior to bid within seven (7) calendar days from date of receipt from the County.
4. Inspect all aspects of the construction of the waterline, including, but not limited to, mainline and lateral pipe laying operations, and mainline and lateral trench backfill and compaction. PUD inspection personnel shall have direct inspection authority and contract with the contractor in regard to the work covered under waterline in the proposal. PUD inspection personnel shall promptly notify the County project manager of any defects in the work and/or any failure of the contractor to comply with the plans and specifications.
5. Prepare As-Built plans of the waterline.
6. Maintain daily reports of waterline construction progress and provide the County with monthly pay quantities for the waterline work.

II. TIME OF PERFORMANCE/SCHEDULE

- A. The County intends to advertise the contract for bid by July 1996, issue a notice to proceed by August 1996, and complete the work by February 1998.
- B. In the event of unforeseen circumstances beyond the control of the County, the "Time of Performance" may be amended as set forth in Section VI, "Amendment to Agreement."

III. ESTIMATED COST

- A. The estimated construction cost for the waterline facilities is \$400,000.00.

IV. COMPENSATION BY PUD

- A. The PUD shall pay the County based on actual bid prices per items of work shown in the contract proposal, including any necessary change orders plus an appropriate amount for project management and administration, not to exceed 5% of the total bid price for the waterline. Payment for project management and administration shall include the survey construction staking costs.
- B. The County shall keep records of services performed under this Agreement in sufficient detail to allow the PUD to monitor work progress in relation to compensation claimed.
- C. The County shall submit monthly requests for payment for the actual costs incurred for work performed under this Agreement during the previous month. The PUD shall review the work performed within ten days of receipt of the payment request, and shall disburse funds within 30 days of PUD approval of said request.

V. OWNERSHIP AND MAINTENANCE OF COMPLETED FACILITIES

- A. After the final inspection of the waterline facilities and approval by the County and the PUD, the PUD will accept the waterline improvements and assume maintenance, operation, and ownership responsibilities for the improvements.

VI. AMENDMENT OF AGREEMENT

- A. The PUD and the County may amend this agreement from time to time by mutual written agreement.

VII. CONDITIONS TO AGREEMENT

- A. Workers' Compensation

The County shall require the contractor to provide workers' compensation coverage pursuant to ORS Chapter 656 for all subject workers performing work in connection with this agreement.

B. Indemnification Clause

Subject to any provision of the Oregon Constitution and ORS 30.260-3 and within the limits set forth in ORS 30.270, the County hereby agrees to protect, defend, hold harmless, and indemnify the PUD, its officers, employees, and agents of and from any claims, damages, compensation, suits, actions and expenses, including reasonable attorney's fees, occasioned in whole or in part by the negligent acts, errors, or omissions of the County, or anyone employed by the County while in any way engaged in the performance of this Agreement.

Subject to any provision of the Oregon Constitution and ORS 30.260-3 and within the limits set forth in ORS 30.270, the PUD hereby agrees to protect, defend, hold harmless, and indemnify the County, its officers, employees, and agents of and from any claims, damages, compensation, suits, actions and expenses, including reasonable attorney's fees occasioned in whole or in part by the negligent acts, errors, or omissions of the PUD, or anyone employed by the PUD, while in any way engaged in the performance of this Agreement.

C. Change Orders

The PUD shall approve all change orders for the waterline work prior to the County having the work done.

D. Resolution of Disputes

Any dispute arising from this Agreement that cannot be resolved by negotiation shall be subjected to mediation. The parties shall agree upon a single mediator. If the dispute cannot be resolved by mediation, the parties may agree upon arbitration or may pursue whatever remedies may be available. However, PUD design and construction standards shall not be subject to negotiation.

E. Project Management

The PUD project manager for this project shall be David Jacob. The County's project manager for this project shall be Bonnie Scheeland.

F. Notice

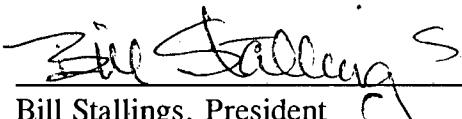
Both parties to this agreement shall act in a timely manner so as not to delay the project. If either party fails to respond within 48 hours to a request from the other party, the requesting party's proposed action is deemed approved. Notice of a proposed action shall be given to the respective party's designated project manager by phone or FAX transmission followed by a hard copy letter.

G. Responsibility for Contract Claims

If the contractor asserts claims relative to this project, the PUD shall be responsible for responding to claims relative to the waterline work and the County shall be responsible for responding to claims relative to the roadway work. If the claim involves both waterline and roadway work, the PUD and the County will jointly respond. The County shall not settle claims relative to the waterline work, including, but not limited to claims based upon changed conditions, without first obtaining the PUD's written consent to the proposed claim. This requirement does not apply if the County accepts sole responsibility for paying any amounts attributed to the claim.

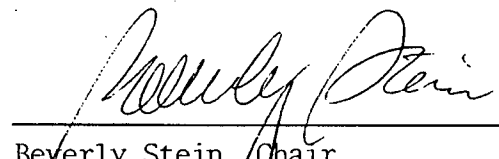
Dated this 20 day of February, 1996.

ROCKWOOD WATER PEOPLE'S
UTILITY DISTRICT



Bill Stallings, President
Rockwood Water People's Utility District

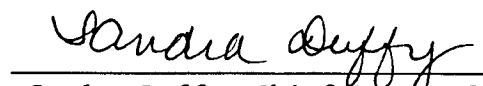
MULTNOMAH COUNTY, OREGON



Beverly Stein, Chair
Board of County Commissioners

REVIEWED:

LAURENCE KRESSEL, County Counsel
for Multnomah County Oregon



Sandra Duffy, Chief Deputy Counsel

APPROVED MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-4 DATE 5/16/96
DEB BOGSTAD
BOARD CLERK

MEETING DATE: MAY 16 1996

AGENDA NO: R-5

ESTIMATED START TIME: 9:55am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Public Hearing and Resolution Adopting the Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program

BOARD BRIEFING

Date Requested: _____

Requested by: _____

Amount of Time Needed: _____

REGULAR MEETING:

Date Requested: _____

May 16, 1996

Amount of Time Needed: _____

Ten Minutes

DEPARTMENT: Environmental Services

DIVISION: Transp. & Land Use Plan.

CONTACT: Ed Abrahamson

TELEPHONE #: 248-5050 x6992

BLDG/ROOM #: 425

PERSON(S) MAKING PRESENTATION: Ed Abrahamson

ACTION REQUESTED:

☐ INFORMATIONAL ONLY

☐ POLICY DIRECTION

☒ APPROVAL

☐ OTHER

SUGGESTED AGENDA TITLE:

Public Hearing and Resolution Adopting the Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program.

5/17/96 copies of Resolution to ED ABRAHAMSON

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: _____

Lou E. Nicholas

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions:

Call the Office of the Board Clerk 248-3277/248-5222

BOARD OF
COUNTY COMMISSIONERS
96 MAY - 7 AM 8:12
MULTNOMAH COUNTY
OREGON



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION AND LAND USE PLANNING DIVISION
1620 SE 190TH AVENUE
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: Larry F. Nicholas, P.E., Director

Ed Abrahamson *EA*
Transportation Planning Specialist

TODAY'S DATE: April 25, 1996

REQUESTED PLACEMENT DATE: May 16, 1996

RE: Public Hearing and Resolution Adopting the *Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program*

I. Recommendation/Action Requested:

Approval by the Board of County Commissioners is sought for the *Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program* (TCIP). The TCIP is updated biennially, programming capital transportation projects for five years. A Resolution approving the TCIP is included.

II. Background/Analysis:

The TCIP has been developed to implement the capital plan. The capital plan identifies projects of greatest need on the Multnomah County Transportation system. The capital program identifies funding sources and schedules the priority one projects for construction. The capital planning and programming process is designed to ensure that limited resources for transportation capital projects will be allocated to the most critical needs.

III. Financial Impact:

The TCIP serves as the tool to program projected funds with top priority capital improvement projects. Approval of the TCIP adopts the schedule of construction projects for a five year period. The TCIP is updated biennially to reflect changes in the capital improvement plan as construction projects are completed and new projects identified.

Constantly changing community needs will alter County transportation program priorities over time before all projects can be constructed. The TCIP is reviewed by the Transportation and Land Use Division on an annual basis, and fully revised, including public input biennially. The current TCIP is based on the best available revenue and cost information, and by clear and objective means, sets forth a strategy for addressing the highest priority transportation needs.

IV. Legal Issues:

N/A

V. Controversial Issues:

N/A

VI. Link to Current County Policies:

The TCIP is consistent with the following *Comprehensive Framework Plan* policies:

- Policy 32: Capital Improvements
- Policy 33: Transportation Systems
- Policy 34: Trafficways
- Policy 35: Public Transportation
- Policy 36: Transportation Development Requirements

VII. Citizen Participation:

In an effort to gather citizen input, a series of three public meetings were held throughout the county soliciting input for potential capital improvements. Additionally, draft copies of the TCIP have been available at county libraries and city offices for a 45 day citizen review and comment period.

VIII. Other Government Participation:

The TCIP impacts the cities of Troutdale, Wood Village, Fairview and Gresham. Coordination with these cities has been accomplished with their participation on the East Multnomah County Transportation Committee (EMCTC). EMCTC endorsed the TCIP at their May 6, 1996 meeting.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of Approval of the	)	RESOLUTION
<i>Multnomah County 1996-2000</i>	)	96- 91
<i>Transportation Capital Improvement</i>)	
<i>Plan and Program</i>)	

WHEREAS, the Multnomah County Board of Commissioners recognizes the need to maintain and preserve the County roadways, Willamette River Bridges, bikeways, pedestrianways, and related structures so as to promote the safe and efficient movement of people and commerce throughout the County; and

WHEREAS, the preservation and improvement of County roadways, Willamette River Bridges, bikeways, pedestrianways, and related structures is vital to an orderly and balanced transportation system; and

WHEREAS, a unified approach to long range facilities planning and capital investment programming is a County goal; and

WHEREAS, extensive and timely analysis and evaluation of County roadways, Willamette River Bridges, bikeways, pedestrianways, and related structures has been undertaken; and

WHEREAS, the Multnomah County Transportation Division Capital Improvement Plan specified a process to establish priorities for capital improvement needs which will maximize the use of resources which is the *Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program*; and

WHEREAS, the Multnomah County Transportation Capital Improvement Plan and Program will be updated every two years as a necessary element of the safe and reliable public use of the County roadways, Willamette River Bridges, bikeways, pedestrianways, and related structures; and

WHEREAS, three public meetings were held to solicit public input on the Transportation Capital Improvement Plan; and

WHEREAS, at its May 6, 1996, meeting the East Multnomah County Transportation Committee considered and recommended approval of the *Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program*.

THEREFORE IT IS RESOLVED that the Multnomah County Board of Commissioners approve the *Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program*.

APPROVED this 16th day of May, 1996.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED
LAURENCE KRESSEL
MULTNOMAH COUNTY COUNSEL

By


Deputy Counsel



Multnomah County

Department of Environmental Services

**Multnomah County
1996-2000 Transportation
Capital Improvement Plan
and
Program**

May 1996

Prepared by

Multnomah County

Transportation and Land Use Division

Multnomah County 1996-2000 Transportation Capital Improvement Plan and Program

Preface

Multnomah County Transportation Division has instituted a Capital Improvement Plan (CIP) process. This process follows the guidelines established in the 1983 County Comprehensive Framework Plan: Physical Support System Policies. The objective of the Capital Improvement Plan is to identify and set priorities for road, bicycle, pedestrian and bridge projects, and related improvements necessary to maintain and enhance the County transportation system. The Transportation Capital Improvement Program (TCIP) implements the CIP by assigning available revenue to the highest ranked capital projects. A schedule is established of ranked and funded projects for each fiscal year.

The format for the 1996-2000 TCIP is to evaluate transportation needs for each of the four categories, as follows:

1. 1996-2000 Roadway Capital Improvement Plan and Program
2. 1996-2000 Bikeway Capital Improvement Plan and Program
3. 1996-2000 Pedestrian Capital Improvement Plan and Program
4. 20 Year 1996-2015 Capital Improvement Plan and Program for the Willamette River Bridges

1995 marked a significant milestone for the Transportation Division. In July, Multnomah County completed negotiations with the cities of Fairview, Troutdale and Gresham to transfer many local roads to the cities. Multnomah County has retained the regional road network outside of Portland.

In February, 1996, northwestern Oregon was hit with a major storm that resulted in widespread landslides and flooding effecting many of the roads within Multnomah County's jurisdiction. A large number of roads, especially in the rural areas were damaged. While all of effected roads are open, maintenance and repairs were extensive.

Funds to repair the damage were initially taken from the Transportation Division's budget. Construction projects programmed for construction in FY 1996-97 are budgeted and will be built. However depending upon the level of federal aid reimbursement for the damage, construction projects programmed in future years may be delayed.

**Multnomah County
1996-2000 Transportation
Capital Improvement Plan and Program**

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
PREFACE	i
LIST OF TABLES	iv
ROADWAY CAPITAL IMPROVEMENT PLAN	1
BIKEWAY CAPITAL IMPROVEMENT PLAN	41
PEDESTRIAN CAPITAL IMPROVEMENT PLAN	51
ROADWAY, BIKEWAY AND PEDESTRIAN CAPITAL IMPROVEMENT PROGRAMS	59
Roadway Capital Improvement Program	75
Bikeway Capital Improvement Program	119
Pedestrian Capital Improvement Program	135
CAPITAL IMPROVEMENT PLAN AND PROGRAM FOR THE WILLAMETTE RIVER BRIDGES	153
Willamette River Bridges 20 - Year Capital Improvement Needs	161
Project Rating Criteria	171
Bridge Summaries	177
Willamette River Bridges Accessibility Project	197
APPENDICES	
I. Project Evaluation Criteria	207
II. Project Background Data	209
III. Schedule of Point Assignments	213
IV. Capital Improvement Plan Process	217
V. Project Constraints	219
VI. CIP Process for Willamette River Bridges	221
VII. Project Location Map	223

LIST OF TABLES

<u>TABLE</u>	<u>PAGE</u>
1. INDEX OF CAPITAL PROJECTS	9
2. PROPOSED BIKEWAY PROJECTS	43
3. CRITERIA FOR BIKEWAY PROJECT EVALUATION	47
4. PROPOSED PEDESTRIAN CIP PROJECTS	53
5. CRITERIA FOR PEDESTRIAN PROJECT EVALUATION	55
6. NEW CAPITAL ALLOCATION SUMMARY BY CATEGORY AND PRIORITY	76
7. 1996-2000 ROADWAY CAPITAL IMPROVEMENT PROGRAM	81
8. EVALUATED BIKEWAY PROJECTS	121
9. 1996-2000 BIKEWAY CAPITAL IMPROVEMENT PROGRAM	123
10. EVALUATED PEDESTRIAN CIP PROJECTS	138
11. 1996-2000 PEDESTRIAN CAPITAL IMPROVEMENT PROGRAM	140
12. 20-YEAR CAPITAL IMPROVEMENT NEEDS FOR THE WILLAMETTE RIVER BRIDGES	161
13. CORROSION PROTECTION	163
14. WRBAP PHASE 1 PROJECT IMPLEMENTATION	204



ROADWAY CAPITAL IMPROVEMENT PLAN

Multnomah County 1996-2000 Roadway Capital Improvement Plan

Multnomah County Transportation Division has instituted a capital improvement planning process consistent with guidelines established in the County Comprehensive Framework Plan: Trafficways Policy #32 regarding capital funding of County transportation projects. The Capital Improvement Plan establishes a priority list of road and road-related improvements deemed necessary to enhance and maintain the County road system at acceptable levels.

A goal of the Comprehensive Plan is to:

Promote and enhance a balanced transportation system that encourages economic development, increases public safety, allows for efficient transportation movement, and protects the quality of neighborhoods and communities through the best possible use of available funds.

The Capital Improvement Plan (CIP) inventories the extent of future transportation capital needs and costs, and precedes the Transportation Capital Improvement Program (TCIP) which allocates revenue by priority of need. The TCIP uses objective criteria to evaluate and give priority to road, bike, bridge and pedestrian improvements from the array of potential projects. The TCIP implements the CIP by assigning available revenues to the highest ranked projects. The TCIP is addressed under its own section in this document.

Project Identification

Transportation and Land Use Division uses several internal and external means of identifying transportation improvement projects. Internal sources of information include: (1) high accident locations, (2) the Pavement Management Program, and (3) the Transportation Plan. These sources identify road segments, intersections, and structures on the County road system that are hazardous or congested, or in need of reconstruction.

The following external sources were consulted to identify potential projects:

- Input from concerned citizens, neighborhood and community associations was heard at three public meetings.
 - One of these public meetings was held jointly with the cities of Fairview, Troutdale, Gresham and Wood Village.

- Two meetings were held in rural areas of Multnomah County (Corbett and Sauvie Island).
- Each city in the county was asked to consider and identify potential projects in county road rights-of-way.

Other sources of information included:

- The 1994-98 Capital Improvement Plan and Program;
- The Functional Classification of Trafficways; and
- Multnomah County Master Road List.
- Metro's Traffic Forecast Model
- Regional Transportation Plan
- Input from utilities and other users of the county right of way

Project Evaluation Methodology

Each potential project was evaluated and ranked using the Project Evaluation Framework (see Appendix I). The framework uses ten different evaluation criteria utilizing 45 pieces of information for each candidate project. The criteria includes existing roadway conditions, traffic congestion and levels of service, and safety. Appendix I displays the Project Evaluation Framework. Appendix II identifies the types of background data collected for each project.

Transportation projects are ranked and priorities are established using a scoring system for each classification of facility. The point system uses base points plus bonus points (see Appendix III). For example, if a candidate project meets either an immediate or short term need, it will be designated respectively Priority 1 or Priority 2, through the assignment of project base points. A project that deals with a long term need will be classified Priority 3 and assigned a base score of zero.

After base points have been assigned to each project, bonus points are awarded when certain conditions exist (transit route, bike route, etc.) Bonus points are used to rank projects within each priority and classification of project (road, bikeway, pedestrian).

The highest ranking projects designated Priority 1 have the most immediate need for implementation. Priority 1 projects require attention before lower priority projects within the five year capital program. Priority 2 projects are also necessary but funding levels do not provide for immediate resolution. Resources remaining after completing Priority 1 projects will be allocated towards Priority 2 projects for construction during the program period, generally in years 3-5. Priority 3 projects have no immediate need but will be re-evaluated in future updates of the CIP.

Willamette River Bridge ranking methodology is explained in the Project Rating Criteria chapter of the Capital Improvement Plan and Program for the Willamette River Bridges section.

Project Report

The Capital Improvement Projects list includes all known potential projects in rank order within their project category (arterial streets, collector streets, local streets, bridges*, and signals). Total points assigned, project descriptions, and cost estimates are displayed for each project.

This list of future transportation projects is the result of the County's CIP process. The CIP will be presented for review and recommendation by the East Multnomah County Transportation Committee (EMCTC), and approved by Board of County Commissioners (BCC). It will then be used by the Transportation and Land Use Division in the preparation of the Transportation Capital Improvement Program, and preparation of the annual Transportation and Land Use Division budget.

The CIP Update Process

The Multnomah County CIP process is a continuous and open process, allowing citizen input annually. The County road system is dynamic, changing in response to land use decisions and infrastructure life cycles. Consequently, the Capital Improvement Plan and Program must be reconsidered and revised on a regular basis.

Public meetings are held in the various communities to solicit public input regarding transportation needs. Project proposals are also solicited from each of the cities. The list of projects is reviewed and revised before being transmitted to EMCTC for review, and approval by the BCC.

The Capital Improvement Plan is reviewed by the Transportation and Land Use Division on an annual basis. A full update process involving all interested parties will be scheduled every two years. The annual review and the biennial updates ensure that limited resources for capital projects will be efficiently allocated to the most critical capital needs. (Appendix IV illustrates the Roadway CIP process.)

***Non-Willamette River Bridges**

INFORMATION FORMAT

The Capital Improvement Projects Report organizes potential future capital improvement projects by category: Arterial, Collector and Local Streets, Bridges, and Signals, and by priority: 1, 2, and 3. Projects are organized within each category by priority and displayed in descending order of points assigned (base priority plus bonus points).

The information provided describes each project and ranks projects by relative importance. Project descriptors include the following:

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL				Existing						New			TOTAL COST
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST			
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST			
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE			
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE			

Category - All projects are categorized into one of five types of projects: Arterial Street, Collector Street, Local Street, Bridges, and Signals.

Priority - There are three priorities of projects. Priority 1 projects should be constructed within the first two years of the five year program period. Priority 2 projects should be constructed between the third and the fifth years of the five year program period. Priority 3 projects can be deferred beyond the current five year program period.

Project Name - The name of the project is taken from the street segment or intersection location proposed for construction or reconstruction.

Total Points - The sum total of base points plus bonus points awarded to each project. The "Total Points" score establishes the projects rank order within each category. Projects with the highest point total have the greatest need.

From - To (Street Names) - The termini are identified for each road segment project. For intersection projects, 200 feet of each leg of the intersection is the assumed project boundary.

Map Number - A 3-digit number was assigned to each project. Refer to the CIP map for the location of each project which is referenced by a map number.

Project Source - The source of information which initially identified the need for the project.

Primary Street Classification - The highest classified street segment (Arterial, Collector, Local) within the project limits.

Secondary Street Classification - The second highest classified street segment within the project limits.

Primary Jurisdiction - Identifies the jurisdiction(s) having responsibility for project implementation.

Local Jurisdiction 1 - Identifies the jurisdiction within which the majority of the project is located, if other than unincorporated Multnomah County.

Local Jurisdiction 2 - Identifies other local jurisdictions within which part of the project is located.

Existing Lanes/New Lanes - Indicates the current and standard number of travel and turning lanes for the road segment or intersection leg.

Existing Right-of-Way/New Right-of-Way - Indicates the current and standard width of County road right-of-way, in feet for the road segment or intersection leg.

Existing Pavement/New Pavement - Indicates the current and standard pavement width in feet from curb-to-curb or road-edge to road-edge.

Existing Drainage/New Drainage - Indicates current and proposed storm sewer facilities: ditches, sumps, or culvert types of storm water drainage facilities.

Existing Signs/New Sign(s) - Indicates proposed replacement signs, or additional new signs.

Existing Signal/New Signal - A traffic signal exists, or a new signal is proposed as part of the project, either a signal upgrade or the installation of a signal at a new location.

Existing Sidewalk/New Sidewalk - Indicates sidewalks currently exist, or a new or replacement sidewalk will be constructed.

Existing Bikeway/New Bikeway - Indicates either a bike route or bike lanes exist, or a bikeway will be installed as part of the project.

Existing Lights/New Lights - Indicates street lighting exists, or new or replacement street lighting will be installed.

Existing Striping/New Striping - Indicates striping exists, or new or replacement striping will be installed.

Existing Turn Lane/New Turn Lane - Indicates turning lanes exist, or new or replacement turn lanes will be installed.

Existing/New Intersection Improvement - Indicates modification to an existing intersection such as realignment, adding turn lanes, upgrading signals, or widening pavement.

Total Cost - The sum of estimated Right-of-Way and Construction Costs.

Right-of-Way Cost - The estimated cost for the purchase of required additional right-of-way.

Construction Cost - The sum of estimated project construction costs.

Multnomah County Share - Committed or potential revenue from County revenue sources.

Federal Share - Committed or potential revenue derived from Federal and/or State government revenue sources.

Table 1

**MULTNOMAH COUNTY 1996-2000 TRANSPORTATION CAPITAL IMPROVEMENT PLAN
INDEX OF CAPITAL PROJECTS**

STREET NAME	FROM	TO	CATEGORY	PRIORITY	POINTS	MAP#
Arata Rd	223rd Ave	238th Dr	Collector	2	222	430
Barbara Welch Rd	County Line	Portland City Limit	Collector	3	16	330
Bull Run St	Burnside Rd	257th Ave	Collector	1	314	521
Burnside Rd/242nd Dr			Signal	1	413	559
Burnside Rd/3rd St			Signal	1	423	545
Butler Rd	190th Ave	Regner Rd	Collector	3	24	300
Butler Rd/209th Ave			Signal	2	209	556
Butler Rd/Regner Rd			Signal	3	9	555
Butler Rd/Rodlin Rd			Signal	3	19	353
Cherry Park Rd	257th Dr	Hensley Rd	Arterial	1	402	418
Cherry Park Rd	242nd Dr	257th Ave	Arterial	1	413	402
Clatsop St	Barbara Welch Rd	162 Ave	Collector	3	6	301
Cochran Dr	1375' E of 257th Ave	Troutdale Rd	Collector	2	226	431
Columbia River Hwy	Halsey St	244th Ave	Collector	2	209	441
Corbett Hill Rd	1200' S of I-84	2200' S of I-84	Arterial	1	415	601
Cornelius Pass Rd	County Line	Skyline Blvd	Arterial	3	8	101
Cornelius Pass Rd	Mile Post 2	3550' N of Skyline	Arterial	2	308	104
Cornelius Pass Rd	Mile Post 2	Highway 30	Arterial	3	9	100
Crown Pt Hwy/Corbett Hill	Intersection Improvement		Collector	2	219	602
Division Dr	268th Ave	Troutdale Rd	Arterial	3	20	529
Division Dr/Troutdale Rd			Signal	2	299	557
Division St	257th Ave	268th Ave	Arterial	3	11	533
Division St	198th Ave	Wallula Ave	Arterial	3	8	561
Foster Rd	Jenne Rd	County Line	Arterial	1	397	360
Glisan St	3500' E of 223rd Ave	242nd Ave	Arterial	1	433	411
Glisan St	223rd Ave	3500' E of 223rd Ave	Arterial	1	416	403
Glisan St	202nd Ave	207th Ave	Arterial	1	434	407
Glisan St/172nd Ave			Signal	1	424	257
Glisan St/188th Ave			Signal	2	329	259
Glisan St/192nd Ave			Signal	2	324	260
Gordon Creek Rd	Mile Post 0	Mile Post 6.8	Collector	1	319	600
Halsey St	238th Dr	Columbia River Hwy	Arterial	3	40	406
Halsey St	223rd Ave	238th Dr	Arterial	3	47	405
Halsey St	207th Ave	223rd Ave	Arterial	1	446	404
Halsey St	190th Ave	207th Ave	Arterial	1	430	200
Halsey St/172nd Ave			Signal	3	38	254
Halsey St/201st Ave			Signal	1	422	251
Halsey St/223rd Ave			Signal	1	433	454
Halsey St/238th Ave			Signal	1	429	451
Hensley Rd	257th Ave	262nd Ave	Collector	1	310	433
Hensley Rd	262nd Ave	Troutdale Rd	Collector	1	310	440
Hillyard Rd	252nd Ave	267th Ave	Collector	3	7	534
Jenne Rd	2050' NE of Foster	800' S of Powell	Arterial	1	416	306
Marine Dr Extension	Frontage Rd	Hist. Columbia River Hwy	Collector	1	295	427
Marine Dr/Sundial Rd			Signal	2	226	417
Orient Dr	267th Ave	Gresham City Limit	Collector	3	25	520
Orient Dr	257th Ave	267th Ave	Arterial	2	331	500
Orient Dr/257th Ave			Signal	1	414	554
Orient Dr/262nd Ave			Signal	3	4	553

**MULTNOMAH COUNTY 1996-2000 TRANSPORTATION CAPITAL IMPROVEMENT PLAN
INDEX OF CAPITAL PROJECTS**

STREET NAME	FROM	TO	CATEGORY	PRIORITY	POINTS	MAP#
Orient Dr/267th Ave			Signal	3	19	552
Powell Valley Rd	Burnside Rd	257th Ave	Arterial	1	420	504
Powell Valley Rd	Barnes Rd	Troutdale Rd	Collector	3	24	505
Powell Valley Rd	257th Ave	262nd Ave	Collector	3	21	503
Powell Valley Rd/257th Ave			Signal	1	409	551
Regner Rd	Butler Rd	County Line	Collector	2	217	536
Rocky Point Rd	Mile Post 1.5	Mile Post 1.6	Local	2	114	120
Sauvie Island Rd	Bridge	Reeder Rd	Collector	3	15	121
Stark St	257th Ave	Troutdale Rd	Arterial	1	441	409
Stark St/Troutdale Rd			Signal	1	433	459
Troutdale Rd	19th St	Cherry Park Rd	Collector	3	6	435
Troutdale Rd	Strebin Rd	Stark St	Collector	1	319	434
Troutdale Rd	Stark St	1700' N of Stark St	Collector	2	210	410
Troutdale Rd	Sandy Ave	700' S of Sandy Ave	Collector	2	229	419
162nd Ave	RR Bridge at I-84		Bridge	1	409	238
162nd Ave	Glisan St	Halsey St	Arterial	1	411	206
162nd Ave	Halsey St	I-84	Arterial	3	12	208
162nd Ave/Main St			Signal	2	319	256
162nd Ave/Stark St			Signal	1	400	271
169th Ave	Halsey St	Wilkes Rd	Collector	3	16	232
172nd Ave/Foster Rd			Signal	1	402	358
182nd Ave/Division Ave			Signal	1	427	205
182nd Ave/Powell Blvd			Signal	1	427	230
185th Ave	Sandy Blvd	City Boundary	Collector	2	222	234
185th Ave	RR Bridge at 750' N of Sandy		Bridge	1	321	241
190th Ave	Stark St	2400' S of Yamhill St	Collector	1	318	220
190th Ave	Butler Rd	Highland Dr	Arterial	2	307	309
201st Ave	Halsey St	Sandy Blvd	Collector	1	323	235
201st Ave	RR Bridge at I-84		Bridge	1	321	237
201st Ave	Glisan St	Halsey St	Collector	1	314	240
202nd Ave	Stark St	Division St	Collector	3	33	242
202nd Ave	Burnside Rd	Stark St	Collector	3	24	236
202nd Ave	Division St	Powell Blvd	Collector	3	11	310
202nd Ave	Stark St	Glisan St	Collector	1	311	210
207th Ave Connector	Halsey St	Glisan St/207th Ave	Arterial	1	431	421
209th Ave	Butler Rd	Heiney Rd	Collector	3	7	508
223rd Ave	RR Bridge at I-84		Bridge	1	319	438
223rd Ave	Glisan St	Halsey St	Arterial	1	423	423
223rd Ave	RR Bridge at 2000' N of I-84		Bridge	1	321	439
223rd Ave	Sandy Blvd	Marine Dr	Collector	2	235	415
223rd Ave	Halsey St	Sandy Blvd	Collector	2	219	414
242nd Ave	Powell Blvd	Burnside Rd	Arterial	1	419	509
242nd Ave	Palmquist Rd	Powell Blvd	Arterial	2	312	510
242nd Ave Connector	Glisan St	Sandy Blvd	Arterial	2	318	425
242nd Ave/23rd St			Signal	1	423	450
257th Ave	Orient Dr	Powell Valley Rd	Arterial	2	315	514
257th Ave	Powell Valley Rd	Bull Run Rd	Arterial	1	401	513
257th Ave	Bull Run Rd	Division St	Arterial	1	429	512
257th Ave/Bull Run Rd			Signal	2	322	558
257th Ave/MHCC Entrance			Signal	3	49	452
257th Dr/Cherry Park Rd			Signal	1	427	416

**MULTNOMAH COUNTY 1996-2000 TRANSPORTATION CAPITAL IMPROVEMENT PLAN
INDEX OF CAPITAL PROJECTS**

STREET NAME	FROM	TO	CATEGORY	PRIORITY	POINTS	MAP#
262nd Ave	Hensley Rd	Cherry Park Rd	Collector	3	16	437
262nd Ave	Powell Valley Rd	267th Ave	Collector	3	9	531
267th Ave	Powell Valley Rd	Division Dr	Collector	3	19	530
282nd Ave	Powell Valley Rd	Orient Dr	Collector	3	27	542

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL Priority 1

CATEGORY: ARTERIAL Priority 1				Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT	SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L	SHARE
<hr/>											
446	NE Halsey St	404		2	yes	no	3/5	yes	yes		1,560,000
	207th Ave	MC/Frvw	MULT_CO	80	yes	yes	80	yes	yes		\$0
	223rd Ave	ART,Minor	Fairview	20	no	no	66	yes	yes		1,560,000
				ditch	no	---	storm	yes	yes		\$0
<hr/>											
441	Stark St	409		5/2	yes	no	5	yes	yes		1,480,000
	257th Ave (Kane Dr)	Mult Co.	MULT_CO	60-80	yes	yes	90	yes	yes		\$0
	Troutdale Rd	ART,Major	Troutdale	34	no	yes	66	yes	yes		1,480,000
			Gresham	ditch	no	---	storm	yes	yes		\$0
<hr/>											
434	NE Glisan St	407		2	yes	no	5	yes	yes		\$680,000
	202nd Ave	MC/Frvw	MULT_CO	80	no	yes	80	yes	yes		\$0
	207th Ave	ART,Major	Fairview	24	no	yes	66	yes	yes		\$680,000
				ditch	no	---	storm	yes	yes		\$0
<hr/>											
433	Glisan St	411		2-	---	no	-5-	---	yes		1,500,000
	3500' E of 223rd Ave	LSI Corp	MULT_CO	60	no	yes	90-	no	yes		1,500,000
	242nd Ave	ART,Major	Wd Village	27	no	no	72	yes	yes		1,500,000
			Gresham	ditch	no	no	storm	yes	yes		
<hr/>											
431	207th Ave Connector	421		0	no	no	5	yes	yes		8,420,000
	Halsey St	MC/Frvw	MULT_CO	0	no	no	90	yes	yes		3,260,000
	Glisan St/223rd Ave	ART,Minor	Fairview	0	no	no	66	yes	yes		5,160,000
				n/a	no	no	storm	yes	yes		6,684,000
<hr/>											
430	NE Halsey St	200		2	yes	no	3/5	yes	yes		2,200,000
	190th Ave	MC/Grshw	MULT_CO	60-90	no	yes	80-90	yes	yes		\$0
	207th Ave	ART,Minor	Gresham	20	no	no	66	yes	yes		2,200,000
				ditch	no	---	storm	yes	yes		\$0

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL			Existing						New	
PROJECT NAME			MAP NUMBER	LANES			SIGNS			TOTAL COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	ROW COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	CONST COST
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	MULT SHARE
										FED'L SHARE

	257th Ave	512		4/2	yes	no	5	yes	yes	1,160,000
429	Bull Run Rd	MC/Grshn	MULT_CO	90	yes	yes	90	yes	yes	\$0
	Division St	ART, Major	Gresham	20	no	yes	66	yes	yes	1,160,000
				ditch	no	---	storm	yes	yes	\$0
										1,375,000
	223rd Ave	423		2/3	yes	no	3-5	yes	yes	\$385,000
423	Glisan St	Fairview	MULT_CO	50	yes	yes	80	yes	yes	\$990,000
	Halsey St	ART, Minor	Fairview	26	no	no	66	yes	yes	1,375,000
			Wd Village	ditch	no	---	storm	yes	yes	\$0
										1,120,000
	Powell Valley Rd	504		4/2	yes	no	5	yes	yes	\$280,000
420	Burnside rd	Mult Co.	MULT_CO	60	yes	yes	80	yes	yes	\$840,000
	Kane Rd (257th Ave)	ART, Minor	Gresham	24-38	no	yes	66	yes	yes	1,120,000
				ditch	yes	---	storm	yes	yes	\$0
										1,130,000
	242nd Ave	509		2	yes	yes	5	yes	yes	\$330,000
419	Powell Blvd	Mult Co.	MULT_CO	60	yes	yes	90	yes	yes	\$800,000
	Burnside Rd	ART, Major	Gresham	44	no	yes	72	yes	yes	1,130,000
				storm	no	---	storm	yes	yes	\$0
										4,220,000
	242nd Ave Connector	425			no	no	5	yes	yes	
418	Glisan St	Mult Co	MULT_CO		no	no	80	yes	yes	4,220,000
	Sandy Blvd	ART, Major	Wd Village		no	no	66	yes	yes	4,220,000
			Troutdale		no	no	storm	yes	yes	
										2,130,000
	Jenne Rd	306		2	yes	no	2/rea	yes	no	\$470,000
416	2050' NE of Foster	Mult Co.	MULT_CO	50	no	yes	60	no	yes	1,660,000
	800' S of Powell	ART, Rural	Portland	20	no	no	44	yes	no	2,130,000
			Rural/Urb	ditch	no	---	storm	yes	no	\$0

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL				Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

										2,156,000	
	NE Glisan St	403		2	yes	no	5	yes	yes	\$156,000	
416	223rd Ave	MC/Frvw	MULT_CO	60	yes	yes	90	yes	yes	2,000,000	
	3500' E of 223rd Ave	ART, Major	Wd Village	20-35	no	no	66	yes	yes	\$828,000	
			Gresham	ditch	no	---	storm	yes	yes	\$0	
										\$345,000	
	Corbett Hill Rd	601		2	yes	no	2/rea	yes	no	\$35,000	
415	1200' S of I-84	Mult Co.	MULT_CO	60	no	yes	60	no	yes	\$310,000	
	2200' S of I-84	ART, Rural		22	no	no	50	no	no	\$345,000	
				ditch	no	no	ditch	no	no	\$0	
										1,450,000	
	Cherry Park Rd	402		2	yes	yes	5	yes	yes	\$440,000	
413	242nd Dr (Hogan Ave)	Mult Co.	MULT_CO	40-60	yes	yes	80	yes	yes	1,010,000	
	257th Ave (Kane Rd)	ART, Minor	Troutdale	32-20	yes	yes	66	yes	yes	1,450,000	
				storm	no	no	storm	yes	yes	\$0	
										1,730,000	
	162nd Ave	206		3/2/5	yes	no	5	yes	yes	\$440,000	
411	Glisan St	Mult Co.	MULT_CO	50-90	yes	yes	80-90	yes	yes	1,290,000	
	Halsey St	ART, Minor	Gresham	22	no	yes	48-66	yes	yes	1,730,000	
				ditch	no	---	sm/st	yes	yes	\$0	
										\$440,000	
	Cherry Park Rd	418		-2-	yes	no-	-2-	yes	yes	\$440,000	
402	257th Dr	Troutdale	MULT_CO		no-	no		no-	yes	\$440,000	
	Hensley Rd	ART, Minor	Troutdale		no-	no-		yes	no	\$440,000	
		COLL, Neigh			no-	no		yes	yes		
										1,205,000	
	257th Avenue	513		2	yes	no	5	yes	yes	\$265,000	
401	Powell Valley Road	Mult Co.	MULT_CO	50	yes	yes	80	yes	yes	\$940,000	
	Bull Run Road	ART, Major	Gresham	20	no	no	66	yes	yes	1,205,000	
				ditch	no	---	storm	yes	yes	\$0	

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL

PROJECT NAME		MAP NUMBER	Existing			New			TOTAL COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
		2NDY ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
				DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE

	Foster Rd	360		2	yes	no	2	yes	no	\$410,000
397	Jenne Rd	Mult Co	MULT_CO	60	no	yes	60	yes	yes	\$410,000
	County Line	ART,Rural		20-24	no	no	40	no	yes	\$410,000
				ditch	no	no	ditch	no	yes	

Total Right-of-Way Cost: \$6,061,000 Total Construction Cost: \$28,650,000 Federal Share: \$1,736,397 County Share: \$31,647,000

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL - Priority 2											
PROJECT NAME		MAP NUMBER	Existing			New			TOTAL COST		
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		2NDY ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
				DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

										1,850,000	
	242nd Ave	426		-4-	yes	yes	-5-	yes	yes	\$250,000	
337	Glisan St	Mult Co	MULT_CO	60	yes	yes	90	yes	yes	1,600,000	
	Stark St	ART, Major	Gresham	44	no	no	72	yes	yes	1,850,000	
				storm	no	no	storm	yes	yes		
										2,060,000	
	Orient Dr	500		2	yes	no	5	yes	yes	\$330,000	
331	Kane Rd (257th Ave)	Mult Co.	MULT_CO	60	no	yes	80	yes	yes	1,730,000	
	Anderson (267th) Rd	ART, Minor	Gresham	30	no	no	66	yes	yes	2,060,000	
				ditch	no	--	storm	yes	yes	\$0	
										1,020,000	
	257th Ave	514		2	yes	no	5	yes	yes	\$230,000	
315	Orient Dr	Mult Co.	MULT_CO	50	no	yes	80	yes	yes	\$790,000	
	Powell Valley Rd	ART, Minor	Gresham	22	no	no	66	yes	yes	1,020,000	
				ditch	no	---	storm	yes	yes	\$0	
										2,190,000	
	242nd Ave	510		2	yes	no	5	yes	yes	\$520,000	
312	Palmquist Rd	Mult Co.	MULT_CO	50	yes	yes	90	yes	yes	1,670,000	
	Powell Blvd	ART, Major	Gresham	24	no	yes	72	yes	yes	2,190,000	
				ditch	no	---	storm	yes	yes	\$0	
										2,210,000	
	Cornelius Pass Road	104		2	yes	no	2	yes	no	\$350,000	
308	Mile Post 2	Mult Co.	MULT_CO	60	no	yes	60	no	yes	1,860,000	
	3550' N of Skyline	ART, Rural		20	no	no	44	no	no	2,210,000	
				ditch	no	no	ditch	yes	no		
										1,585,000	
	190th Ave	309		3/2	yes	no	5	yes	yes	\$275,000	
307	Butler Rd	Mult Co.	MULT_CO	50	no	yes	80	no	yes	1,310,000	
	Highland Drive	ART, Minor	Gresham	22	no	yes	66	yes	yes	1,585,000	
		COLL, Rural		ditch	no	---	storm	yes	yes	\$0	

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL Priority 3

TOTAL PTS	PROJECT NAME FROM TO	MAP NUMBER PROJECT SOURCE PRIM ST CLASSIF 2NDY ST CLASSIF	PRIM JURIS LOCAL JUR1 LOCAL JUR2	Existing			New			TOTAL COST	
				LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
				ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
				PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	FED'L SHARE
				DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP		
											1,510,000
47	NE Halsey St 223rd Ave 238th Dr	405 MC/Frvw ART,Minor	MULT_CO Fairview Wd Village	2 80 20 ditch	yes yes no no	no yes no ---	5 80 66 storm	yes yes yes yes	yes yes yes yes	\$0 1,510,000 1,510,000 \$0	
40	NE Halsey St 238th Dr Columbia River Hwy	406 MC/WdVlg ART,Minor	MULT_CO Wd Village Troutdale	2 80 32 ditch	yes yes no yes	no yes no ---	5 80 66 storm	yes yes yes yes	yes yes yes yes	2,540,000 \$0 2,540,000 2,540,000 \$0	
20	Division Drive 268th Ave Troutdale Road	529 Mult Co. ART,Rural ART,Minor	MULT_CO Gresham	2 60-75 25 ditch	yes yes no no	no yes yes no	3 60 44 storm	yes yes yes yes	yes yes yes yes	\$930,000 \$0 \$930,000 \$930,000	
12	162nd Ave Halsey St I - 84	208 Mult Co. ART,Minor	MULT_CO Portland Gresham	5/2 70-90 22 d/stm	yes yes no no	no yes yes ---	5 80 66 storm	yes yes yes yes	yes yes yes yes	1,285,000 \$75,000 1,210,000 1,285,000 \$0	
11	Division St 257th Ave 268th Ave	533 Mult Co. ART,Minor	MULT_CO Gresham	2 60-75 25 ditch	yes yes no no	no yes yes ---	3 60 44 storm	yes yes yes yes	yes yes yes yes	1,484,000 \$374,000 1,110,000 1,484,000 \$0	
9	Cornelius Pass Rd Mile Post 2 Highway 30	100 Mult Co. ART,Rural	MULT_CO	2 60-80 24 ditch	yes no no no	no yes no no	2 60-80 44 ditch	yes no no yes	no yes no no	5,130,000 1,100,000 4,030,000 5,130,000 \$0	

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL				Existing			New			TOTAL COST
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE

	Division Street	561		5	Y	N	5	Y	Y	\$435,000
8	198th Avenue	citizen	MULT_CO	80-90	Y	Y	80-90	Y	Y	\$55,000
	Wallula Avenue	ART, Major	Gresham	66	N	Y	66	Y	N	\$380,000
					N	N		Y	N	\$435,000
										\$0

	Cornelius Pass Rd	101		2	yes	no	2	yes	no	3,320,000
8	County Line	Mult Co.	MULT_CO	80	no	yes	80	no	yes	\$550,000
	Skyline Blvd	ART, Rural		20	no	no	38	no	no	2,770,000
				ditch	yes	---	ditch	no	no	3,320,000
										\$0

Total Right-of-Way Cost: \$2,154,000 Total Construction Cost: \$14,480,000 Federal Share: \$0 County Share: \$16,634,000

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: COLLECTOR Priority 1

CATEGORY: COLLECTOR Priority 1				Existing			New			TOTAL COST
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS.	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE
<hr/>										
										1,670,000
	201st Ave	235		2	yes	no	2	yes	yes	\$80,000
323	Halsey St	Mult Co.	MULT_CO	40	no	yes	50	yes	yes	1,590,000
	Sandy Blvd	COLL,Neigh	Gresham	22-27	no	no	38	yes	yes	1,670,000
				ditch	no	---	storm	yes	yes	\$0
<hr/>										
										\$680,000
	Gordon Creek Road	600		2	yes	no	2/grl	yes	no	\$20,000
319	Mile Post 0	Mult Co.	MULT_CO	60	no	yes	60	no	yes	\$660,000
	Mile Post 6.8	COLL,Rural		20-24	no	no	34-38	no	no	\$680,000
				ditch	no	---	ditch	no	no	\$0
<hr/>										
										1,515,000
	Troutdale Rd	434		2	yes	no	2/rea	yes	yes	\$145,000
319	Strebin Rd	Mult Co.	MULT_CO	50-60	yes	yes	60	yes	yes	1,370,000
	Stark St	COLL,Major	Troutdale	24	no	no	44	yes	yes	1,515,000
				ditch	no	---	storm	yes	yes	\$0
<hr/>										
										1,050,000
	201st Ave	240		2	yes	no	2	yes	yes	\$110,000
314	Glisan St	Mult Co.	MULT_CO	40	no	yes	50	yes	yes	\$940,000
	Halsey St	COLL,Neigh	Gresham	22-27	no	no	38	yes	yes	1,050,000
				ditch	no	---	storm	yes	yes	\$0
<hr/>										
										1,220,000
	202nd Ave	210		2	yes	no	2	yes	yes	\$130,000
311	Stark St	Mult Co.	MULT_CO	40	yes	yes	50	yes	yes	1,090,000
	Glisan St	COLL,Neigh	Gresham	22	no	no	38	yes	yes	1,220,000
				sump	no	---	sump	yes	yes	\$0
<hr/>										
										\$320,000
	Hensley Rd	440		0	no	no	2	yes	yes	\$0
310	262nd Ave	Troutdle	MULT_CO	0	no	no	60	no	yes	\$320,000
	Troutdale Rd	COLL,Neigh	Troutdale	0	no	no	44	yes	yes	\$320,000
				n/a	no	no	storm	no	yes	\$0

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: COLLECTOR				Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

	Hensley Rd	433		2	yes	no	2	yes	yes	\$350,000	
310	257th Ave	Mult Co.	MULT_CO	50	no	yes	50	no	yes	\$0	
	262nd Ave	COLL, Neigh	Troutdale	20	no	no	38	yes	no	\$350,000	
				ditch	no	---	storm	no	no	\$0	

	Marine Drive Extension	427					3	no	yes	1,800,000	
295	Frontage Rd	Troutdale	MULT_CO					yes	yes	\$200,000	
	Hist Columbia Riv Hy	COLL, Major	Troutdale					yes	yes	1,600,000	
								yes	yes	1,750,000	

Total Right-of-Way Cost: \$685,000 Total Construction Cost: \$7,920,000 Federal Share: \$0 County Share: \$8,555,000

NO TOTAL

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: COLLECTOR Priority 2

PROJECT NAME		MAP NUMBER		Existing			New			TOTAL COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	CONST COST	
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	MULT SHARE	FED'L SHARE
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	223rd Ave	415		2	yes	no	2	yes	yes	1,450,000	
235	Sandy Blvd	MC/Frvw	MULT_CO	60	no	yes	60	no	yes	\$0	
	Marine Dr	COLL, Major	Fairview	20-24	no	no	44	yes	yes	1,450,000	
				ditch	no	---	storm	yes	no	\$0	
	Troutdale Rd	419			yes	no-		yes	no-	\$50,000	
229	Sandy Ave	Troutdle	MULT_CO		no-	no-		no-	no-	\$50,000	
	700' S of Sandy Ave	COLL, Major	Troutdale		no-	no-		yes	no-	\$50,000	
					no-	no-		no-	no-		
	Cochran Dr	431		2	yes	no	2	yes	yes	\$616,000	
226	1375' E of 257th Ave	Mult Co.	Gresham	50	no	yes	60	no	yes	\$66,000	
	Troutdale Rd	COLL, Major	MULT_CO	26	no	yes	44	yes	yes	\$550,000	
			Troutdale	ditch	no	no	storm	no	no	\$616,000	
										\$0	
	Arata Road	430		2	yes	no	2	yes	yes	1,290,000	
222	223rd Ave	MC/WdVlg	MULT_CO	50	yes	yes	50	yes	yes	\$110,000	
	238th Ave	COLL, Neigh	Fairview	24	No	no	38	yes	no	1,180,000	
			Wd Village	ditch	no		storm	no	no	1,290,000	
	185th Ave	234		2	yes	no	2	yes	yes	\$565,000	
222	Sandy Blvd	Mult Co.	Gresham	50	no	yes	60	no	yes	\$80,000	
	City Boundary	COLL, Major	MultCo	20	no	no	44	yes	yes	\$485,000	
				ditch	no	---	storm	yes	no	\$565,000	
										\$0	
	223rd Ave	414		2	yes	no	2	yes	yes	1,220,000	
219	Halsey St	MC/Frvw	MULT_CO	50	yes	yes	60	yes	yes	\$350,000	
	Sandy Blvd	COLL, Major	Fairview	22-26	no	no	44	yes	yes	\$870,000	
				ditch	no	---	storm	yes	ues	1,220,000	
										\$0	

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: COLLECTOR				Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

											\$350,000
219	Crown Pt Hwy/Corbett Hill Rd intersection improvement	602		2	yes	no	2/rea	yes	no		\$110,000
		Mult Co.	MULT_CO	60	no	yes	60	no	yes		\$240,000
		COLL,Major		22	no	no	22	no	no		\$350,000
		LOCAL		ditch	no	---	ditch	no	yes		\$0
											1,038,000
217	Regner Rd	536		2	yes	no	2	yes	yes		\$88,000
	Butler Rd	Mult Co.	Gresham	60	no	yes	60	yes	yes		\$950,000
	County Line	COLL,Major	MULT_CO	20	no	no	44	yes	yes		1,038,000
				ditch	no	---	storm	no	yes		\$0
											\$655,000
210	Troutdale Rd	410		2	yes	no	2	yes	yes		\$55,000
	Stark St	Troutdale	MULT_CO	50	yes	yes	60	yes	yes		\$600,000
	1700' N of Stark St	COLL,Major	Troutdale	20	no	no	44	yes	yes		\$655,000
				ditch	yes	---	storm	yes	yes		\$0
											1,220,000
209	Columbia River Highway	441		2	yes	no	3	yes	yes		\$50,000
	Halsey St	Troutdale	MULT_CO	40-50	no	yes	60	no	yes		1,170,000
	244th Ave	COLL,Major	Troutdale	24	no	no	44	yes	yes		1,220,000
				ditch	no	no	storm	yes	yes		

Total Right-of-Way Cost: \$909,000 Total Construction Cost: \$7,545,000 Federal Share: \$0 County Share: \$8,454,000

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: COLLECTOR Priority 3

CATEGORY: COLLECTOR Priority 3				Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT	SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L	SHARE
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											1,950,000
33	202nd Avenue	242		2	yes	no	3	yes	yes		\$130,000
	Stark Street	Mult Co.	MULT_CO	50	yes	no	60	no	yes		1,820,000
	Division Street	COLL,Major	Gresham	22	no	no	44	yes	yes		1,950,000
				sump	no		sump	yes	no		
<hr/>											
											1,770,000
27	282nd Ave	542		2	yes	no	2	yes	yes		\$0
	Powell Valley Rd	Mult Co.	Gresham	60	yes	yes	60	yes	yes		1,770,000
	Orient Dr	COLL,Major	MULT_CO	20	no	no	44	yes	yes		1,770,000
		ART,Rural		ditch	no	---	storm	yes	yes		\$0
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											\$690,000
25	Orient Dr	520		2	yes	no	2	yes	yes		\$0
	Anderson Rd (267th)	Mult Co.	MULT_CO	60	no	yes	60	no	yes		\$690,000
	Gresham City Limit	COLL,Major	Gresham	30	no	no	44	yes	no		\$690,000
				ditch	no	---	storm	yes	no		\$0
<hr/>											
											3,330,000
24	Butler Road	300		2	yes	no	2	yes	yes		\$140,000
	190th Ave	Mult Co.	MULT_CO	60	no	yes	60	yes	yes		3,190,000
	Regner Rd	COLL,Neigh	Gresham	24	no	no	44	yes	yes		3,330,000
				ditch	no	yes	storm	yes	yes		\$0
<hr/>											
											1,420,000
24	Powell Valley Rd	505		2	yes	no	2	yes	yes		\$0
	Barnes Rd	Mult Co.	MULT_CO	60	no	yes	60	no	yes		1,420,000
	Troutdale Rd	COLL,Major	Gresham	20-24	no	no	44	yes	no		1,420,000
				ditch	no	---	storm	yes	no		\$0
<hr/>											
											\$680,000
24	202nd Avenue	236		2	yes	no	3	yes	yes		\$170,000
	Burnside Rd	Mult Co.	MULT_CO	50	yes	no	60	no	yes		\$510,000
	Stark St	COLL,Major	Gresham	22	no	no	44	yes	yes		\$680,000
				sump	no	---	sump	yes	no		\$0

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: COLLECTOR										
PROJECT NAME		MAP NUMBER		Existing			New			TOTAL COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
		2NDY ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
				DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE

	Powell Valley Rd	503		2	yes	no	2	yes	yes	\$560,000
21	Kane Rd (257th Ave)	Mult Co.	MULT_CO	60	no	yes	60	yes	yes	\$0
	Barnes Rd	COLL, Major	Gresham	24	no	no	44	yes	yes	\$560,000
				ditch	no	---	storm	yes	yes	\$560,000
										\$0
										1,915,000
	Anderson Rd (267th) Ave	530		2	yes	no	2	yes	yes	\$195,000
19	Orient Dr	Mult Co.	MULT_CO	50	no	no	50	no	yes	1,720,000
	County Line	COLL, Neigh	Gresham	22	no	no	38	yes	no	1,915,000
				ditch	no	---	storm	no	no	\$0
										\$0
										\$645,000
	Barbara Welch Rd	330		2	yes	no	2	yes	no	\$55,000
16	City Limit	Mult Co.	MULT_CO	60	no	yes	60	no	yes	\$590,000
	County Line	COLL, Neigh		20	no	no	38	yes	no	\$645,000
				ditch	no	no	storm	no	no	\$0
										\$0
										\$680,000
	262nd Ave	437		2	yes	no	2	yes	yes	\$0
16	Hensley Rd	Mult Co.	MULT_CO	50	no	yes	50	no	yes	\$680,000
	Cherry Park Rd	COLL, Neigh	Troutdale	22	no	no	38	yes	no	\$680,000
				ditch	no	---	storm	no	no	\$0
										\$0
										1,880,000
	Sauvie Island Road	121		2	Y	N	2	Y	N	\$550,000
15	Bridge	citizen	MULT_CO	40	N	Y	60	N	Y	1,330,000
	Reeder Road	COLL, Rural		24	N	N	28	N	N	1,880,000
				ditch	N	N	ditch	Y	N	\$0
										\$0
										1,200,000
	202nd Avenue	310		2	yes	no	3	yes	yes	\$120,000
11	Division St	Mult Co.	MULT_CO	50	yes	no	60	yes	yes	1,080,000
	Powell Blvd	COLL, Major	Gresham	24	no	no	44	yes	yes	1,200,000
				sump	no	---	storm	yes	no	\$0
										\$0

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: COLLECTOR				Existing			New			TOTAL COST
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE

										1,620,000
	Barnes Rd. (262nd Ave.)	531		2	yes	yes	2	yes	yes	\$660,000
9	Powell Valley Rd	Mult Co.	MULT_CO	40	no	no	60	no	yes	\$960,000
	Anderson Rd (267th)	COLL, Major	Gresham	26-36	yes	no	44	yes	no	1,620,000
				ditch	no	no	storm	no	no	\$0
										1,110,000
	Hillyard Rd	534								\$110,000
7	Palmblad Rd (252nd)	Mult Co.	Gresham							1,000,000
	Anderson Rd (267th)	COLL, Neigh	MULT_CO							1,110,000
										\$0
										1,090,000
	209th Ave. (Towle Rd)	508		2	yes	no	2	yes	yes	\$220,000
7	Butler Rd	MC/Grsham	MULT_CO	40	no	yes	60	yes	yes	\$870,000
	Heiney Rd	COLL, Major	Gresham	18-46	no	yes	44	yes	yes	1,090,000
				ditch	no	---	storm	no	yes	\$0
										\$705,000
	Clatsop St	301		2	yes	no	2	yes	no	\$175,000
6	Barbara Welch Rd	Mult Co.	MULT_CO	30	no	yes	60	no	yes	\$530,000
	SE 162nd Ave	COLL, Major		22	no	no	44	yes	no	\$705,000
				ditch	no	no	storm	no	no	\$0
										\$775,000
	Troutdale Rd	435		2	yes	yes	2	yes	yes	\$65,000
6	19th St	MC/Trtdl	MULT_CO	50	no	yes	60	no	yes	\$710,000
	Cherry Park Rd	COLL, Major	Troutdale	20	no	no	44	yes	yes	\$775,000
				d/stm	yes	---	storm	yes	no	\$0

Total Right-of-Way Cost: \$2,590,000 Total Construction Cost: \$19,430,000 Federal Share: \$0 County Share: \$22,020,000

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: SIGNAL Priority 1											
PROJECT NAME		MAP NUMBER	Existing			New			TOTAL COST		
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		2NDY ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	FED'L SHARE

433	Halsey St/223rd Ave signal safety	454		2/2	yes	no	5/3	yes	yes		\$320,000
		Mult Co.	MULT_CO	80/50	yes	yes	80/50	yes	yes		\$0
		ART,Minor	Fairview	66/44	no	no	66/38	yes	yes		\$320,000
		ART,Minor		storm	no	---	storm	no	yes		\$0
											\$395,000
433	Stark St/Troutdale Rd signal safety	459		3/3	yes	yes	5/3	yes	yes		\$35,000
		Mult Co.	MULT_CO	60/50	yes	yes	90/60	yes	yes		\$360,000
		ART,Major	Troutdale	34/25	yes	yes	66/44	yes	yes		\$395,000
		COLL,Major		storm	no	---	storm	no	yes		\$0
											\$430,000
429	Halsey St/238th Ave signal safety	451		2/4	yes	yes	3/5	yes	yes		\$110,000
		Mult Co.	MULT_CO	50/80	yes	yes	80/80	yes	yes		\$320,000
		ART,Minor	Wd Village	24/44	no	no	66/44	yes	yes		\$430,000
		ART,Minor		storm	no	---	storm	no	no		\$0
											\$185,000
427	182nd Ave/Division Ave Signal Safety	205		5/5	yes	yes	5/5	yes	yes		\$5,000
		Mult Co	MULT_CO	90/90	yes	yes	90/90	yes	yes		\$180,000
		ART,Major	Gresham	76/76		yes	76/76	yes	yes		\$185,000
		ART,Major		sump	no	yes	sump	yes	yes		
											\$75,000
427	257th Dr/Cherry Park Rd Signal Safety	416		5	yes	yes	6-	yes	yes		
		Troutdle	MULT_CO		yes	yes		yes	yes		\$75,000
		ART,Major	Troutdale		yes	no-		yes	yes		\$75,000
		ART,Minor		storm	yes	no-	storm	yes	yes		
											\$520,000
427	182nd Ave/Powell Blvd Signal Safety	230		4/5	yes		5	yes	yes		
		Mult Co	MULT_CO	60-80	yes	yes	80	yes	yes		\$520,000
		ART,Major	Gresham		yes		60	yes	yes		\$520,000
		ART,Minor		storm	no		storm	yes	yes		

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: SIGNAL				Existing			New			TOTAL COST
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE

										\$165,000
424	Glisan St/172nd Ave	257		5/2	yes	no	5/2	yes	yes	\$5,000
	signal	Mult Co.	Gresham	80/60	yes	yes	80/60	yes	yes	\$160,000
	upgrade	ART, Major	MULT_CO	66/38	no	yes	66/38	yes	yes	\$165,000
		COLL, Neigh		sump	no	---	sump	no	yes	\$0
										\$140,000
423	242nd Ave/23rd St	450		4/2	no	---	4/3	no	---	
	Signal	Troutdale	MULT_CO		no	yes		yes	yes	\$140,000
	Safety	ART, Major	Troutdale		yes	no		yes	yes	\$140,000
		LOCAL	Gresham	storm	no	no	storm	no	yes	
										\$160,000
423	Burnside Rd/3rd St	545		5/3	yes	yes	5/3	yes	yes	
	Signal	Mult Co	MULT_CO	80	yes	yes	80	yes	yes	\$160,000
	Safety	ART, Princ	Gresham	76	yes	yes	76	yes	yes	\$160,000
		COLL, Major		storm	yes	no	storm	yes	yes	
										\$340,000
422	Halsey St/201st Ave	251		2/2	yes	no	5/3	yes	yes	\$20,000
	signal	Mult Co.	MULT_CO	90/40	no	yes	90/50	yes	yes	\$320,000
	safety	ART, Minor	Gresham	20/25	no	no	66/38	yes	yes	\$340,000
		COLL, Neigh		ditch	no	---	storm	no	yes	\$0
										\$695,000
414	Orient Dr/257th Ave (Kane Rd)	554		2	Yes	No	2	Yes	No	\$165,000
	signal	MC/Grsham	MULT_CO	60	No	Yes	60	Yes	Yes	\$530,000
	safety	ART, Minor	Gresham	30	No	No	40	Yes	Yes	\$101,000
		ART, Minor		d/stm	No	No	d/stm	Yes	yes	\$594,000
										\$430,000
413	Burnside Rd/242nd Dr	559		5/3	yes	yes	5/5	yes	yes	\$110,000
	signal	Mult Co.	MULT_CO	90/80	yes	yes	90/110	yes	yes	\$320,000
	safety	ART, Princ	Gresham	76/66	yes	yes	76/90	yes	yes	\$430,000
		ART, Major		storm	no	---	storm	no	yes	\$0

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: SIGNAL

PROJECT NAME		MAP NUMBER	Existing			New			TOTAL COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
		2NDY ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
				DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE

										\$375,000
409	Powell Valley Rd/257th Ave	551		2/2	yes	no	5/5	yes	yes	\$65,000
	signal	Mult Co.	MULT_CO	60/50	no	yes	80/80	yes	yes	\$310,000
	safety	ART, Major	Gresham	24/22	no	no	66/66	yes	yes	\$375,000
		ART, Minor		ditch	no	---	storm	no	yes	\$0
										\$380,000
402	172nd Ave/Foster Rd	358		2	Yes	No	3	Yes	No	\$10,000
	signal	Mult Co.	MULT_CO	50	No	Yes	50	Yes	Yes	\$370,000
	safety	ART, Rural		24	No	No	38	Yes	Yes	\$380,000
		COLL, Rural		ditch	No	No	ditch	Yes	Yes	\$0
										\$170,000
400	162nd Avenue/Stark Street	271		5	yes	no	5	yes	no	\$10,000
	signal	Mult Co.	MULT_CO	80/90	Yes	yes	80/90	Yes	yes	\$160,000
	upgrade	ART, Major	Portland	66/76	Yes	no	66/76	Yes	no	\$170,000
		ART, Minor	Gresham		no	---		no	Yes	\$0

Total Right-of-Way Cost: \$535,000 Total Construction Cost: \$4,245,000 Federal Share: \$594,000 County Share: \$4,186,000

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: SIGNAL Priority 2

PROJECT NAME		MAP NUMBER		Existing			New			TOTAL COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
		2NDY ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
				DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE
										\$165,000
329	Glisan St/188th Ave	259		5/2	yes	no	5/2	yes	yes	\$5,000
	signal	Mult Co	MULT_CO	80/50	no	yes	80/50	yes	yes	\$160,000
	safety	ART, Major	Gresham	66/40	yes	yes	66/40	yes	yes	\$165,000
		COLL, Neigh		storm	no	---	storm	no	no	\$0
										\$165,000
324	Glisan St/192nd Ave	260		5/2	yes	no	5/2	yes	yes	\$5,000
	signal	Gresham	MULT_CO	80/50	no	yes	80/50	yes	yes	\$160,000
	safety	ART, Major	Gresham	66/28	no	yes	66/28	yes	yes	\$165,000
		COLL, Neigh		storm	no	---	storm	no	no	\$0
										\$270,000
322	257th Ave (Kane Rd)/1st St	558		2/2	yes	no	5/3	yes	yes	\$0
	signal	Mult Co.	MULT_CO	90/50	yes	yes	90/50	yes	yes	\$270,000
	safety	ART, Major	Gresham	20/24	no	yes	72/38	yes	yes	\$270,000
		COLL, Neigh		ditch	no	---	storm	no	yes	\$0
										\$160,000
319	162nd Ave/Main St	256		5/2	yes	no	5/2	yes	no	\$0
	signal	Mult Co.	MULT_CO	90/50	yes	yes	90/50	yes	yes	\$160,000
	safety	ART, Minor	Portland	76/22	no	yes	76/38	yes	yes	\$160,000
		COLL, Neigh		sump	no	---	sump	no	yes	\$0
										\$260,000
299	Division Dr/Troutdale Rd	557		2/2	yes	no	2/2	yes	yes	\$110,000
	signal	Mult Co.	MULT_CO	60/50	no	yes	60/60	no	yes	\$150,000
	safety	ART, Rural		24/24	no	no	44/44	yes	yes	\$260,000
		COLL, Rural		ditch	no	---	storm	no	yes	\$0
										\$140,000
226	Marine Dr/Sundial Rd	417		3	yes	no	3-	yes	no-	\$140,000
	Signal	Troutdale	MULT_CO		no-	yes		yes	yes	\$140,000
	Safety	COLL, Major	Troutdale		no-	yes		no-	yes	\$140,000
				Ditch	yes	no		yes	yes	

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: SIGNAL

Existing

New

TOTAL COST

PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE

										\$285,000
	Butler Rd/209th Ave (Towle Rd)	556		2/2	yes	no	2/2	yes	yes	\$45,000
209	signal	Mult Co.	MULT_CO	60/40	no	yes	60/60	yes	yes	\$240,000
	safety	COLL, Neigh	Gresham	20/18	no	no	38/44	yes	yes	\$285,000
		COLL, Major		ditch	no	---	storm	no	yes	\$0

Total Right-of-Way Cost: \$165,000 Total Construction Cost: \$1,280,000 Federal Share: \$0 County Share: \$1,445,000

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: SIGNAL Priority 3

CATEGORY: SIGNAL Priority 3				Existing			New			TOTAL COST
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE
<hr/>										
										\$160,000
49	257th Ave (Kane)/MHCC Entrance	452		5/2	yes	yes	5/2	yes	yes	\$0
	signal	Mult Co.	MULT_CO	80/34	no	yes	80/34	yes	yes	\$160,000
	safety	ART, Major	Gresham	66/32	yes	yes	66/32	yes	yes	\$160,000
		LOCAL		storm	no	---	storm	no	yes	\$0
<hr/>										
										\$160,000
38	Halsey St/172nd Ave	254		5/2	yes	no	5/2	yes	yes	\$0
	signal	Mult Co.	Gresham	90/60	no	yes	90/60	yes	yes	\$160,000
	safety	ART, Major	MULT_CO	66/44	no	yes	66/44	yes	yes	\$160,000
		COLL, Neigh		storm	no	---	storm	no	no	\$0
<hr/>										
										\$260,000
19	Butler Rd/Rodlin Rd	353		2	yes	no	2	yes	yes	\$20,000
		Mult Co.	MULT_CO	60/40	no	yes	60/50	yes	yes	\$240,000
		COLL, Neigh	Gresham	20/20	no	no	38/32	yes	yes	\$260,000
		LOCAL		ditch	no	---	storm	no	yes	\$0
<hr/>										
										\$340,000
19	Orient Dr/267th Ave (Anderson)	552		2/2	yes	yes	3/3	yes	yes	\$30,000
	signal	Grsham/MC	MULT_CO	60/40	no	n/y	60/60	yes	yes	\$310,000
	safety	ART, Minor	Gresham	30/22	no	no	44/44	yes	yes	\$340,000
		COLL, Major		ditch	no	---	storm	no	yes	\$0
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										\$200,000
9	Butler Rd/Regner Rd	555		2/2	yes	no	2/2	yes	yes	\$0
	signal	Grsham/MC	MULT_CO	60/60	no	yes	60/60	yes	yes	\$200,000
	safety	COLL, Major	Gresham	24/20	no	no	44/38	yes	yes	\$200,000
		COLL, Neigh		ditch	no	---	storm	no	yes	\$0
<hr/>										
										\$365,000
4	Orient Dr/262nd Ave	553		2/2	yes	yes	5/3	yes	yes	\$55,000
	signal	MC/Grsham	MULT_CO	60/50	no	yes	80/60	yes	yes	\$310,000
	safety	ART, Minor	Gresham	30/22	no	no	66/44	yes	yes	\$365,000
		COLL, Major		ditch	no	---	storm	no	yes	\$0

CAPITAL IMPROVEMENT PROJECTS 1996 - 2000

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: BRIDGES Priority 1											
PROJECT NAME		MAP NUMBER		Existing			New			TOTAL COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		2NDY ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
				DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

										\$867,000	
409	162nd Ave	238		2	yes	no	5	yes	no	\$17,000	
	RR Bridge	Mult Co.	MULT_CO	50	no	yes	80	no	yes	\$850,000	
	at I-84	ART,Minor		37	no	no	66	yes	no	\$867,000	
				ditch	no	---	storm	yes	no	\$0	
										\$870,000	
321	185th Ave.	241		2	yes	no	2	yes	yes	\$10,000	
	RR Bridge	Mult Co.	Gresham	50	no	yes	60	no	yes	\$860,000	
	at 750' N of Sandy	COLL,Major	Mult Co	20	no	no	44	yes	yes	\$870,000	
				ditch	no	---	storm	yes	no	\$0	
										\$860,000	
321	201st Avenue	237		2	yes	no	2	yes	yes	\$10,000	
	RR Bridge	Mult Co.	MULT_CO	40	no	yes	50	no	yes	\$850,000	
	at I-84	COLL,Neigh	Gresham	25	no	no	38	yes	no	\$860,000	
				ditch	no	---	storm	yes	no	\$0	
										\$900,000	
321	223rd Ave	439		2	yes	no	2	yes	yes	\$10,000	
	RR Bridge	Mult Co.	MULT_CO	60	no	yes	60	no	yes	\$890,000	
	at 2000' N of I-84	COLL,Major	Fairview	22	no	no	44	yes	no	\$900,000	
				ditch	no	---	storm	yes	no	\$0	
										\$900,000	
319	223rd Ave	438		2	yes	no	2	yes	yes	\$10,000	
	RR Bridge	Mult Co.	MULT_CO	50	no	yes	60	no	yes	\$890,000	
	at I-84	COLL,Major	Fairview	22	no	no	44	yes	no	\$900,000	
				ditch	no	---	storm	yes	no	\$0	

Total Right-of-Way Cost: \$57,000 Total Construction Cost: \$4,340,000 Federal Share: \$0 County Share: \$4,397,000

GRAND TOTAL BRIDGES \$4,397,000



BIKEWAY CAPITAL IMPROVEMENT PLAN

Multnomah County Bikeway Program 1996-2000 Capital Improvement Plan

The Multnomah County Transportation and Land Use Division has undertaken a long-term program to develop a balanced transportation system that includes bike lanes on urban arterials and shoulder bikeways on rural roads. The Transportation and Land Use Division spends much more than the required one percent of its Motor Vehicle Fuel Tax annually on bikeway projects. These expenditures comply with ORS 356.514, which mandates expenditures of one percent of state receipts on bicycle and pedestrian facilities.

A portion of Multnomah County's share of Motor Vehicle Fees is transferred to Portland based on a revenue sharing formula. Funds transferred include the mandated one percent for bike and pedestrian facilities which Portland is responsible to use within the prescribed 10 year period. The Transportation and Land Use Division has used additional sources of revenue to supplement its limited funds to construct bikeways in coordination with roadway development.

Ultimately, the bikeway system will include 140 miles of bikeways in the urban and rural areas. The county has developed nearly 30 miles, including bike lanes, shared lanes and shoulder bikeways. Of the remaining 114 miles to be developed (Table 2), 11 miles require only enhancements such as striping, signing and parking removal.

The Bikeway Capital Improvement Plan (BCIP) update process has re-evaluated unbuilt projects from the 1994-98 BCIP to determine Capital Project priorities. The Multnomah County Bicycle Advisory Committee reviewed the criteria and points (Table 3) used to assign priorities to projects.

Policies for the Bicycle Master Plan and the BCIP are established in the 1983 Multnomah County Comprehensive Framework Plan. The BCIP is consistent with the Comprehensive Framework Plan policies for Capital Improvements (#32) and the Bicycle/Pedestrian System (#33C).

Capital improvements to the roadway for needs other than bikeways are scheduled in the Transportation Capital Improvement Program (TCIP). If a TCIP project is designated as a planned bikeway, then the bikeway improvement is developed as part of the roadway construction project. The BCIP schedules improvements that have a high priority for implementation but are not scheduled for construction by the TCIP or other programs in the near future.

Selection Process for the 1996-2000 Bikeway CIP

Bikeway capital improvement projects are defined as new construction at substantial cost. Examples of such projects are separated bike paths in the road right-of-way, bicyclist activated traffic signals, major shoulder construction, and bridge modifications. Less costly bikeway

improvement projects that can be accomplished by striping roads and posting signs (such as designating bicycle lanes or routes) are not funded by the Capital Improvement Program but by the Maintenance and Service Budget of the Bicycle Program.

The Bikeway Capital Improvement Plan process identifies candidate projects and evaluates them according to an objective ranking system. Identified in the Bicycle Master Plan are 114 miles of unbuilt bikeways on Multnomah County roads. The cost of building these is estimated to be \$16.6 million as shown in Table 2. Selection of bikeway capital improvements is a careful process of addressing the most critical needs and maximizing funding opportunities.

The selection process described below determines the list of 1996-2000 candidate bikeway projects. The highest ranked projects, without development constraints, are scheduled for implementation in the 1996-2000 Transportation Capital Improvement Program.

Information used in the selection process is described below:

- A. All unbuilt bikeways identified on the Bikeway Plan Map in the 1990 Bicycle Master Plan are considered.
- B. Projects that have committed funding by other programs in the next five years or with other constraints are eliminated, including:
 - 1) Bikeway projects that will be implemented in the 1996-2000 Transportation CIP.
 - 2) Projects funded with a \$1 million Congestion Management/Air Quality grant for implementation of Willamette River Bridge Accessibility Projects (WRBAP). See WRBAP section for details on these projects.
 - 3) Some projects are eliminated due to pending corridor studies or physical constraints such as railroad bridges.
 - 4) Projects that require small capital amounts (such as striping and signing bike lanes on built roads) are referred to the Maintenance budget.
 - 5) Shoulder bikeways that can be added through the annual Paving Program are eliminated.
- C. The remaining projects are evaluated according to the following criteria (See Table 3).
 - 1) Hazard Reduction
 - 2) Potential Use
 - 3) Outside Funding Opportunities
 - 4) Bikeway System Enhancement

Table 2

**1996-2000 Bikeway Capital Improvement Plan
Proposed Bikeway Projects**

Project	Termini	Distance (miles)	Facility	Funding or Constraint	Cost
162nd Ave.	UP Railroad North of I-84 / Halsey St	0.59	Bike Lane	RR constraint	\$207,200
162nd Ave.	Halsey St / Hoyt St	0.52	Bike Lane	Maintenance Program	\$5,500
162nd Ave.	Hoyt St / Burnside St	0.35	Bike Lane	Maintenance Program	\$3,700
162nd Ave.	Burnside St / Stark St	0.20	Bike Lane	Maintenance Program	\$2,100
181st Ave.	Burnside St / Yamhill St	0.45	Bike Lane	Maintenance Program	\$4,800
182nd Ave.	Yamhill St / Division St	0.80	Bike Lane	Maintenance Program	\$8,400
185th Dr.	Sandy Blvd / Gresham City Limit	0.22	L.S. Bikeway	RR constraint	\$77,200
190th Ave.	Highland Dr / Butler Rd	0.76	Bike Lane		\$266,900
201st Ave./Dr.	Sandy Blvd / Halsey St	0.80	Bike Lane	Corridor Study Constraint	\$280,900
201st Ave	Halsey St / Glisan St	0.50	Bike Lane	Corridor Study Constraint	\$175,600
202nd Ave.	Glisan St / Stark St	0.53	Bike Lane	Corridor Study Constraint	\$186,100
202nd Ave.	Burnside Rd / Division St	0.74	Bike Lane	Corridor Study Constraint	\$259,800
202nd Ave.	Division St / Powell Blvd	0.51	Bike Lane	Corridor Study Constraint	\$179,100
207th Ave.	Sandy Blvd / Glisan St	1.50	Bike Lane	TCIP	\$526,700
209th Ave. (Towle Ave)	SW Binford Pkwy / Butler Rd	0.70	Bike Lane		\$245,800
223rd Ave.	1086' N of Marine Dr / Marine Dr	0.21	Bike Lane	Maintenance Program	\$73,700
223rd Ave.	Marine Dr / Blue Lake Rd	0.20	Shldr Bkwy	Maintenance Program	\$10,600
223rd Ave.	Blue Lake Rd / RR south of I-84	0.89	Bike Lane	RR constraint	\$312,500
223rd Ave.	RR south of I-84 / Halsey St	0.45	Bike Lane		\$158,000
223rd Ave.	Halsey St / Glisan St	0.47	Bike Lane	TCIP	\$165,000
242nd Ave.	Glisan St / Stark St	0.58	Bike Lane		\$101,800
242nd Ave.	Burnside Rd / Powell Blvd	0.26	Bike Lane	State Grant	\$91,300
257th Ave. - 40 Mile Loop	Division St / Bull Run Rd	0.51	Bike Lane	TCIP	\$179,100
257th Ave. - 40 Mile Loop	Bull Run Rd / Powell Valley Rd	0.40	Bike Lane		\$140,400
257th Ave. - 40 Mile Loop	Powell Valley Rd / Palmquist Rd	0.33	Bike Lane		\$115,900

**1996-2000 Bikeway Capital Improvement Plan
Proposed Bikeway Projects**

Project	Termini	Distance (miles)	Facility	Funding or Constraint	Cost
282nd Ave.	Troutdale Rd / Orient Dr	1.29	Shldr Bkwy		\$68,100
302nd Ave.	Division St / Orient Dr	2.12	Shldr Bkwy		\$111,900
49th Ave	Stephenson St / County Line	0.74	Bike Lane		\$259,800
Blue Lake Rd.	223rd Ave / Blue Lake Park Entrance	0.44	Shldr Bkwy		\$23,200
Broadway Bridge, Lovejoy Ramp	NW 14th Ave / Broadway	0.13	WRB	WRBAP	\$70,000
Burnside Rd.	181st Ave / 197th Ave	0.88	Bike Lane	TCIP	\$309,000
Butler Rd.	190th Ave / Regner Rd	1.86	Shldr Bkwy		\$98,200
Butler Rd.	Regner Rd / Hogan Rd	0.85	Bike Lane	Maintenance Program	\$9,000
Buxton Rd.	Columbia River Hwy / Cherry Park Rd	0.49	Bike Lane	Maintenance Program	\$5,200
Cherry Park Dr.	242nd Dr / 257th Dr	0.72	Bike Lane		\$252,800
Cherry Park Dr.	257th Dr / Troutdale Rd	0.57	L.S. Bikeway	TCIP	\$200,100
Columbia/Sandy River Rte - 40 Mile Loop	223rd Ave / Graham Rd	3.80	Bike Path	Grant possibility	\$1,334,300
Cornelius Pass Rd.	St. Helens Rd / Mile Post 2	2.00	Shldr Bkwy		\$105,600
Cornell Rd.	5400' W of Thompson Rd / Skyline Blvd	1.47	Shldr Bkwy		\$77,600
Division St.	174th Ave / 195th Ave	1.10	Bike Lane	Maintenance Program	\$11,600
Division St.	195th Ave / 242nd Ave	2.30	Bike Lane	TCIP	\$807,600
Division St.	242nd Ave / 257th Ave	0.68	Bike Lane	Maintenance Program	\$7,200
Division St.	257th Ave / UGB	0.86	Bike Lane		\$302,000
Division St	UGB / Troutdale Rd	0.36	Shldr Bkwy		\$19,000
Division Dr.	Troutdale Rd / Oxbow Dr	1.53	Shldr Bkwy	Paving Program	\$80,800
Dodge Park Blvd.	Orient Dr / County Line	4.15	Shldr Bkwy	Paving Program	\$219,100
Evans Rd	Hurlburt Rd / Crown Point Highway	1.55	Shldr Bkwy	Paving Program	\$81,800
Foster Rd.	300' E of Jenne Rd / County Line	1.13	Shldr Bkwy		\$59,700
Giese Rd.	182nd Ave / 190th Ave	0.40	Shldr Bkwy		\$21,100
Glisan St.	162nd Ave / 203rd Ave	2.06	Bike Lane	Maintenance Program	\$21,800

**1996-2000 Bikeway Capital Improvement Plan
Proposed Bikeway Projects**

Project	Termini	Distance (miles)	Facility	Funding or Constraint	Cost
Glisan St.	203rd Ave / 223rd Ave	1.06	Bike Lane	TCIP	\$372,200
Glisan St.	223rd Ave / 242nd Dr.	0.99	Bike Lane	TCIP	\$347,600
Halsey St.	162nd Ave / 190th Ave	1.43	Bike Lane	Maintenance Program	\$15,100
Halsey St.	190th Ave / 207th Ave	0.95	Bike Lane	TCIP	\$333,600
Halsey St.	207th Ave / 213th Ave	0.17	Bike Lane	TCIP	\$59,700
Halsey St.	213th Ave / 223rd Ave	0.52	Bike Lane	TCIP	\$182,600
Halsey St.	223rd Ave / 238th Ave	0.75	Bike Lane	ODOT Funded	\$263,300
Hawthorne Bridge & Ramps	SW 1st / Grand Ave	0.90	WRB	WRBAP	\$70,000
Hewett Blvd.	Humphrey Blvd / 5200' W of Patton Rd	0.60	L.S. Bikeway		\$210,700
Hogan Rd.	Powell Blvd / Palmquist Rd	0.74	Shldr Bkwy	State Grant	\$39,100
Hogan Rd.	Palmquist Rd / Springwater Corridor	0.39	Shldr Bwy	TCIP	\$136,900
Hogan Rd.	Springwater Trail / County Line	1.05	Shldr Bkwy		\$55,400
Humphrey Blvd.	420' W of Patton Rd / 1286' E of Hewitt Blvd	0.27	L.S. Bikeway		\$94,800
Hurlburt Rd	Crown Point Hwy / Littlepage Rd	2.34	Shldr Bkwy	Paving Program	\$123,600
Jenne Rd.	Johnson Creek / SE McKinley Rd	0.86	Shldr Bkwy	TCIP	\$45,400
Johnson Creek Bike Path - 40 Mile Loop	Gresham City Limits / County Line	1.30	Bike Path	Grant possibility	\$456,500
Knieriem Rd	Littlepage Rd / Cown Point Hwy	3.50	Shldr Bkwy		\$184,800
Larch Mountain Rd	Crown Point Hwy / Larch Mtn	14.75	Shldr Bkwy		\$778,800
McKinley Rd.	174th Ave / 182nd Ave	0.50	Shldr Bkwy		\$26,400
Mershon Rd	Ogden Rd / Crown Point Hwy	2.06	Shldr Bkwy		\$108,800
Ogden Rd	Mershon Rd / Crown Point Hwy	1.14	Shldr Bkwy		\$60,200
Orient Dr.	Palmquist / Salquist Rd	0.56	Bike Lane		\$196,600
Orient Dr.	Salquist Rd / Welch Rd	0.62	Bike Lane		\$217,700
Orient Dr.	Welch Rd / Dodge Park Rd	1.04	Shldr Bkwy		\$54,900
Oxbow Dr.	Division Dr / Oxbow Pkwy	2.26	Shldr Bkwy		\$119,300

**1996-2000 Bikeway Capital Improvement Plan
Proposed Bikeway Projects**

Project	Termini	Distance (miles)	Facility	Funding or Constraint	Cost
Oxbow Park Road	Oxbow Pkwy / Oxbow Park	1.22	Shldr Bkwy		\$64,400
Oxbow Parkway	Oxbow Dr / Oxbow Park Rd	1.34	Shldr Bkwy		\$70,800
Patton Rd.	Scholls Ferry Rd / 400' S of Hewitt Blvd	0.84	L.S. Bikeway		\$294,900
Powell Valley Rd.	257th Ave / 282nd Ave	1.33	Shldr Bkwy	Maintenance Program	\$14,000
Sauvie Island Bridge	US 30 / Sauvie Island Rd	0.23	Undetermined	TCIP	\$80,800
Sauvie Island Rd.	600' S of Reeder Rd / Ferry Rd	0.40	Shldr Bkwy		\$140,400
Sauvie Island Rd.	Gillihan Rd / 600' S of Reeder Rd	1.70	Bike Path		\$596,900
Scholls Ferry Rd.	Hewitt Blvd / County Line	1.34	Bike Lane		\$470,500
Sellwood Bridge	Macadam Bike Path / SE 6th Ave	0.37	WRB	WRBAP	\$30,000
Shattuck Rd.	Patton Rd / Windsor Ct	0.25	L.S. Bikeway		\$87,800
Skyline Blvd.	1000' S of Cornell Rd / 450' E of Greenleaf	0.85	L.S. Bikeway		\$298,500
Skyline Blvd.	200' N of McNamee Rd / Cornelius Pass Rd	1.45	Shldr Bkwy		\$76,600
Skyline Blvd.	Cornelius Pass Rd / Rocky Point Rd	7.70	Shldr Bkwy		\$406,600
Springville Rd.	200' W of Skyline Blvd / County Line	2.32	Shldr Bkwy		\$122,500
Stark St.	257th Ave / Troutdale Rd	0.55	Bike Lane	TCIP	\$193,100
Troutdale Rd - 40 Mile Loop	Cherry Park Rd / Stark St	1.00	Bike Lane	Private Development	\$351,100
Troutdale Rd.	Stark St / Strebin Rd	0.82	Bike Lane	TCIP	\$287,900
Troutdale Rd.	Strebin Rd / 282nd Dr	1.39	Shldr Bkwy		\$73,400
Woodard Rd	Crown Point Hwy / Mershon Rd	1.10	Shldr Bkwy		\$58,100
Subtotal--other funding or constraints		45.17			\$7,194,300
Subtotal--projects to evaluate		68.73			\$9,412,366
Totals		113.90			\$16,606,666

Table 3
Criteria for Bicycle Project Evaluation

Criteria	Points
Hazard Reduction	
<u>Accidents</u>	
More than 8 during the last three years	5
More than 6 during the last three years	4
More than 4 during the last three years	3
More than 2 during the last three years	2
More than 1 during the last three years	1
Public report of hazard or public request for facility	4
<u>Traffic Condition</u>	
Average Daily Traffic (ADT) more than 10,000	2
Average Daily Traffic (ADT) more than 5,000	1
Lane width less than 12 ft. and shoulder width less than 4 ft.	2
Posted speed greater than 30 mph	2
Potential Use	
<u>Current bicycle use</u>	
High (e.g. Sauvie Island Rd., Hawthorne Bridge, Marine Dr.)	5
Medium (e.g. Division St., Burnside Rd.)	3
<u>Logical destinations</u> e.g. recreation areas, work sites, schools, community service buildings	
High (8 or more destinations)	5
Medium (4 or more destinations)	3
Low (2 or more destinations)	1

Criteria	Points
Outside Funding Opportunities	
If 100 percent of funding is available from a source other than the Bicycle Fund, the project will not be considered for Bicycle Program funding.	
80-99 percent funding available from outside sources	10
Less than 80 percent funding available from outside sources	1 point per 10% funding
Bikeway System Enhancement	
Provides connections to:	
2 or more bikeway facilities	10
1 bikeway facility	8
Provides a needed bikeway in an area without standard facilities	5



PEDESTRIAN CAPITAL IMPROVEMENT PLAN

Multnomah County Pedestrian Program 1996-2000 Capital Improvement Plan

The Multnomah County Transportation and Land Use Division has undertaken a program to develop a balanced transportation system that includes sidewalks in the urban areas and shoulders on rural roads. The Transportation and Land Use Division spends much more than the required one percent of its Motor Vehicle Fuel Tax on pedestrian projects. These expenditures comply with ORS 356.514, which mandates expenditures of one percent of state receipts on bicycle and pedestrian facilities.

A portion of Multnomah County's share of Motor Vehicle Fees is transferred to Portland. Funds transferred include the mandated one percent from bike and pedestrian facilities which Portland is responsible to use within the prescribed 10 year period. The Transportation and Land Use Division has used additional sources of revenue as necessary to construct pedestrian facilities in coordination with roadway development.

The Pedestrian Capital Improvement Plan (PCIP) is currently a sidewalk infill program including only urban streets that have curbs and drainage facilities in place. It is costly to develop sidewalks on urban streets without curbs due to the expense of installing drainage facilities. Curbed streets with drainage facilities significantly reduce sidewalk construction costs, making the PCIP a cost-effective sidewalk infill program. Multnomah County Transportation and Land Use Division has developed a comprehensive inventory of sidewalks in the urban areas that have curbs but lack sidewalks.

The sidewalk inventory identifies 166 miles of missing sidewalks in the urban areas. Of the 166 miles of needed sidewalks, 20 miles have storm drainage and curbs in place and need only sidewalks. The 20 miles of sidewalks where storm drainage and curbs are in place comprise the list of eligible projects (Table 4) for the Pedestrian Capital Improvement Plan. Table 4 lists the eligible projects and the funding or constraint that eliminates the project from further evaluation.

The Pedestrian Capital Improvement Plan update process has evaluated the needed sidewalk projects using criteria developed in the Pedestrian Master Plan to identify priorities. The Multnomah County Pedestrian Citizen Task Force reviewed the criteria and points (Table 5) used to assign priorities to projects.

Policies for the Pedestrian Master Plan and the PCIP are established in the 1983 Multnomah County Comprehensive Framework Plan. The PCIP is consistent with the Comprehensive Framework Plan policies for Capital Improvement (#32) and Bicycle/Pedestrian System (#33C).

Capital improvements to the roadway for needs other than sidewalks are scheduled in the Transportation Capital Improvement Program (TCIP). If a TCIP project requires sidewalks as part of the project, then it is constructed as part of the roadway construction project. The PCIP schedules improvements that have a high priority for implementation but are not scheduled for construction by the TCIP or other programs in the near future.

Selection Process for the 1996-2000 Pedestrian CIP

The Pedestrian Capital Improvement Plan process identifies candidate projects and evaluates them according to an objective ranking system. Identified in the PCIP are 20 miles of missing sidewalks on Multnomah County roads where storm drainage and curbs are in place. The cost of building these is estimated to be \$3.3 million as shown in Table 4. Selection of pedestrian capital improvements is a careful process of addressing the most critical needs and maximizing funding opportunities.

The selection process described below determines the list of 1996-2000 candidate sidewalk projects. The candidate projects are ranked according to objective criteria. The highest ranked projects without other development constraints are scheduled for implementation in the 1996-2000 Pedestrian Capital Improvement Program.

Information used in the selection process is described below:

- A. Missing sidewalk segments that have curbs and drainage in place are identified from the 1995 sidewalk inventory.
- B. Projects that have committed funding by other programs in the next five years or other constraints are eliminated including pedestrian projects that will be implemented in the 1996-2000 Transportation CIP.
- C. The remaining projects are evaluated according to the criteria in Table 5.

Table 4

Proposed Pedestrian CIP Projects

Location	Termini	Side of Roadway	Distance (feet)	Cost*	Funding or Constraint
162nd Ave	Halsey St to Russell St	East	702	\$21,100	
162nd Ave	Wasco St to Halsey St	East	227	\$6,800	
181st Ave	Halsey St to Sandy Blvd	Both	3,339	\$100,200	
182nd Ave	Linneman Ave to 11th St	West	502	\$15,100	
201st Ave	Halsey St to Sandy Blvd	West	755	\$22,700	Corridor Study Constraint
201st Ave	San Rafael St to Sandy Blvd	East	701	\$21,000	Corridor Study Constraint
202nd Ave	5th St to Division St	Both	1,050	\$31,500	Corridor Study Constraint
202nd Ave	Burnside Rd to Stark St	Both	286	\$8,600	Corridor Study Constraint
202nd Ave	Division St to 14th St	Both	476	\$14,300	Corridor Study Constraint
202nd Ave	Glisan St to Oregon St	West	232	\$7,000	Corridor Study Constraint
202nd Ave	Stark St to Glisan St	Both	412	\$12,400	Corridor Study Constraint
209th Ave	31st st/Willow to 23rd St	West	47	\$1,400	
223rd Ave	Sandy Blvd to Marine Dr	Both	638	\$19,100	
242nd Ave	2nd St to Powell Blvd	West	148	\$4,400	BCIP Grant
242nd Ave	Powell Blvd to Burnside Rd	Both	1,415	\$42,500	BCIP Grant
242nd Ave	Stark St to Glisan St	West	248	\$7,400	
257th Ave/Kane Rd	Orient Dr to Powell Valley Rd	Both	327	\$9,800	
48th Pl	Windsor Ct to Downsview Ct	Both	1,662	\$49,900	
49th Ave	McNary Pkwy to Stephenson St	East	401	\$12,000	
50th Ave	Windsor Ct to Downsview Ct	Both	1,900	\$57,000	
52nd Pl	Thomas St to Downsview Ct	Both	2,729	\$81,900	
54th Pl	Thomas St to Dead end	Both	580	\$17,400	
55th Ave	Patton Rd to 55th Dr	Both	1,078	\$32,300	
55th Dr	55th Ave to Dead end	Both	2,934	\$87,700	
55th Dr	Dead end to Patton Rd	Both	4,109	\$123,300	
57th Ave	55th Dr to Windsor Ct	Both	1,816	\$54,500	
57th Ave	Westdale Dr to Patton Rd	Both	1,019	\$30,600	
58th Ave	Canyon Ct to Montgomery St	East	37	\$1,100	
61st Ct	61st Dr to Dead end	Both	644	\$19,300	
64th Pl	Bucharest Ct to Dead end	Both	670	\$20,100	
Arata Rd	223rd Ave to 238th Ave	Both	344	\$10,300	
Bucharest Ct	Dead end to Benz Farm	Both	1,140	\$34,200	
Burnside Rd	202nd Ave to Fariss Rd	North	3,933	\$118,000	
Butler Rd	Eastwood Pl to Rodlun Rd	South	32	\$1,000	
Butler Rd	St Andrews to Augusta Loop	North	174	\$5,200	
Canyon Ct	Skyline to Dead end	South	1,320	\$39,600	
Canyon Ct	Wash. Co Line to Highland Rd	North	2,403	\$72,100	
Cherry Park Rd	242nd Ave to 18th Way	South	53	\$1,600	
Cherry Park Rd	Hewitt to Fox	North	544	\$16,300	TCIP
Division St	175th Ave to 182nd Ave	Both	1,203	\$36,100	
Division St	182nd Ave to 202nd Ave	Both	4,366	\$131,000	
Division St	202nd Ave to Eastman Pkwy	Both	5,636	\$169,100	
Division St	242nd Ave to 257th Ave	Both	1,563	\$46,900	
Division St	Eastman Pkwy to Main St	Both	306	\$9,200	
Downsview Ct	52nd Pl to 48th Pl	Both	1,199	\$36,000	
Downsview Ct	57th Ave to 55th Dr	Both	1,194	\$35,800	
Fairview Blvd	Knights Blvd to Kingston Ave	South	322	\$9,700	
Glisan St	162nd Ave to 181st Ave	North	2,508	\$75,200	
Glisan St	181st Ave to 202nd Ave	Both	4,550	\$136,500	
Glisan St	202nd Ave to 223rd Ave	Both	671	\$20,100	TCIP

Proposed Pedestrian CIP Projects

Location	Termini	Side of Roadway	Distance (feet)	Cost*	Funding or Constraint
Graham Rd	Sundial to Harlow	North	6,157	\$184,700	
Graham Rd	Sundial to I-84	South	6,046	\$181,400	
Grover Ct	Dead end to 55th Dr	Both	518	\$15,500	
Halsey St	162nd Ave to 181st Ave	Both	1,483	\$44,500	
Halsey St	181st Ave to 201st Ave	Both	1,858	\$55,700	TCIP
Hist Co River Hwy	244th Ave to Halsey St	North	1,515	\$45,500	
Interlachen Lane	Marine Dr to Blue Lake Rd	Both	4,203	\$126,100	
Madison Rd	Salmon St to Dead end	Both	876	\$26,300	
Orient Dr	14th St to Salquist Rd	North	95	\$2,900	
Powell Valley Rd	257th Ave to 282nd Ave	Both	518	\$155,400	
Powell Valley Rd	Burnside Rd to 257th Ave	South	216	\$6,500	TCIP
Raab Rd	Dead end to Scholls Ferry Rd	North	306	\$9,200	
Riverwood Rd	Riverside Dr to Military Rd	West	401	\$12,000	
Salmon St	61st Dr to 57th Ave	Both	1,251	\$37,500	
Scholls Ferry Ct	Dead end to Scholls Ferry Rd	Both	1,004	\$30,100	
Stark St	202nd Ave to 223rd Ave	Both	3,671	\$110,100	
Stark St	257th Ave to Troutdale Rd	North	48	\$1,400	TCIP
Stark St	Evans Ave to 35th St	South	116	\$3,500	
Sundial Rd	Marine Dr to Graham Circle	West	396	\$11,900	
Sweetbriar Ct	64th Pl to Scholls Ferry Rd	North	813	\$24,400	
Taylor St	61st Dr to 57th Ave	Both	2,080	\$62,400	
Thomas St	Dead end to Shattuck Rd	Both	1,832	\$55,000	
Troutdale Rd	Beaver Cr Ln to Cherry Park Rd	Both	512	\$15,400	
Troutdale Rd	Sweetbriar Rd to Sweetbriar Ln	East	21	\$600	
Westdale Dr	57th Ave to Dead end	Both	1,499	\$45,000	
Windsor Ct	52nd Pl to Shattuck Rd	Both	2,150	\$64,500	
Windsor Ct	Dead end to Dead end	Both	1,340	\$40,200	
Woods Ct	55th Dr to Dead end	Both	888	\$26,600	
Subtotal—other funding or constraints			8,812	\$264,400	
Subtotal—projects to evaluate			97,546	\$3,066,200	
Total			106,358	\$3,330,600	

* Cost estimated at \$30/lineal foot, rounded to nearest hundred.

Table 5
Criteria for Pedestrian Project Evaluation

Safety	• Have pedestrian accidents occurred at location of project?	3
	• Will barriers will be mitigated or eliminated? (railroad tracks, waterways, highways, signs, fire hydrants, telephone poles)	2
	• Does the project replace a substandard condition, (Existing conditions do not meet ADA, AASHTO, MUTCD or walkway is in disrepair.)	1
	• Does the project increase visibility for pedestrians or of pedestrians? (lighting)	1
Land Use (within 1/4 Mile)	• Regional/Town or Rural Centers	2
	• Schools	2
	• Parks	1
	• Main Street (2040 designation)	1
	• Community buildings (libraries, health clinics, post offices, government buildings)	1
Transit	• Headways less than or equal to 20 minutes	2
	• Headways more than 20 minutes	1
	• Within 1/4 mile of transit corridor	2
	• School bus routes	2
	• Within 1/4 mile of a MAX station	2
Connectivity	• Does the project complete a missing segment?	2
	• Is the project an extension of an existing facility?	1
Public Input	• Is the project supported by a group, neighborhood organization or homeowners' association?	2
	• Is the project supported by an individual's concern?	1
Aesthetics	• Does the project increase the appeal of a pedestrian facility or increase the perceived safety of pedestrians?	1
Functional Classification	• What is the functional classification of the adjacent roadway?	
	Arterial Collector	2 1

ROADWAY, BIKEWAY AND PEDESTRIAN

CAPITAL IMPROVEMENT PROGRAM

MULTNOMAH COUNTY 1996-2000 CAPITAL IMPROVEMENT PROGRAM

INTRODUCTION

Multnomah County Transportation Division has instituted a capital improvement plan (CIP) process. This process follows guidelines established in the 1983 County Comprehensive Framework Plan: Physical Support System Policies. The objective of the Capital Improvement Plan is to identify and prioritize road and related improvements necessary to maintain and enhance the County transportation system.

The capital improvement process involves two major work elements: development of the Capital Improvement Plan (CIP), followed by development of the Transportation Capital Improvement Program (TCIP). The Capital Plan identifies capital needs for specific projects based on various information including traffic safety, road capacity and system deficiencies, economic development and community concerns. Once the inventory of capital needs has been identified, the Plan ranks the projects using objective criteria to determine the relative importance of future improvements.

In the past, the Transportation Capital Improvement Program has focused on road improvements which included bicycle and pedestrian facilities, and a Bikeway Capital Improvement Program (BCIP) that focused only on bikeway projects. The 1996-2000 capital improvement program includes roadway, bikeway and pedestrian capital improvements in one Transportation Capital Improvement Program. The Willamette River Bridges Capital Improvement Plan and Program is addressed in the Willamette River Bridges section of this document.

Capital planning identifies segments of the county road system that have not been improved to County standards. The Capital Program implements the CIP by assigning available revenue to the highest ranked capital projects. Roadway, bikeway and pedestrian projects are ranked separately. A schedule is established of ranked and funded projects for each year from 1996 to 2000 (see Page 81).

Capital programming schedules resources over the five-year period to bring portions of each system up to standards. Future revenue is estimated and allocated to the highest ranked projects until estimated revenue is fully allocated. A number of constraints influence this schedule, which may change the order in which projects are constructed. (See Development Constraints, Appendix V.)

Capital Projects

Capital improvements are projects to improve county transportation facilities where either substantial reconstruction or new construction is required. Examples of capital projects include:

- Road reconstruction
- Extensive guardrail replacement
- Sidewalk construction
- Extensive drainage improvements
- New traffic signals and upgrades to existing traffic signals
- Intersection improvements
- Road widening and the construction of new roadways
- Bikeway construction

Road maintenance projects such as crack sealing, pavement overlays, striping and signing are not funded by the Transportation Capital Improvement Program. Maintenance is funded separately in the Division's Operations and Maintenance Budget. There are instances where roads that have been developed to current standards require major reconstruction. These projects receive top funding priority. They are identified in the TCIP as maintenance repairs.

Transportation Funding Strategy

County Comprehensive Framework Plan: Policy #34: Transportation, provides guidance to the Division in developing the County transportation system.

The adopted County policy is to develop a safe and efficient trafficway system using the existing road network, and by:

- (1) Improving streets to the standards established by the road classification system;
- (2) Placing priority on maintaining existing trafficways; and
- (3) Making improvements to the existing system which maximizes its capacity rather than constructing new facilities.

This policy establishes the overall capital improvement funding strategy: to enhance the existing road system before constructing new facilities. Consequently, road maintenance requirements are funded prior to funding capital needs. Capital projects that are scheduled for construction address the most critical transportation needs based on the objective evaluation process.

TCIP Organization

The Transportation Capital Improvement Program summarizes in the following sections:

- Projects recommended for funding are determined in the Project Schedule section.

- Estimated costs and funding sources for each project.
- Scheduled project implementation and constraints to development.

The Capital Programming Process section describes in general terms the relationship between the Capital Plan and the Capital Program and describe the capital programming process in greater detail.

The Transportation Funding section discusses assumptions used to develop revenue forecasts, and provides a general description of revenue sources utilized by the Multnomah County Transportation and Land Use Division to fund capital improvements.

The Conclusion section provides a summary of transportation capital needs and funding capabilities for roadway, bikeway and pedestrian capital projects.

The final Project Schedule section describes project categories and the capital improvement schedule. Project detail sheets describe each proposed improvement. This section represents the culmination of the CIP and TCIP processes.

The BCIP section identifies revenues and describes bikeway capital improvement projects

Pedestrian Capital Improvement Program (PCIP) projects and revenue sources are identified in the PCIP.

THE CAPITAL PROGRAMMING PROCESS

The Transportation Capital Improvement Program implements necessary transportation improvements identified in the CIP. The Plan has identified the array of capital needs on the County system and established priorities among these future capital projects. The process developed to implement the Plan is illustrated in the Capital Improvement Plan and Program Flow Chart, Appendix IV. Implementing the capital plan requires budgeting available revenue to the most critical and highest ranked transportation projects.

The first major step in this process is to prepare revenue forecasts. The revenue forecast is based on future projections regarding population growth trends, number of registered motor vehicles, road miles in the County system, gas tax revenue, and federal forest receipts. (See Transportation Funding section for a complete explanation of revenue sources.)

The next major step is to determine constraints to project development. Priority one CIP projects are compared with other public and private projects occurring in County road rights-of-way. This comparison will determine if a County CIP project will need to be coordinated with other non-CIP projects. Reviewing possible development constraints will: 1) establish the date that construction could begin for each CIP project; and, 2) coordinate development activities within road rights-of-way; and, 3) reduce the costs of implementing individual projects. Coordination of construction activities in road rights-of-way can reduce costs of individual projects, but may delay construction of the road project to accommodate the other projects. Development constraints reviewed include:

1. Local jurisdictions' capital programs for sanitary sewer, water, and storm sewer systems which may delay a road project.
2. The Mt. Hood Parkway major investment study will delay several County projects along the Parkway corridor until a corridor is selected. Selection of the preferred corridor is expected in 1996.
3. Projects funded from outside revenue sources may require an environmental analysis, or other planning and decision processes that could delay a project.
4. Utility construction (water, power, sewers and communication) are coordinated with each city or utility district or utility company for each County project.
5. Right-of-way acquisition is assumed to require one year to complete.

The Development Constraints schedule (Appendix V) indicates the earliest date to begin project construction. Project dates take into account all of the known development constraints.

After revenue forecasts are prepared and the earliest construction dates are identified, the next step is to schedule projects for construction. The highest ranked projects with the earliest start dates are assigned available revenue.

Two or more projects combined into a single project when convenient or economical. For example, a signal safety project may be incorporated with a road improvement when they coincide. However, where a priority intersection project would be significantly delayed by a road project, the intersection project will remain independent of the road project. Scheduling of County projects can also be effected by scheduling and funding of other related projects (such as drainage and culverts).

The Capital Plan and Program for Multnomah County roads, signals, sidewalks and bridges (other than Willamette River Bridges) are reviewed and approved at a public hearing before the Board of County Commissioners. Prior to public hearings, new projects were solicited at three public meetings held throughout the county.

East County cities had the opportunity to review draft plans and suggest changes or resolve differences. The East Multnomah County Transportation Committee will review the recommended plan and program, and make its recommendation to County Commissioners. Upon Board approval, the first two years of the capital program will be budgeted in the Division's annual budget (Multnomah County Road Fund Budget). Projects scheduled for the third through the fifth years of the program may change as the result of the biennial update of the CIP.

TRANSPORTATION FUNDING

Introduction

Multnomah County funds many of its transportation responsibilities through the Road Fund which are a dedicated revenue source comprised primarily of transportation user fees. State Highway Trust Funds, Federal Forest Receipts and County Gasoline Taxes are the primary sources of revenue. Road funds are restricted by county ordinance or the Oregon State Constitution for road purposes only. However, these sources can be used for planning, engineering, constructing and maintaining facilities within road rights-of-way.

The total capital need identified in the CIP is \$111.6 million. The funding capability forecasted in the County Transportation Capital Improvement Program for the five-year period is estimated at \$33.1 million. Limited revenue resources, and additional requirements (i.e. permitting) do not allow all projects to be completed in an ideal timeframe. The capital program will need to be modified as revenue forecasts and capital needs change.

Revenue and cost estimates are based on historical records and the best available current information. Revenue forecasts were without factoring potential changes in state and federal sharing of transportation funding (i.e. no additional or reduced state and federal revenue).

The Transportation Funding section explains: 1) where road fund revenues (which pay for capital improvements) are derived, 2) what outside funds can be used for capital improvements, and 3) requirements of Multnomah County in allocating funds including: the Portland Intergovernmental Agreement (Portland Agreement), Willamette River Bridges requirements, road maintenance and the Bike Fund. Finally, assumptions used in developing the revenue forecasts for the CIP are discussed.

Revenue Sources

Road Fund Sources

Road fund revenues for Multnomah County are derived primarily from three sources:

1. **State Highway Trust Fund:** Revenue from this source include the State gasoline tax, weight/mile tax on trucks, and vehicle registration fees, which are each constitutionally dedicated to road-related uses. The State Highway Trust Fund is distributed to the State, counties and cities at a rate of 60%, 24% and 16% respectively, after funding the Department of Motor Vehicles. Multnomah County is expected to receive \$24.1 million in FY 96-97 in gross revenue (before distribution to the city of Portland per the 1983 Portland Agreement). One percent is dedicated to bikeways and pedestrian facilities.

2. **Federal Forest Receipts:** These revenues derive from timber cut in National Forests within Multnomah County. Under Oregon Revised Statute (ORS) 293.560, the funds received are allocated at a rate of 75% to the Road Fund and 25% to the School Fund. Annual revenue to the Road Fund is estimated at \$562,000.
3. **County Gasoline Tax:** Established under Multnomah County Code (MCC) 5.30.030 as a business license fee for Multnomah County, the one cent per gallon tax was imposed in 1977, and increased to three cents per gallon in 1981. Today, the three cents raises approximately \$7 million annually.

Other revenue in the Road Fund includes service reimbursements including fees related to new development, and interest on investments.

Outside Funds

There are two primary sources of federal funds used by Multnomah County to fund road improvements: Surface Transportation Program (STP) funds and Highway Bridge Repair and Replacement (HBRR) funds.

Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. This act substantially modifies the way federal transportation funds are used for transportation purposes. Congress created the broad and flexible STP revenue category to replace more restrictive road funding categories. A percentage of these funds is distributed to the metropolitan region by the state. These dollars are available competitively to Multnomah County and other agencies for alternative transportation projects, as well as road projects.

Federal bridge funds (HBRR) are available to Oregon based upon a formula defining the relative condition of bridges throughout the state. This applies to the Willamette River Bridges for Multnomah County.

State funds are also available for safety improvement projects which are deemed eligible based on historical accident data. The Division applies for those funds when specific projects qualify.

Revenue Requirements

Capital Program

Annual allocations are made from the Road Fund for the Portland Agreement and for Willamette River Bridges, the County Bike and Pedestrian Fund, and road maintenance. Remaining funds are then allocated to road capital projects which may also include bikeways and pedestrians. Estimated Road Fund monies for the 1996-2000 capital program are shown on Page 81.

Fiscal Year 1996-97 projects include carryover projects, outside funded projects, and \$3.2 million for new capital projects allocated from the Road Fund. New revenue available for capital projects in FY 1997-98, 1998-99, 1999-2000 and 2000-01 is estimated to average \$1 million each year. Projects not completed in prior years will modify total capital outlay each year by the amount of carryover.

Portland Agreement

In 1984 the city of Portland and Multnomah County entered into an intergovernmental agreement to share revenues and road responsibilities related to the City's annexation of unincorporated Multnomah County. County maintained roads within the city limits of Portland were transferred to the City in conjunction with a share of the County's Road Fund dollars. The formula for sharing County road funds with the City provided for an increased share of revenue based on miles of road transferred and population increases from annexation.

The Portland Agreement was amended in 1989 so that all user fee revenues received by the County and City are shared based solely on proportional road mileage of the City and County systems. Additionally, the agreement sets forth a requirement that a minimum of \$6 million over ten years will be spent by the County on urban transition projects; \$300,000/year for road improvements inside the Portland urban service boundary, and \$300,000/year on transit streets. While the agreement resulted in a decrease in road funds available to the County, the amendment has offset the decrease. County Road Fund revenue estimated to be transferred to the City of Portland in 1996-97 is \$17 million (approximately 54% of the County's transportation budget).

Willamette River Bridges

The Portland Agreement specifies yearly allocations of funds for capital construction and maintenance on the six County-maintained Willamette River Bridges. These bridges are: the Sellwood, Hawthorne, Morrison, Burnside, Broadway, and Sauvie Island. A portion of this money is set aside (through the Portland Agreement) and subtracted from the County road funds prior to administration of the sharing formula. Another portion is subtracted from the City's allocation. (Please refer to the City of Portland Intergovernmental Agreement, amended August, 1984 for more detailed information.) Programming funds for capital construction of the Willamette River Bridges is done under the County's *Capital Improvement Plan and Program for the Willamette River Bridges* section of the Transportation Capital Improvement Program.

Road Maintenance

Historically, Multnomah County has put great emphasis on maintenance of its road system. Each budget year, the maintenance programs for the County road network and bridge system are fully funded. As a result, the County does not have a maintenance backlog on the surface street system.

Bike Fund

Under ORS 366.514, one percent of the State Highway Trust funds received by the County is to be spent on bicycle facilities or footpaths. Multnomah County has established a separate fund for bicycle and pedestrian facility development. These resources are programmed under the Bicycle Capital Improvement Program section.

Transportation Initiatives Agreement

In FY 1994-95 Multnomah County reached an agreement to transfer roads and other resources to the cities of Fairview, Troutdale and Gresham. Included in the proposed transfer is approximately 70 miles of local roads, along with revenue to maintain the roads. In FY 1996-97 Multnomah County will transfer \$426,784 to these cities which is reflected in the projected revenues available for capital improvements. The amount is adjusted annually to reflect the Portland consumer price index.

Revenue Forecast Assumptions

The following assumptions are used to develop revenue forecasts for the Transportation Capital Improvement Program.

- State Highway Trust Fund monies to be received by the County are forecast from a County model which assumes a base revenue, developed from historical data.
 1. The base revenue is shared with counties and cities at an average percentage rate of 24.38% and 15.57% respectively.
 2. Multnomah County's share of all counties' share of the State Highway Trust Fund is 16.82% (number of registered vehicles in Multnomah County/number of registered vehicles Statewide).
 3. Portland's share of State Highway Trust Fund monies is 24.85% of all cities' share which is based on a population formula.
- The Multnomah County gasoline tax raises about \$7 million annually.
- Willamette River Bridges maintenance costs and a portion of capital costs are subtracted from the County's share of the State Highway Trust Fund and County Gas Tax. Additional capital is taken from the City of Portland's share per the Portland Agreement.
 1. Willamette River Bridge maintenance costs are estimated to be \$1,866,887 in FY 1996-97.

2. The annual bridge capital requirement is \$1,500,000; \$1,060,000 from the County's share, with the remainder from Federal Forest Receipts and city of Portland.
- Federal Forest receipts are retained by the County and are not factored into the sharing formula for the Portland Agreement. Projected revenue is estimated at \$562,000/year in FY 1996-97.
 - Total revenue for sharing with the City of Portland is comprised of:
 - State Highway Trust Fund to the County
 - County Gasoline Tax (less Willamette River Bridge allocations)
 - State Highway Trust Funds to the City.
 - Revenue is shared based on the percentage of city road miles and county road miles.
 - Subtracted from the City's allocation of shared revenue is a portion of Willamette River Bridges (WRB) capital budget. This revenue is dedicated to WRB.
 - County's gasoline tax allocation of the Road Fund includes:
 - County allocation of shared revenue
 - + Urban service and WRB set asides from Portland
 - + Federal Forest receipts
 - + Funds taken off the top for WRB maintenance and capital.

Other Revenue

- County road receipts include other revenue in addition to user fees. These include: reimbursements, permits, interest and miscellaneous (excluding beginning working capital), which are expected to provide \$2,500,000 per year.
- Other revenues are projected at a constant rate, with the exception of beginning working capital.
- Beginning working capital is comprised primarily of obligated funds not yet spent, and unaccounted revenue as a result of over forecasting.

CONCLUSION

The Transportation Capital Improvement Program has been developed to implement the capital plan. The capital plan identifies projects of greatest need on the Multnomah County road system. The capital program identifies funding sources and schedules the priority one projects for construction.

Priority one projects represent capital needs that should be constructed within the 5 year program period. Priority two projects are improvements of lesser need, to be reconsidered following implementation of priority one projects. Priority three projects are identified capital needs that can be deferred and will be considered for long-range improvement.

The CIP schedules 69 Priority 1, 2, and 3 transportation projects. Total estimated liability for all 100 projects is approximately \$111.6 million in 1995 dollars. Anticipated revenue in budget years 1996 - 2000 is \$20 million. Funding requirements for Priority 1 projects is \$48.3 million which exceeds available revenue.

The capital planning and programming process is designed to ensure that limited resources for transportation capital projects will be allocated to the most critical transportation needs. The priority ranking system developed in the Plan recognized 46 priority one projects. Twenty-five of these projects have been scheduled for development in this TCIP. Also scheduled are 19 carryover projects identified in the previous capital improvement program which are under or near construction. These 44 projects (25 new plus 19 carryover) are shown in the Roadway Capital Improvement Program section. The 21 unfunded Priority 1 projects amount to approximately \$27.4 million and will be reconsidered for funding in 1997-01. The 23 unfunded Priority 2 capital projects total over \$23 million, and the 31 unfunded Priority 3 long-term capital needs total over \$40 million in 1995 dollars.

The Bikeway CIP identifies 94 projects totalling \$16.6 million. Anticipated revenue is \$225,000 in budget years 1996-2000. Many of the projects will be constructed as part of other road improvements or from potential grants. Similarly, the Pedestrian CIP requires more funds than are available. The program attempts to fund and construct those projects that demonstrate the greatest need.

Constantly changing community needs will alter County transportation program priorities over time before all projects can be constructed. The Transportation Capital Improvement Program is reviewed by the Division on an annual basis, and fully revised including public input biennially. The current CIP is based on the best available revenue and cost information, and by clear and objective means, sets forth a strategy for addressing the highest priority transportation needs.



ROADWAY CAPITAL IMPROVEMENT PROGRAM

1996-2000 ROADWAY TCIP

The total capital need identified in the Roadway Capital Improvement Plan is \$111 million, for 69 candidate projects. Needed facility improvements are ranked by facility type and include:

- Arterial Streets
- Collector Streets
- Bridges (other than Willamette River Bridges)
- Signal/Safety (Intersections)

The CIP includes Priority 1, 2, and 3 projects for immediate or intermediate or long-term development. The transportation capital funding capability of Multnomah County for the next five year period is approximately \$20 million with approximately \$91.6 million in projects unfunded. Thus, projects with the most critical need and no development constraints are programmed for priority one development.

Of the 100 current CIP candidate projects, 25 new projects are scheduled in the Capital Improvement Program for development during 1996-2000. Nineteen carryover projects from prior capital improvement programs are also scheduled during 1996-2000. Completion of these 19 projects requires approximately \$2.8 million.

Table 6

**1996-2000 ROADWAY CAPITAL IMPROVEMENT PROGRAM
NEW CAPITAL ALLOCATION SUMMARY
BY CATEGORY AND PRIORITY**

	Liability*	Program (FY96/97)
Priority 1		
Arterial	\$30,491,000	\$10,058,000
Collector	\$8,605,000	\$1,370,000
Bridge	\$4,397,000	
Signal/Safety	\$4,780,000	\$1,240,000
Carryover and Other	N/A	\$2,821,000
Subtotal	<u>\$48,273,000</u>	<u>\$15,489,000</u>
Priority 2		
Arterial	\$13,285,000	
Collector	\$8,454,000	
Bridge		
Signal/Safety	<u>\$1,445,000</u>	
Subtotal	<u>\$23,184,000</u>	
Priority 3		
Arterial	\$16,634,000	
Collector	\$22,020,000	
Bridge		
Signal/Safety	<u>\$1,485,000</u>	
Subtotal	<u>\$40,139,000</u>	
TOTAL	\$111,596,000	\$15,489,000

*As identified in the 1996-2000 Transportation Capital Improvement Plan

Project Categories

The Roadway Capital Improvement Program consists of eight funding categories: Arterial, Collector, Signal/Safety, Bridges, Development Support, Drainage, Guardrail, and Safety Improvements. A separate category, Carryover projects fall under one or more of these funding categories as previously allocated, but not completed, in the prior year. The Bikeway Capital Improvement Program and Pedestrian Capital Improvement Program are contained in separate sections.

Funding Category Definitions

Arterial Streets

Arterial streets carry the highest volumes of traffic on the county road system and are three to five lanes. Rural Arterial streets are 2 lanes. Arterial streets are the regional traffic arteries of the East County road system. Arterial streets continue to be the most critical need on the county road system.

Arterial streets carry traffic between cities and provide direct connection between regional activity centers. Development of a multi-modal arterial system not only insures an efficient transportation network, it also reduces the negative effects of through traffic using neighborhood streets. Consequently, the highest priority, aside from maintaining the existing system, is to make necessary improvements to the arterial streets.

Collector Streets

Collector streets are the next highest priority and carry area traffic between neighborhoods and the arterial system. Collectors are not intended to serve through traffic.

Signal Safety

Traffic signals and turn lanes at intersections facilitate traffic flow and safety. Intersection and signal improvements can be developed independent of a road project. Improvement of intersection geometry, signal timing, or adding turn lanes at intersections can provide additional capacity and safety for an entire road segment.

Bridges

Bridges in this CIP, excluding Willamette River Bridges, are integral to the County road system and should be improved as roadways are improved. For example, five narrow railroad bridges over the existing county roads will need to be widened as the roads are improved. Willamette River Bridges under Multnomah County jurisdiction can be found in the *Capital Improvement Plan and Program for the Willamette River Bridges* section of this document.

Development Support

These funds are used in coordination with private development e.g., shopping centers and subdivisions. Development Support purchases right-of-way and provides additional road improvements for the benefit of the public.

Drainage

Storm sewers, sump systems, and other drainage improvements are constructed in conjunction with road improvement projects, or where a drainage problem exists. Drainage projects are funded in conjunction with road improvement projects, or as a stand-alone project to solve a drainage problem.

A drainage improvement funded under this category could include (1) measures taken to properly drain an existing roadway (e.g. where standing water is found), and (2) measures taken to relieve adjoining property from roadway runoff impacts.

Guardrails

Guardrail installation and repair is usually funded as part of the road safety program. Guardrails are sometimes included in conjunction with a rural road project.

New guardrail installations, or replacement guardrail projects maybe independent of a road project and are funded in this category.

Safety Improvements

Monies are set aside for unanticipated traffic hazards requiring immediate attention to protect the traveling public, e.g., to repair a washed out roadway, and are funded from this category.

Traffic signal preemption devices for emergency vehicles are funded from monies set aside in this category, or are included in designated intersection improvement projects. Specific intersections have been identified for preemption devices and are listed on Page 80. Preemption devices involving Light Rail Services (Tri-Met involvement) at certain intersections require more investigation before committing funds to those devices.

Carryover

The Capital Improvement Program includes a carryover category because some road projects require more than one year to complete. Carryover funds from the previous fiscal year, and the status of these projects are shown in the 1996-2000 Transportation Capital Improvement Program.

CIP Project Schedule

The five-year Capital Improvement Program schedule is shown on Page 81. The schedule displays by year, monies allocated for right-of-way acquisition and/or construction for each programmed project. A Project Detail Sheet provides greater information on the scope of each scheduled project.

Project Detail Sheets

Project Detail Sheets describe transportation projects scheduled for construction within the Capital Improvement Program for 1996-2000. Project detail descriptions are organized by project ranking.

Information on the Project Detail Sheets include:

- * Program
- * Project Name (street name and from - to termini points);
- * New Project/Carryover
- * Page Number (page number of project in this section of the Program);
- * Map Number (the identification number on the 1996-2000 Capital Improvement Plan and Program Project Location Map);
- * Project Number (a unique number assigned for cost accounting purposes for budgeted projects, if available);
- * Project Description (brief description of the planned improvements);
- * Detail Map of Project Area (highlighting project location).
- * Programmed Improvements are denoted
- * Costs by program year

The marked boxes of the project detail sheet indicate what is included as part of the project. Funding sources and costs are allocated per budget year, and totaled.

Signalized Intersections Identified for Preemption Devices

Multnomah County is investigating the potential of installing traffic signal preemption devices to assist emergency vehicles maneuver through signalized intersections. Preemption devices allow emergency vehicles to override traffic the signal, allowing for their safe passage.

The preemption devices have been installed at twelve intersections. Eight intersections are being considered for installation. One of the intersections has been programmed for installation, and seven require further analysis as outlined below. Intersections requiring further analysis are affected by light rail for signal preemption coordination.

<u>Intersection</u>	<u>Installation</u>	<u>Funding Category</u>
	<u>Year</u>	
172nd Ave/Glisan St	1998/99	In conjunction with signal safety project
181st Ave/Burnside Rd		Requires further analysis
Stark St/Burnside Rd		Requires further analysis
188th Ave/Burnside Rd		Requires further analysis
197th Ave/Burnside Rd		Requires further analysis
172nd Ave/Burnside Rd		Requires further analysis
162nd Ave/Burnside Rd		Requires further analysis
190th Ave/Stark St		Requires further analysis

Table 7

MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES TRANSPORTATION DIVISION
1996-2000 ROADWAY CAPITAL IMPROVEMENT PROGRAM

PROJECT NAME (From/To)	FY 1996-97	FY 1997-98	FY 1998-99	FY 1999-2000	FY 2000-01
Category: Arterial Streets					
Stark St (257th Ave/Trtdl Rd)	\$1,540,000				
Halsey St (190th Ave/207th Ave)		\$2,200,000			
Halsey St/223rd Ave (Combined)	\$2,638,000				
207th Connector (Halsey St/Glisan St)	\$3,810,000				
Jenne Rd (Foster Rd/PowellBd)		\$1,660,000			
Corbett Hill Rd (1200'-2200' S of I-84)			\$310,000		
Glisan St (3500' E of 223rd Ave/242nd Ave)		\$830,000			
257th Ave (Bull Run Rd/Division St)					\$1,160,000
Powell Valley Rd (Burnside Rd/257th Ave)				\$840,000	
Glisan St (223rd Ave/3500' E of 223rd Ave)	\$2,000,000				
Glisan St (202nd Ave/207th Ave)			\$650,000		
242nd Ave Bike Lanes (Palmquist/Springwater Trail)	\$70,000				
Category: Collector Streets					
201st Ave (Halsey St/Sandy Blvd)					\$1,590,000
Hensley Rd (257th Dr/Trtdl Rd)	\$670,000				
Troutdale Rd (Streb Rd/Stark St)				\$1,370,000	
201st Ave (Halsey St/Glisan St)			\$940,000		
Bull Run Rd (Burnside Rd/257th Dr)		\$600,000			
202nd Ave (Stark St/Glisan St)				\$1,090,000	
190th Ave (Division St/Yamhill St)	\$700,000				
Category: Signal					
182nd Ave/Powell Blvd				\$360,000	
Halsey St/238th Dr	\$490,000				
Burnside Rd/242nd Dr		\$370,000			
Glisan St/172nd Ave				\$160,000	
Powell Valley Rd/257th Ave			\$560,000		
182nd Ave/Division St			\$185,000		
Foster Rd/172nd Ave				\$370,000	
Breyman and Greenwood Rd/US 43	\$50,000				
Category: Bridge					
223rd Ave RR Bridge at I-84			\$900,000		
SUBTOTAL	\$11,968,000	\$5,660,000	\$3,545,000	\$4,190,000	\$2,750,000
Category: Development Support	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Cherry Park Rd (242nd Dr/257th Ave)	\$870,000				
Category: Drainage	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Category: Maintenance Repairs					
Burnside Rd (Powell Bd/242nd Dr)		\$970,000			
Category: Pedestrian					
Sidewalk	\$110,200	\$100,000	\$100,000	\$136,500	\$131,000
Ramp Retrofit	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Category: Bicycles					
Bike Loops		\$10,000	\$10,000	\$10,000	\$10,000
Bikeways	\$85,000	\$25,000	\$260,000	\$101,800	\$140,500
Category: Safety Improvements					
Orient Dr/257th Dr Signal	\$750,000				
Lower Rocky Point Rd (state)	\$125,000				
Miscellaneous Safety Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
CAPITAL BUDGET	\$14,508,200	\$7,365,000	\$4,515,000	\$5,038,300	\$3,631,500

Category: Carryover*					
Stark St (242nd Dr/257th Dr)	\$2,000	Rs			
Stark St (257th Ave/Trtdl Rd)	\$150,000	R			
Stark St (223rd Av/242nd Dr)	\$24,292	Cp			
Cleveland Av (Division St/Powell B)	\$1,000	Rs			
Halsey St (190th Av/201st Av)	\$22,584	R			
Bull Run Rd (Burnside Rd/257th Dr)	\$11,536	R			
Halsey St/223rd Av	\$103,928	R,C			
Orient Dr/282nd Ave	\$13,851	Rs			
Orient Dr/257th Dr	\$263,517	R			
Stark St/202nd Av Signal	\$9,697	R			
Stark St/202nd Av Signal	\$5,000	Cp			
Stark St/174th Av Signal	\$18,261	Cp			
Stark St/162nd Av Signal	\$179,681	C			
Hist Columbia River Hwy	\$25,738	Rs			
242nd Dr (Burnside Rd/Powell Blvd)	\$8,388	R			
Troutdale Rd (Strebin Rd/Stark St)	\$140,000	R			
207th Connector					
Unit 1 (I-84/Halsey St.)	\$100,000	C			
Unit 2 (Halsey St/Glisan St)	\$420,566	C			
Traffic Signal Interconnect	\$250,000	C			

Project Status Codes: C=Construction, Cp=Complete, Cn=Cancel, D=Delay, R=ROW, Rs=Reserve funds for closeout

*Carryover funds have been budgeted in previous fiscal years and are continued until project is complete, they are not cumulative.

1996-2000 Project Detail Sheets - Index

- 1.* Stark St (257th Dr - Troutdale Rd)
2. Halsey St (190th Ave - 207th Ave)
3. 223rd Ave (Glisan St - Halsey St) and
Halsey St (207th Ave - 223rd Ave)
4. 207th Ave Connector (Halsey St - Glisan St)
5. Jenne Rd (north of Foster Rd - south of Powell Blvd)
6. Corbett Hill Rd (1,200'-2,200' south of I-84)
7. Glisan St (3500' E of 223rd Ave - 242nd Dr)
8. 257th Ave (Bull Run Rd - Division St)
9. Powell Valley Rd (Burnside Rd - 257th Dr)
10. Glisan St (400' E of 223rd Ave - 3500' E of 223rd Ave)
11. Glisan St (202nd Ave - 207th Ave)
12. 242nd Ave (Powell Blvd - Palmquist Rd)
13. 201st Ave (Halsey St - Sandy Blvd)
14. Hensley Rd (257th Dr - Troutdale Rd)
15. Troutdale Rd (Strebin Rd - Stark St)
16. 201st Ave (Halsey St - Glisan St)
17. Bull Run Rd (Burnside Rd - 257th Dr)
18. 202nd Ave (Stark St - Glisan St)
19. 190th Ave (Division St - 2,400' south of Yamhill St)
20. Powell Blvd/182nd Ave
21. Halsey St/238th Dr Intersection
22. Burnside Rd/242nd Dr Intersection
23. Glisan St/172nd Ave Intersection
24. Powell Valley Rd/257th Dr Intersection
25. Foster Rd/172nd Ave Intersection
26. Breyman & Greenwood Rd/US 43 Intersection
27. 223rd Ave Railroad Bridge at I-84
28. Cherry Park Rd (1000' E of 242nd Dr - 257th Dr)
29. Burnside Rd (Powell Blvd - 242nd Drive)
30. Orient Dr/257th Dr Intersection
31. Lower Rocky Point Rd at BNRD Crossing
32. Stark St/162nd Ave Intersection

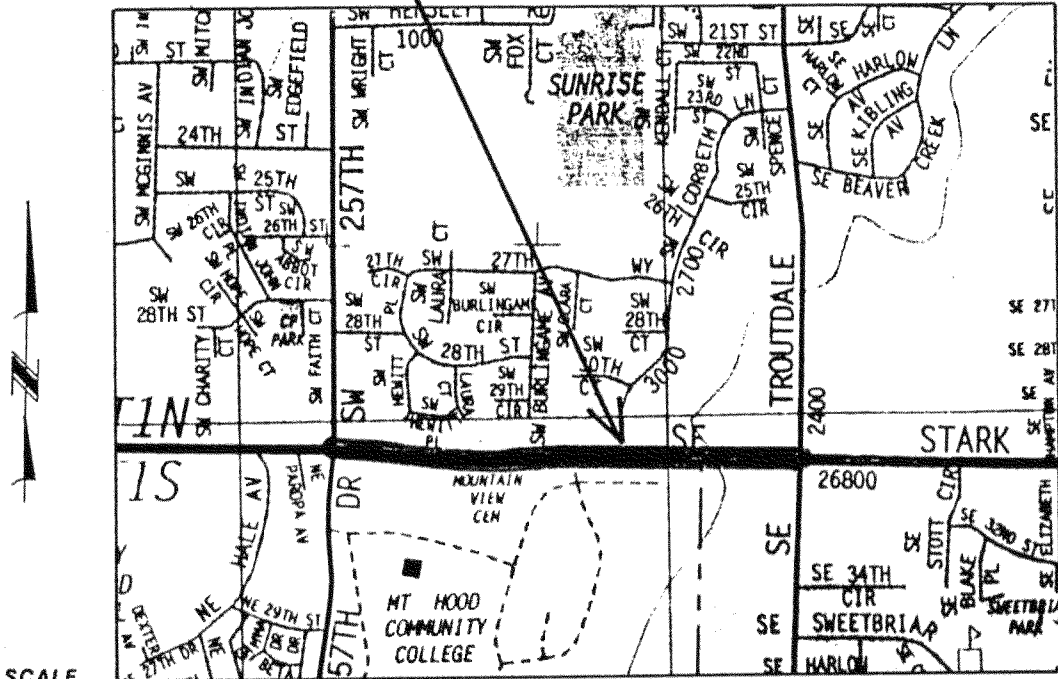
*Number refers to page number found in upper right-hand corner of Project Detail Sheet.

Project: SE Stark St. (257th Dr. - Troutdale Rd.)

Program: Transportation Capital

Project Description: Improve SE Stark St. to arterial standards by widening the existing two lanes to provide for four traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, drainage, street lights and intersection improvements.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: <input type="checkbox"/>	SIGNAL: <input checked="" type="checkbox"/>	DRAINAGE	
ROAD CONSTRUCTION: <input checked="" type="checkbox"/>	SIDEWALK: <input checked="" type="checkbox"/>	STORM DRAIN LINES: <input checked="" type="checkbox"/>	STREAM/CREEK: <input checked="" type="checkbox"/>
ILLUMINATION: <input checked="" type="checkbox"/>	BRIDGES: <input type="checkbox"/>	SUMP/DRY WELL INSTALL.: <input type="checkbox"/>	DITCH: <input type="checkbox"/>
INTERSEC. IMPROVE: <input checked="" type="checkbox"/>	BICYCLE: <input checked="" type="checkbox"/>	ROADSIDE GRADING: <input checked="" type="checkbox"/>	CATCH BASIN: <input checked="" type="checkbox"/>

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$1,540,000					1,540,000
Federal:						
State:						
Local:						
Total:	\$1,540,000					1,540,000
Costs:						
ROW Cost:						
Const. Cost:	\$1,540,000					1,540,000
Total:	\$1,540,000					1,540,000

New Project: ☒

Project Detail

Page No.: 2

Carryover: ☐

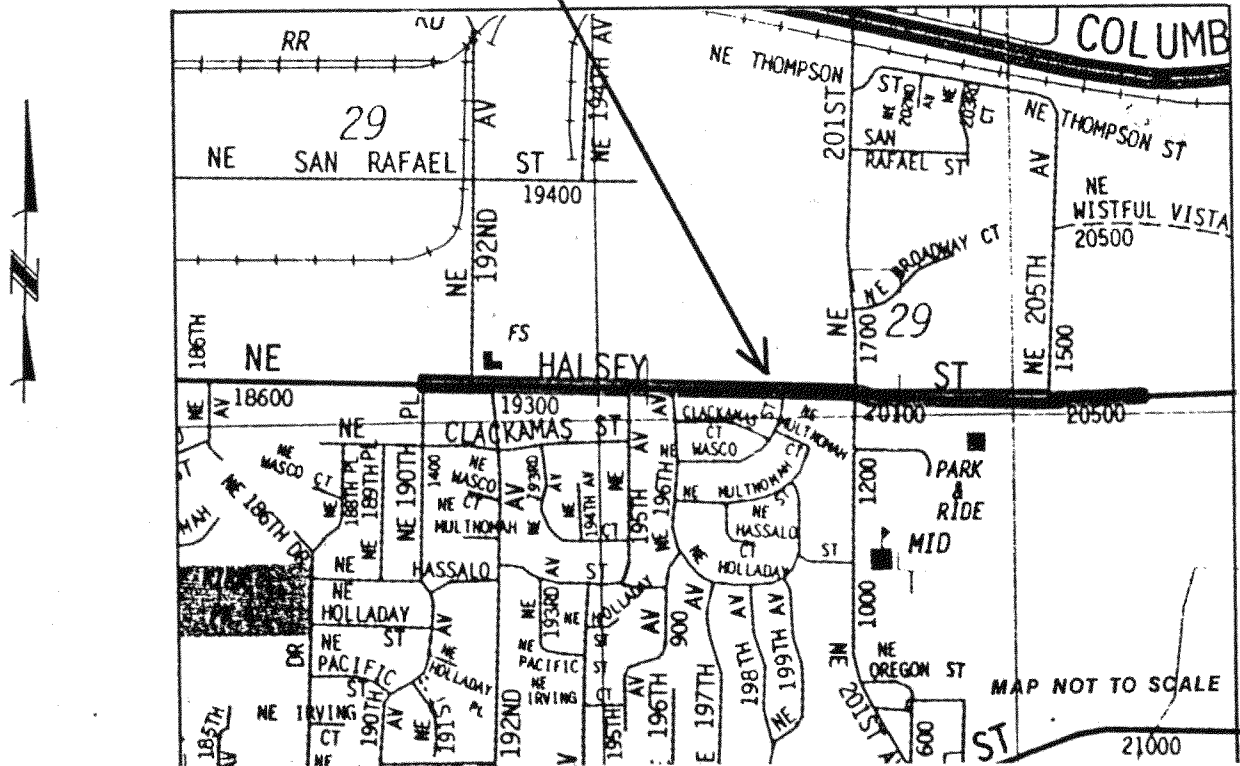
Map No.: 200

Project: NE Halsey St (190th Ave - 207th Ave)

Program: Transportation Capital

Project Description: Improve NE Halsey St to minor arterial standards by widening existing two lanes to 66' paved width including two travel lanes, a continuous left turn lane, a traffic signal, intersection improvement, sidewalks, bike lanes, and street lights. Ditch drainage is upgraded to storm sewer.

CONST. SITE

STRUCTURES: ☐SIGNAL: ☒

DRAINAGE

ROAD CONSTRUCTION: ☒SIDEWALK: ☐STORM DRAIN LINES: ☒STREAM/CREEK: ☒ILLUMINATION: ☒BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐INTERSEC. IMPROVE: ☒BICYCLE: ☒ROADSIDE GRADING: ☒CATCH BASIN: ☒

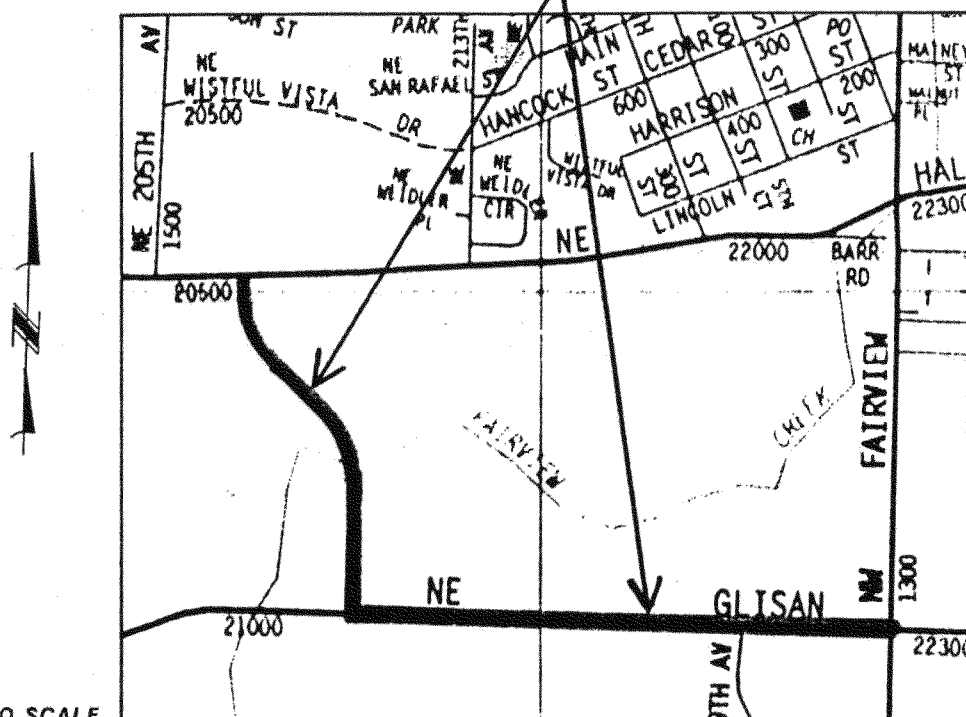
Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$2,200,000				2,200,000
Federal:						
State:						
Local:						
Total:		\$2,200,000				2,200,000
Costs:						
ROW Cost:		\$120,000				\$120,000
Const. Cost:		\$2,080,000				2,080,000
Total:		\$2,200,000				2,200,000

Project: NE 207th Ave. Connector (NE Halsey St. - NE Glisan St./223rd Ave.)

Program: Transportation Capital

Project Description:	Construct new 207th Ave Connector to arterial standards between Halsey St. & Glisan St. Reconstruct Glisan St. Between 207th Ave. Connector and 223rd Ave with four lanes and intersection improvements.
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CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☒

ROAD CONSTRUCTION: ☒

ILLUMINATION: ☐

INTERSEC. IMPROVE: ☒

SIGNAL: ☒

SIDEWALK: ☒

BRIDGES:

BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒

SUMP/DRY WELL INSTALL.: ☐

ROADSIDE GRADING: ☒

STREAM/CREEK: ☒

DITCH: ☐

CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$640,000					\$640,000
Federal:	\$3,640,000					3,640,000
State:						
Local:						
Total:	\$4,280,000					4,280,000
Costs:						
ROW Cost:						
Const. Cost:	\$4,280,000					4,280,000
Total:	\$4,280,000					4,280,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 5

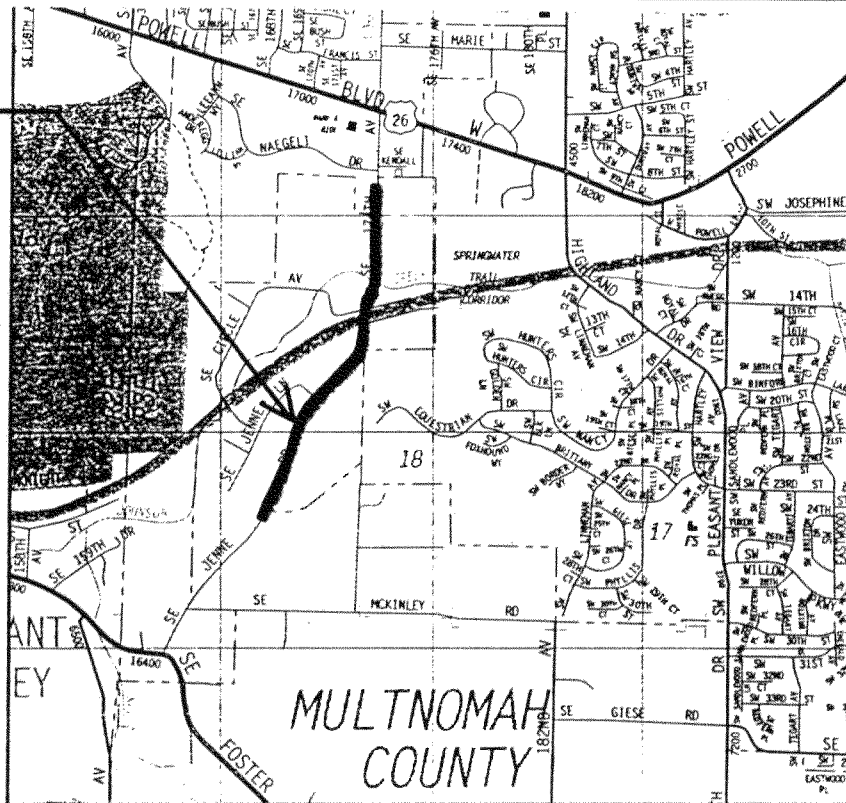
Map No.: 306

Project: Jenne Rd. (Foster Rd - Powell Blvd)

Program: Transportation Capital

Project Description: Construct Jenne Rd, 880' South of Powell Blvd and 2050' north of Foster Road to rural arterial standards with shoulder improvements, drainage and turn lanes.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐
 ROAD CONSTRUCTION: ☒
 ILLUMINATION: ☐
 INTERSEC. IMPROVE: ☐
 SIGNAL: ☐
 SIDEWALK: ☐
 BRIDGES: ☐
 BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐
 SUMP/DRY WELL INSTALL.: ☐
 ROADSIDE GRADING: ☒
 STREAM/CREEK: ☒
 DITCH: ☒
 CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$1,660,000				1,660,000
Federal:						
State:						
Local:						
Total:		\$1,660,000				1,660,000
Costs:						
ROW Cost:		\$500,000				\$500,000
Const. Cost:		\$1,160,000				1,160,000
Total:		\$1,660,000				1,660,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 6

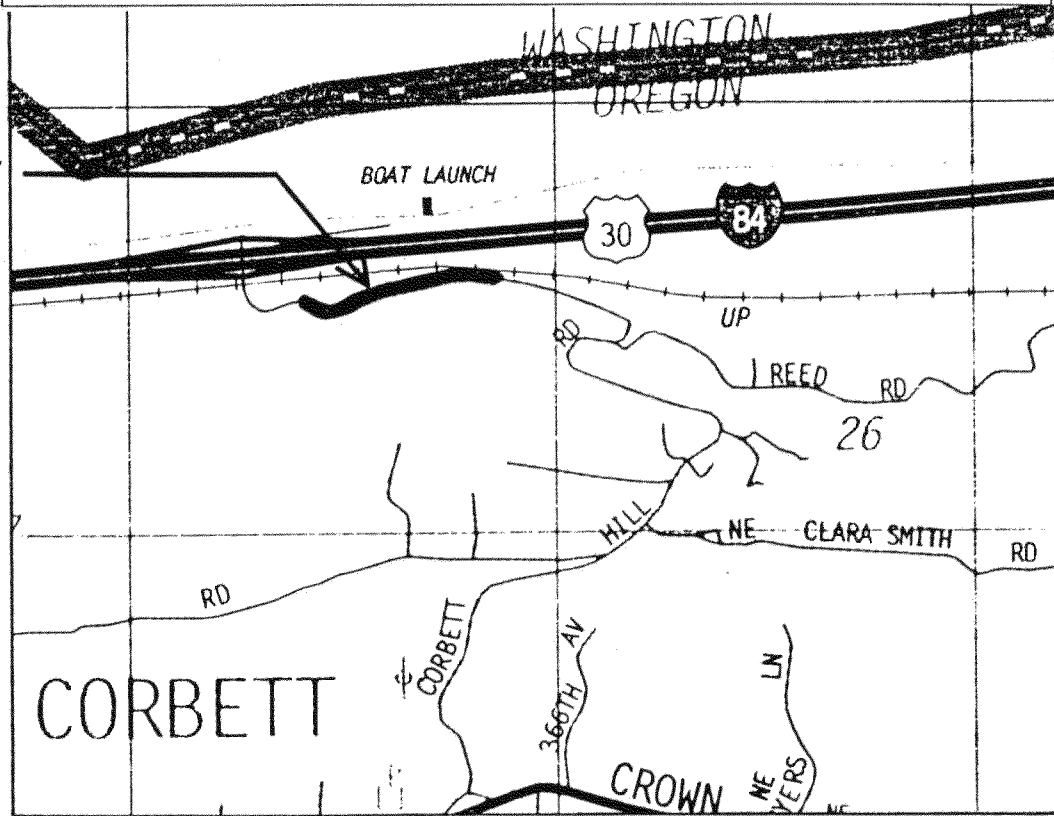
Map No.: 601

Project: Corbett Hill Rd (1200' to 2200 South of I-84)

Program: Transportation Capital

Project Description: Construct roadway with shoulder improvements as part of hillside stabilization.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☐

DRAINAGE

ROAD CONSTRUCTION: ☒SIDEWALK: ☐STORM DRAIN LINES: ☐STREAM/CREEK: ☐ILLUMINATION: ☐BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☒INTERSEC. IMPROVE: ☐BICYCLE: ☐ROADSIDE GRADING: ☒CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:			\$310,000			\$310,000
Federal:						
State:						
Local:						
Total:			\$310,000			\$310,000
Costs:						
ROW Cost:			\$310,000			\$310,000
Const. Cost:			\$310,000			\$310,000
Total:			\$310,000			\$310,000

New Project: ☒

Project Detail

Page No.: 7

Carryover: ☐

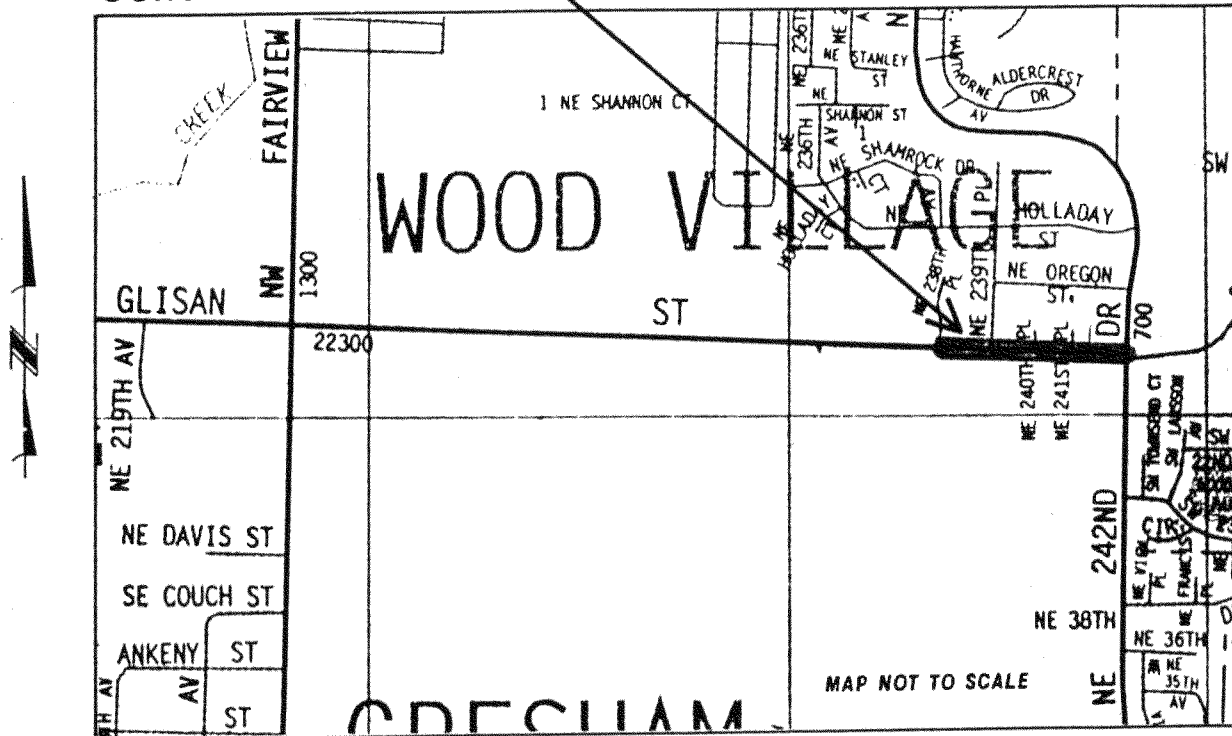
Map No.: 403

Project: NE Glisan St (3500' E of NE 223rd Ave. - NE 242nd Dr.)

Program: Transportation Capital

Project Description: Construct Glisan St. to 5 lane arterial standard including sidewalks, bike lanes and drainage improvements.

CONST. SITE

STRUCTURES: ☐SIGNAL: ☒

DRAINAGE

ROAD CONSTRUCTION: ☒SIDEWALK: ☒STORM DRAIN LINES: ☒STREAM/CREEK: ☐ILLUMINATION: ☐BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐INTERSEC. IMPROVE: ☒BICYCLE: ☒ROADSIDE GRADING: ☒CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$830,000				\$830,000
Federal:						
State:						
Local:						
Total:		\$830,000				\$830,000
Costs:						
ROW Cost:						
Const. Cost:		\$830,000				\$830,000
Total:		\$830,000				\$830,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 8

Map No.: 512

Project: 257th Ave (Bull Run Rd to Division St)

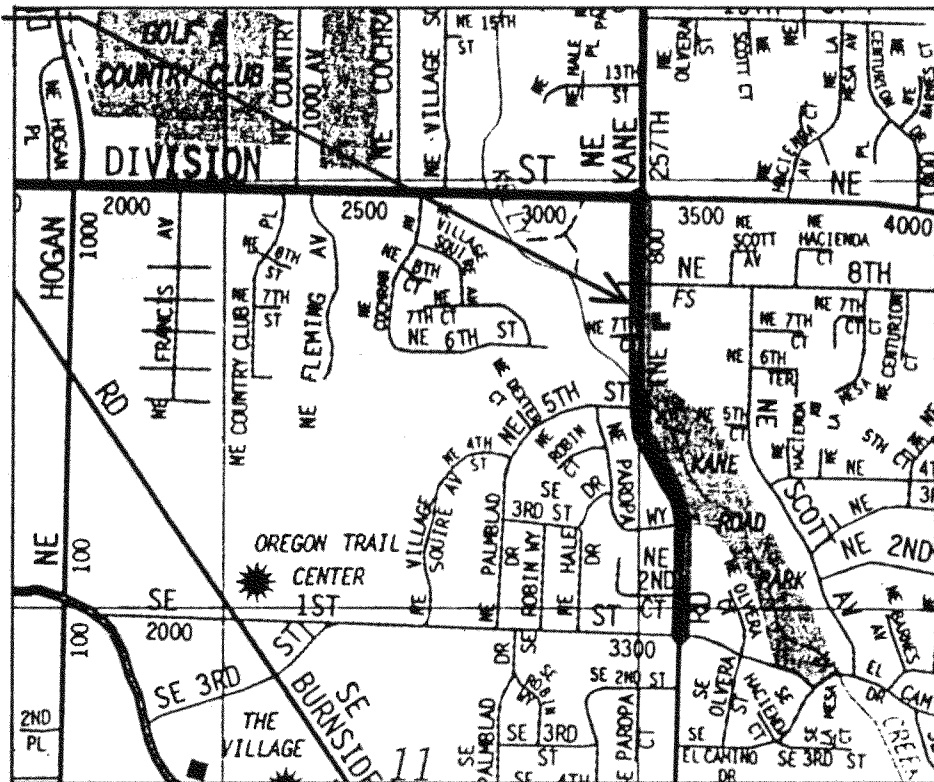
Program: Transportation Capital

Project Description: Construct 257th Ave to major arterial standards with bike lanes, sidewalks and drainage improvements.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☒ILLUMINATION: ☐INTERSEC. IMPROVE: ☐SIGNAL: ☐SIDEWALK: ☒BRIDGES: ☐BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☒STREAM/CREEK: ☒DITCH: ☐CATCH BASIN: ☒

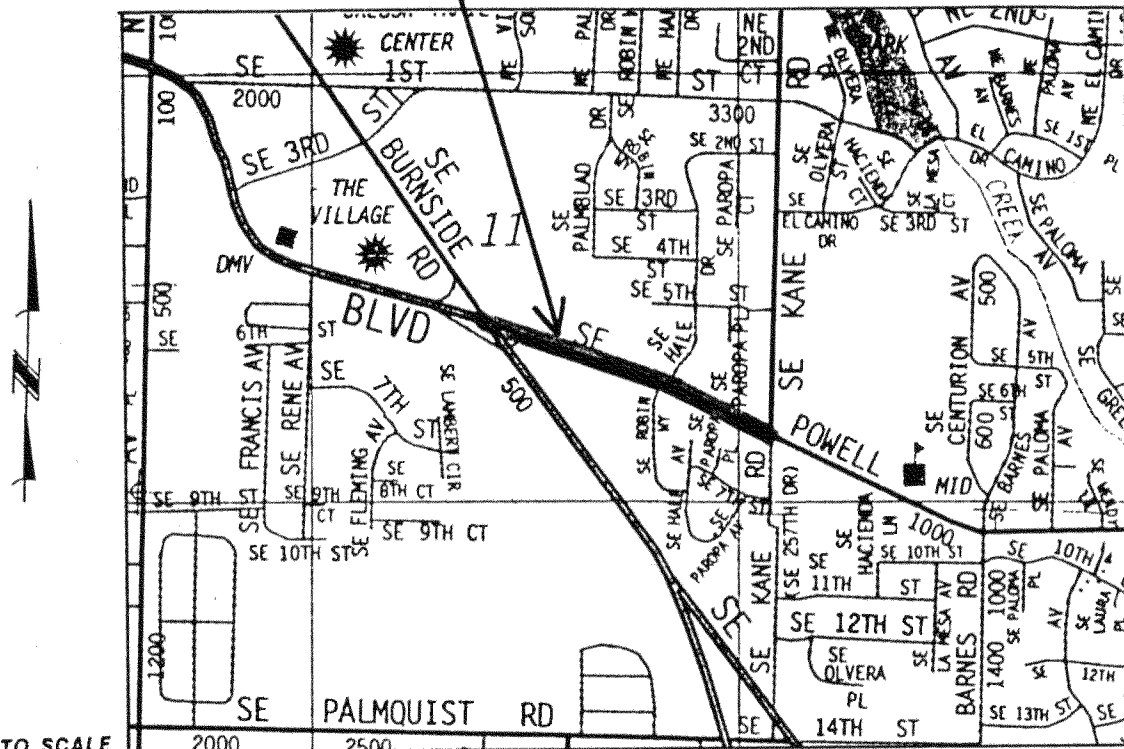
Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:					\$1,160,000	1,160,000
Federal:						
State:						
Local:						
Total:					\$1,160,000	1,160,000
Costs:						
ROW Cost:						
Const. Cost:					\$1,160,000	1,160,000
Total:					\$1,160,000	1,160,000

Project: Powell Valley Rd (Burnside Rd to 257th Ave)

Program: Transportation Capital

Project Description: Construct Powell Valley Rd to minor arterial standards with four travel lanes, a center turn lane, bike lanes and pedestrian facilities.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: <input type="checkbox"/>	SIGNAL: <input type="checkbox"/>	DRAINAGE	
ROAD CONSTRUCTION: <input checked="" type="checkbox"/>	SIDWALK: <input checked="" type="checkbox"/>	STORM DRAIN LINES: <input checked="" type="checkbox"/>	STREAM/CREEK: <input type="checkbox"/>
ILLUMINATION: <input type="checkbox"/>	BRIDGES: <input type="checkbox"/>	SUMP/DRY WELL INSTALL.: <input type="checkbox"/>	DITCH: <input type="checkbox"/>
INTERSEC. IMPROVE: <input type="checkbox"/>	BICYCLE: <input checked="" type="checkbox"/>	ROADSIDE GRADING: <input checked="" type="checkbox"/>	CATCH BASIN: <input checked="" type="checkbox"/>

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:				\$1,120,000		1,120,000
Federal:						
State:						
Local:						
Total:				\$1,120,000		1,120,000
Costs:						
ROW Cost:				\$280,000		\$280,000
Const. Cost:				\$840,000		\$840,000
Total:				\$1,120,000		1,120,000

New Project: ☐Carryover: ☒

Project Detail

Page No.: 10

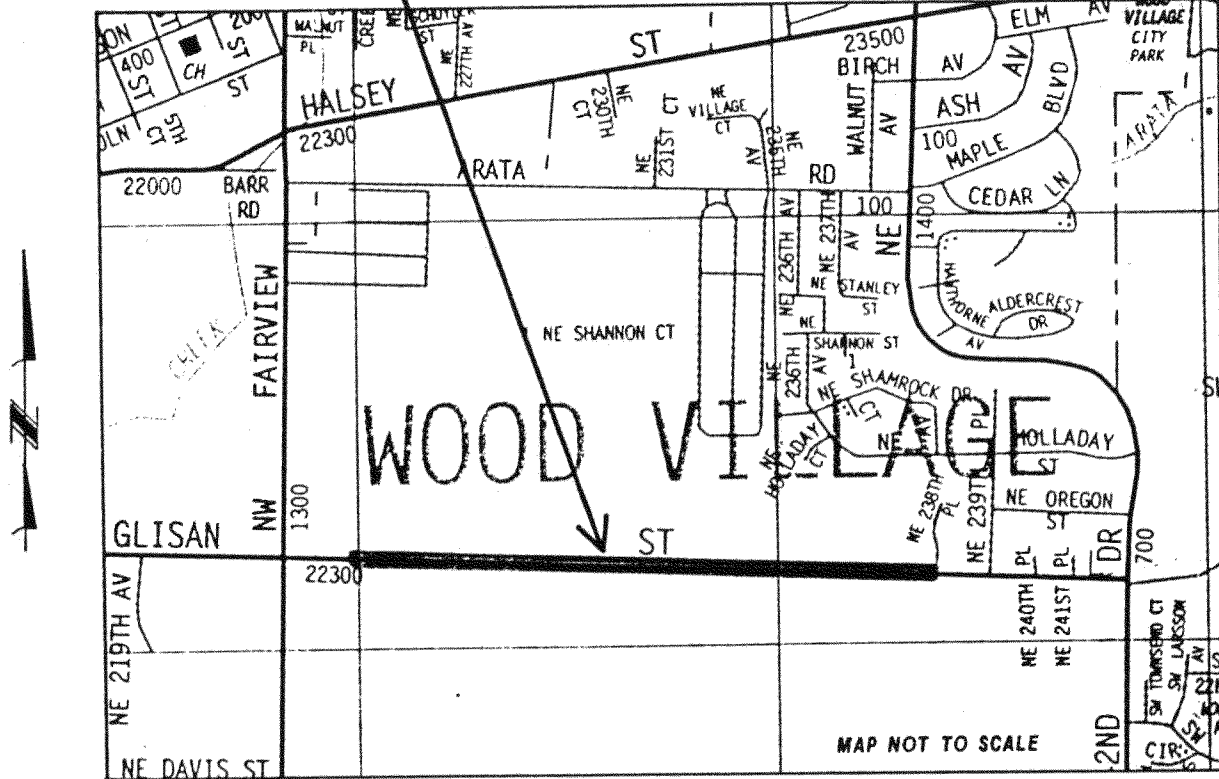
Map No.: 403

Project: NE Glisan St (400' E of 223rd Ave to 3500' E of NE 223rd Ave)

Program: Transportation Capital

Project Description: Construct Glisan St. to 5 lane arterial standard including sidewalks, bike lanes and drainage improvements.

CONST. SITE

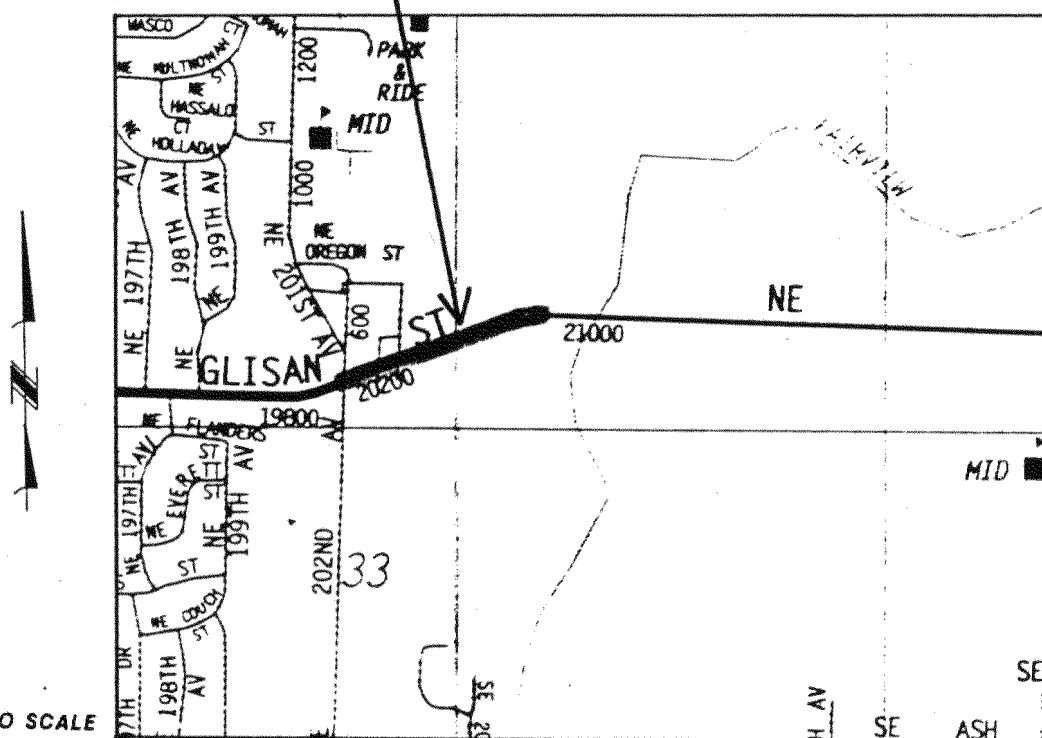
STRUCTURES: ☒SIGNAL: ☒

DRAINAGE

ROAD CONSTRUCTION: ☒SIDEWALK: ☒STORM DRAIN LINES: ☒STREAM/CREEK: ☒ILLUMINATION: ☐BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐INTERSEC. IMPROVE: ☒BICYCLE: ☒ROADSIDE GRADING: ☒CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$1,050,000					1,050,000
Federal:						
State:						
Local:						
Total:	\$1,050,000					1,050,000
Costs:						
ROW Cost:	\$156,000					\$156,000
Const. Cost:	\$2,000,000					2,000,000
Total:	\$2,156,000					2,156,000

Project Description:	Construct Glisan St. to arterial standards including bike lanes, sidewalks, two travel lanes in each direction, center turn lane and drainage improvements.
-----------------------------	---



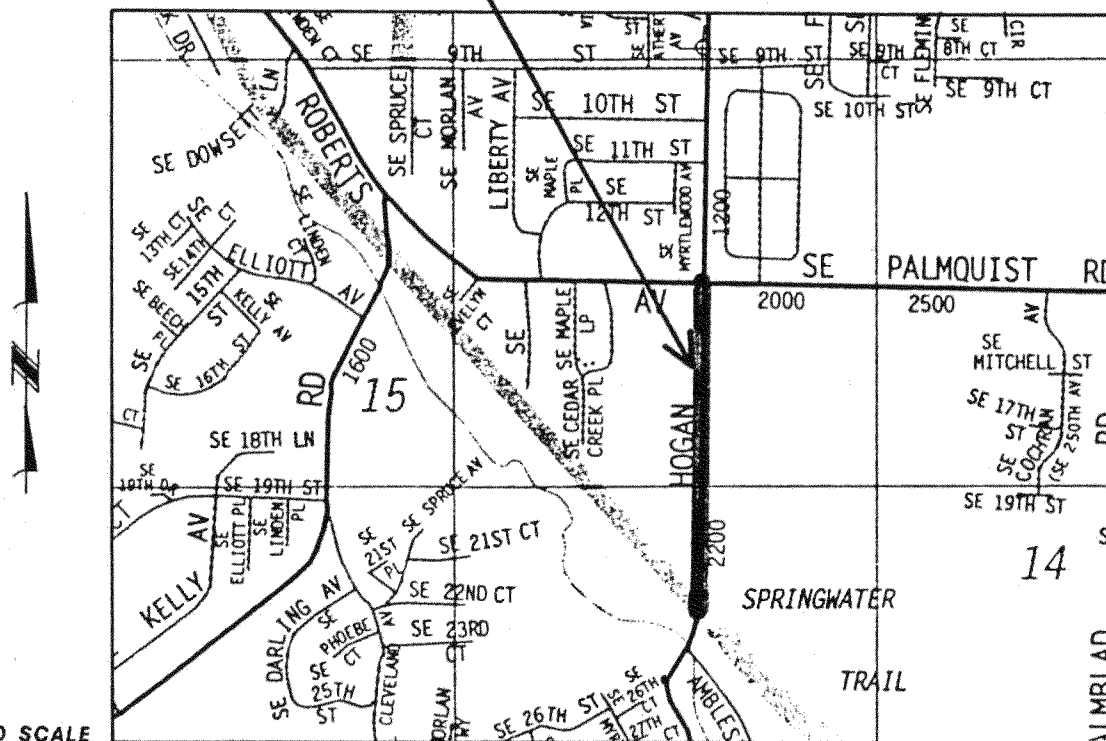
STORM DRAIN LINES: ☒ STREAM/CREEK: ☒
SUMP/DRY WELL INSTALL.: ☐ DITCH: ☐
ROADSIDE GRADING: ☒ CATCH BASIN: ☒

Project: 242nd Dr. (Springwater Trail - Palmquist Rd)

Program: Transportation Capital

Project Description:	Project would extend 242nd Dr bikeway from Palmquist Rd to Springwater Trail.
-----------------------------	---

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐

ROAD CONSTRUCTION: ☐

ILLUMINATION: ☐

INTERSEC. IMPROVE: ☒

SIGNAL: ☐

SIDEWALK: ☐

BRIDGES: ☐

BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐

SUMP/DRY WELL INSTALL: ☐

ROADSIDE GRADING: ☐

STREAM/CREEK: ☐

PITCH: ☐

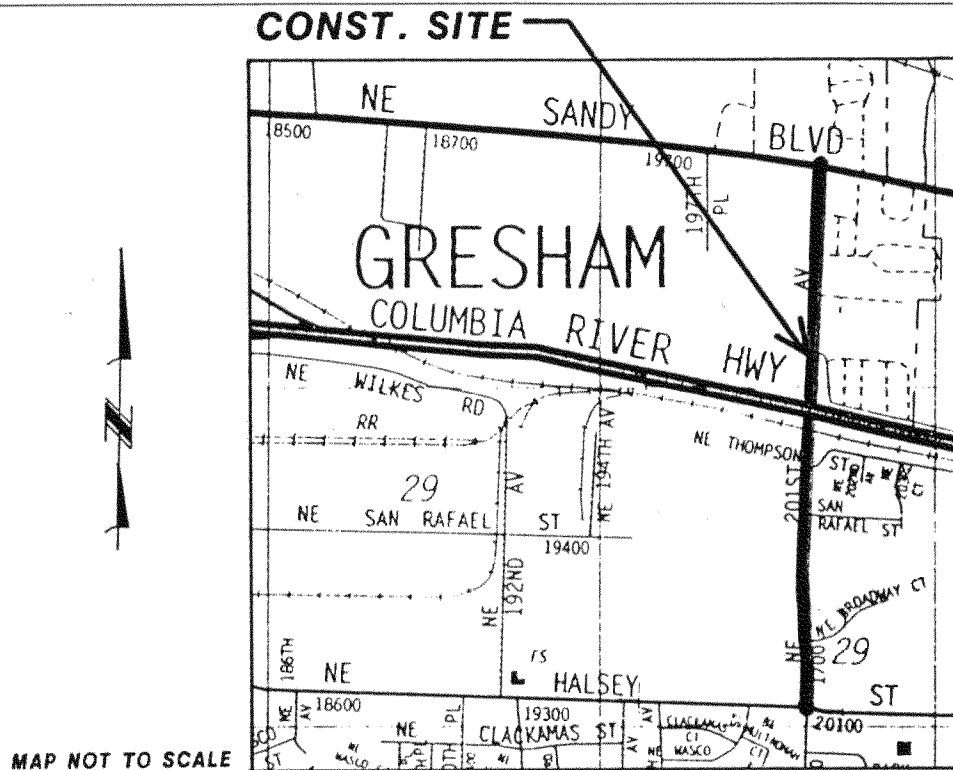
CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$70,000					\$70,000
Federal:						
State:						
Local:						
Total:	\$70,000					\$70,000
Costs:						
ROW Cost:	\$25,000					\$25,000
Const. Cost:	\$45,000					\$45,000
Total:	\$70,000					\$70,000

Project: NE 201st Ave (Halsey St to Sandy Blvd)

Program: Transportation Capital

Project Description:	Construct 201st Ave to urban collector standards with sidewalk and bike lanes.
-----------------------------	--



STRUCTURES: ☐

ROAD CONSTRUCTION: ☒

ILLUMINATION:

INTERSEC. IMPROVE: ☒

SIGNAL: ☒

SIDEWALK: ☒

BRIDGES: ☒

BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒

SUMP/DRY WELL INSTALL.: ☐

ROADSIDE GRADING: ☒

STREAM/CREEK: ☒

DITCH: ☐

CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:					\$1,670,000	1,670,000
Federal:						
State:						
Local:						
Total:					\$1,670,000	1,670,000
Costs:						
ROW Cost:					\$80,000	\$80,000
Const. Cost:					\$1,590,000	1,590,000
Total:					\$1,670,000	1,670,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 14

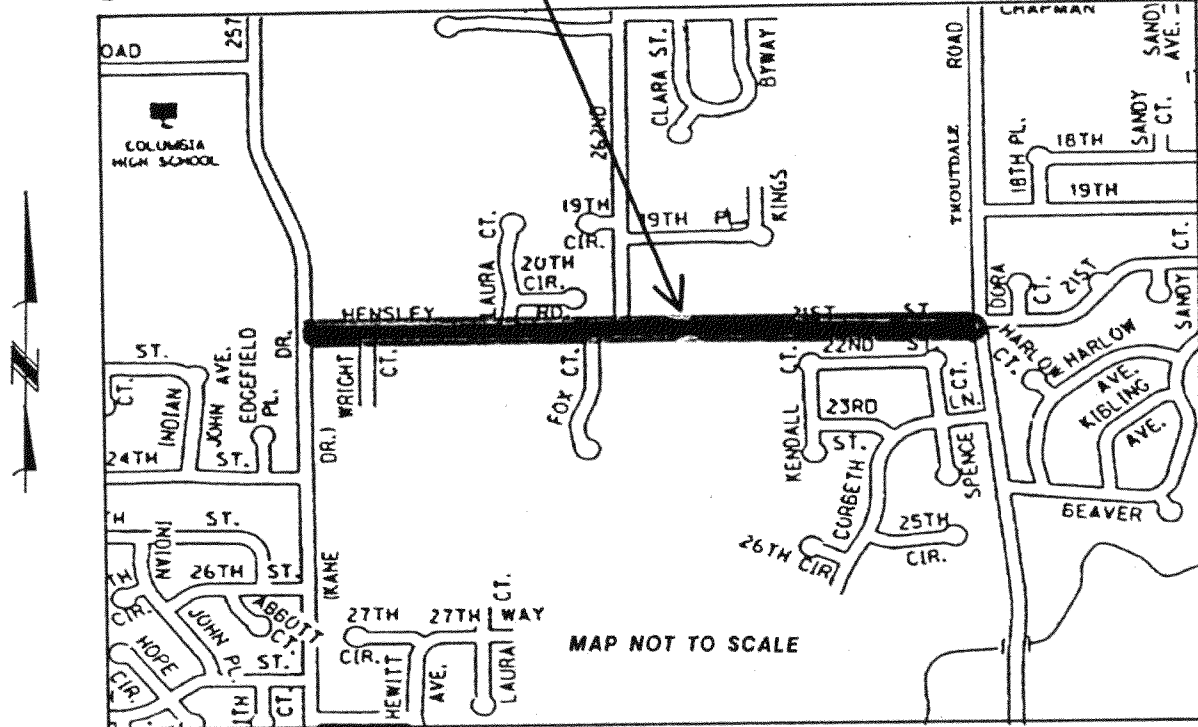
Map No.: 440

Project: Hensley Road (257th Ave - Troutdale Rd)

Program: Transportation Capital

Project Description: NE Hensley Road will be developed to neighborhood collector standards to include two traffic lanes, sidewalks and intersection improvements. Storm sewer will be installed.

CONST. SITE

STRUCTURES: ☐ROAD CONSTRUCTION: ☒ILLUMINATION: ☐INTERSEC. IMPROVE: ☒SIGNAL: ☐SIDEWALK: ☐BRIDGES: ☐BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☒STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☒

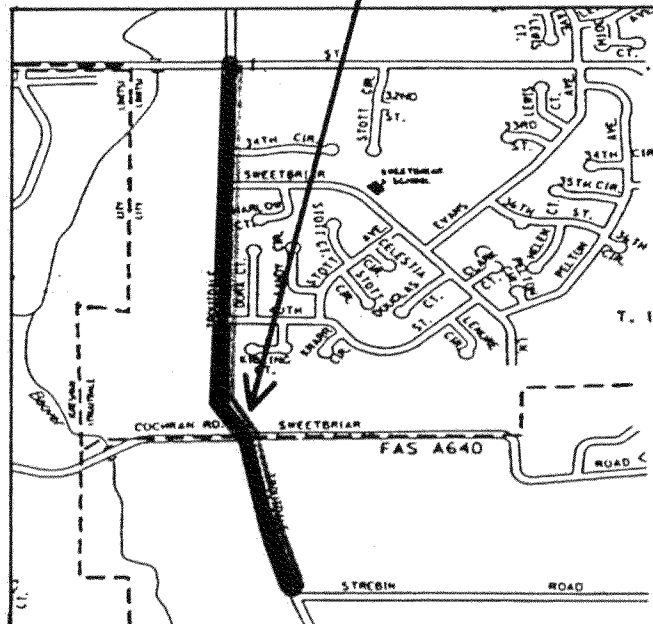
Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$670,000					\$670,000
Federal:						
State:						
Local:						
Total:	\$670,000					\$670,000
Costs:						
ROW Cost:						
Const. Cost:	\$670,000					\$670,000
Total:	\$670,000					\$670,000

Project: Troutdale Rd. (Strebin Rd - Stark St.)

Program: Transportation Capital

Project Description: SE Troutdale Road will be improved from two lanes to collector standards with two traffic lanes, a center left turn lane, bike lanes and sidewalks. Intersection improvements and storm drainage are included in the improvement.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☐ROAD CONSTRUCTION: ☒SIDEWALK: ☒ILLUMINATION: ☐BRIDGES: ☐INTERSEC. IMPROVE: ☒BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐STREAM/CREEK: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐ROADSIDE GRADING: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:				\$1,370,000		1,370,000
Federal:						
State:						
Local:						
Total:				\$1,370,000		1,370,000
Costs:						
ROW Cost:				\$360,000		\$360,000
Const. Cost:				\$1,010,000		1,010,000
Total:				\$1,370,000		1,370,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 16

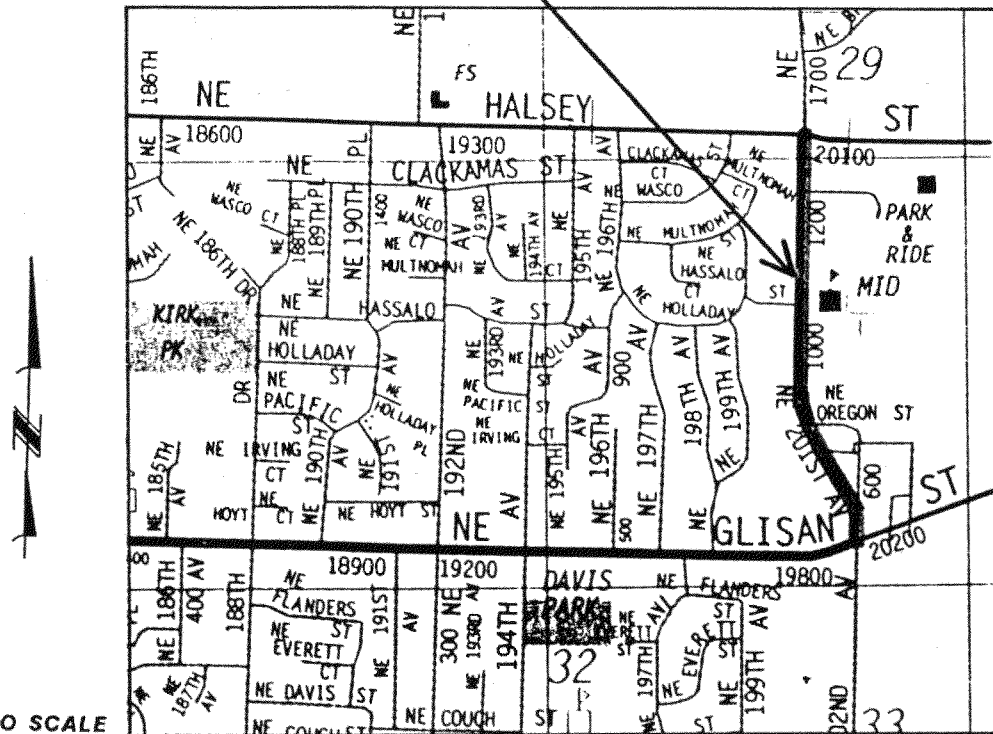
Map No.: 240

Project: NE 201st Ave (Halsey St to Glisan St)

Program: Transportation Capital

Project Description: Construct 201st Ave to urban collector standards with sidewalks and bike lanes.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☒ILLUMINATION: ☐INTERSEC. IMPROVE: ☒SIGNAL: ☐SIDEWALK: ☒BRIDGES: ☐BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☒STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:			\$1,050,000			1,050,000
Federal:						
State:						
Local:						
Total:			\$1,050,000			1,050,000
Costs:						
ROW Cost:			\$110,000			\$110,000
Const. Cost:			\$940,000			\$940,000
Total:			\$1,050,000			1,050,000

New Project: ☐

Project Detail

Page No.: 17

Carryover: ☒

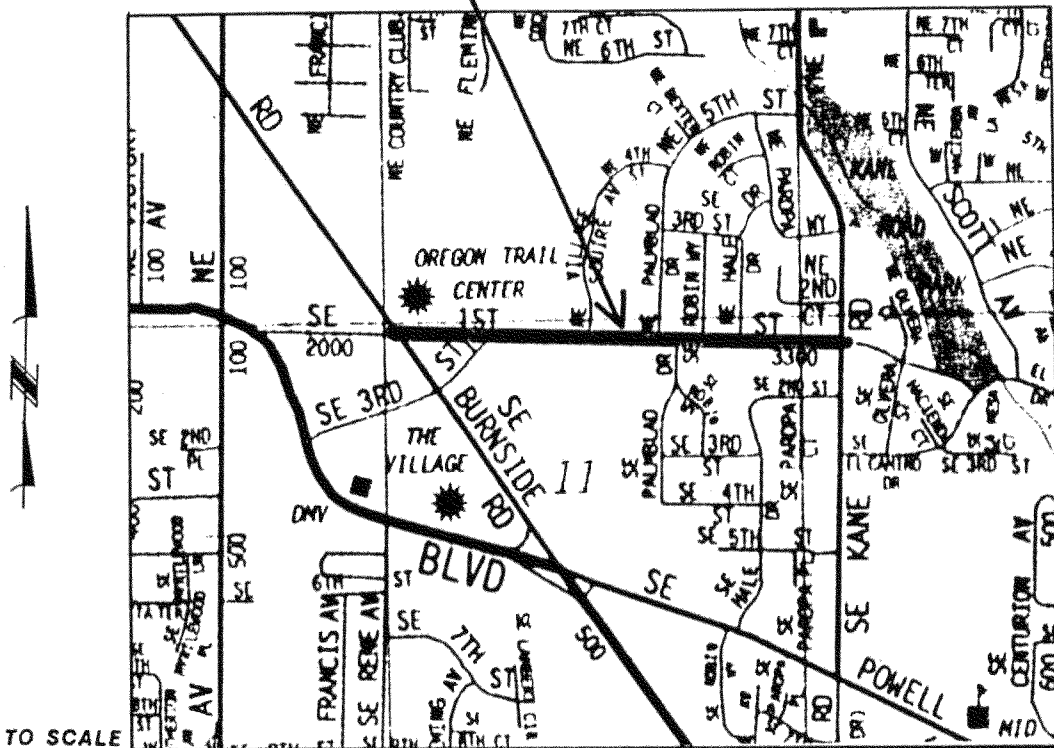
Map No.: 521

Project: Bull Run St. (Burnside Rd - SE 257th Dr.)

Program: Transportation Capital

Project Description: Construct Bull Run St. to collector standards with a center turn lane, sidewalk and drainage improvements.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☐

DRAINAGE

ROAD CONSTRUCTION: ☒SIDEWALK: ☒STORM DRAIN LINES: ☒STREAM/CREEK: ☐ILLUMINATION: ☐BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐INTERSEC. IMPROVE: ☐BICYCLE: ☒ROADSIDE GRADING: ☒CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$600,000				\$600,000
Federal:						
State:						
Local:						
Total:		\$600,000				\$600,000
Costs:						
ROW Cost:						
Const. Cost:		\$600,000				\$600,000
Total:		\$600,000				\$600,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 18

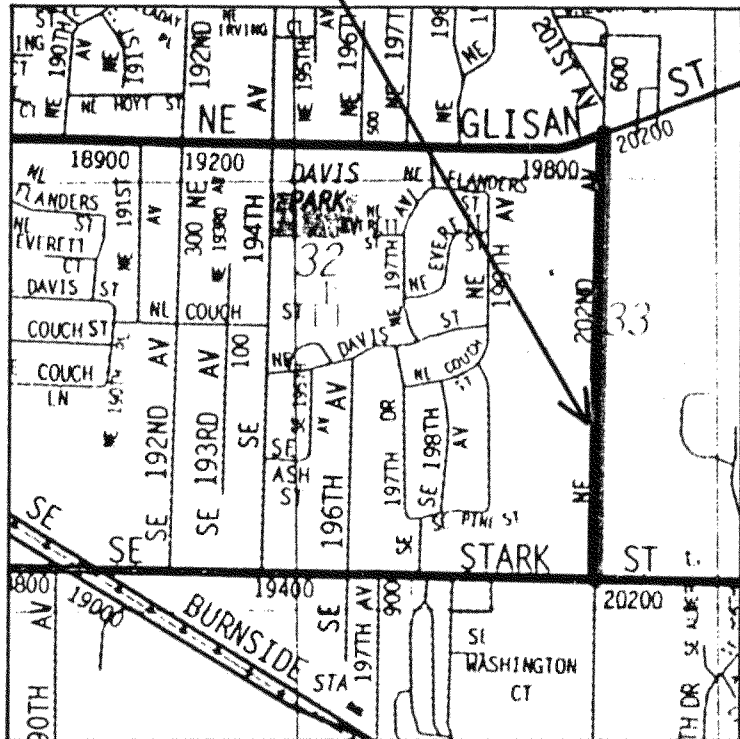
Map No.: 210

Project: NE/SE 202nd Ave (Stark St to Glisan St)

Program: Transportation Capital

Project Description: Construct 202nd Ave to collector standards with bike lanes and sidewalks.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☒ILLUMINATION: ☐INTERSEC. IMPROVE: ☐SIGNAL: ☐SIDEWALK: ☒BRIDGES: ☐BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☒STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☒

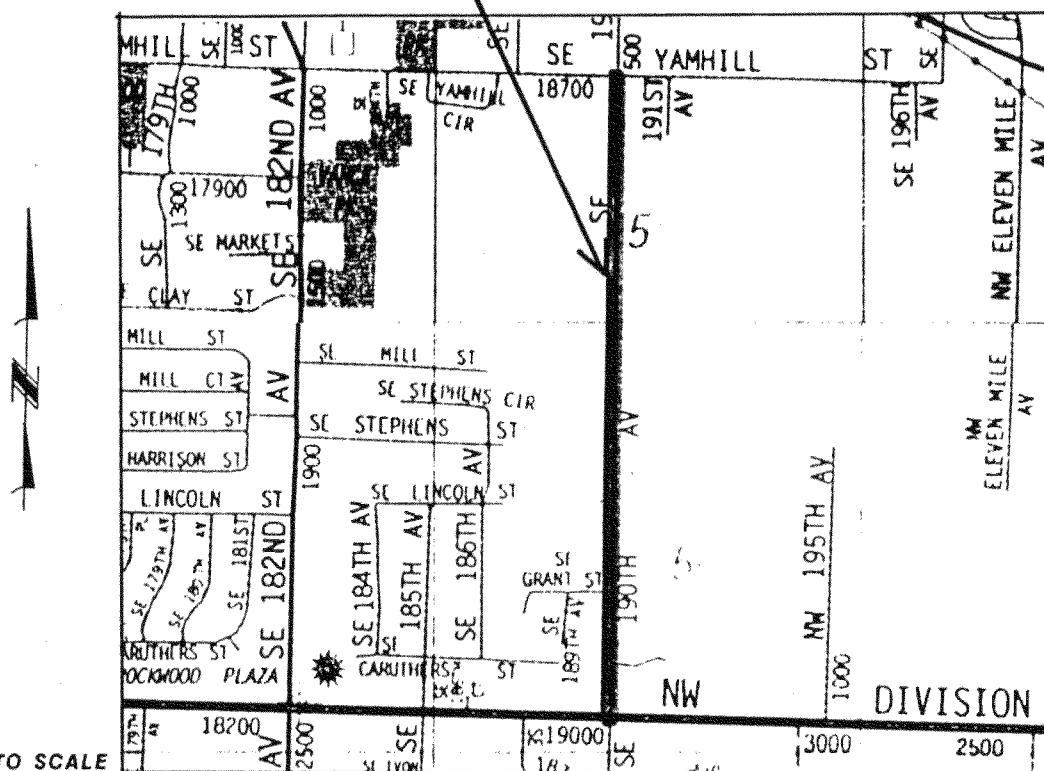
Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:				\$1,220,000		1,220,000
Federal:						
State:						
Local:						
Total:				\$1,220,000		1,220,000
Costs:						
ROW Cost:				\$130,000		\$130,000
Const. Cost:				\$1,090,000		1,090,000
Total:				\$1,220,000		1,220,000

Project: SE 190th Ave (Yamhill St - Division St)

Program: Transportation Capital

Project Description:	Improve SE 190th Ave to collector standard from 2,400' south of Yamhill St to Division St. with two travel lanes, center turn lane and sidewalks.
-----------------------------	---

CONST. SITE



MAP NOT TO SCALE

STRUCTURES:

ROAD CONSTRUCTION: ☒

ILLUMINATION: ☒

INTERSEC. IMPROVE: ☐

SIGNAL: ☐

SIDEWALK: ☒

BRIDGES: ☐

BICYCLE: ☐

DRAINAGE

STORM DRAIN LINES: ☒

SUMP/DRY WELL INSTALL: ☐

ROADSIDE GRADING: ☒

STREAM/CREEK: ☐

DITCH: ☐

CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$700,000					\$700,000
Federal:						
State:						
Local:						
Total:	\$700,000					\$700,000
Costs:						
ROW Cost:						
Const. Cost:	\$70,000					\$70,000
Total:	\$70,000					\$70,000

New Project: ☐Carryover: ☒

Project Detail

Page No.: 20

Map No.: 230

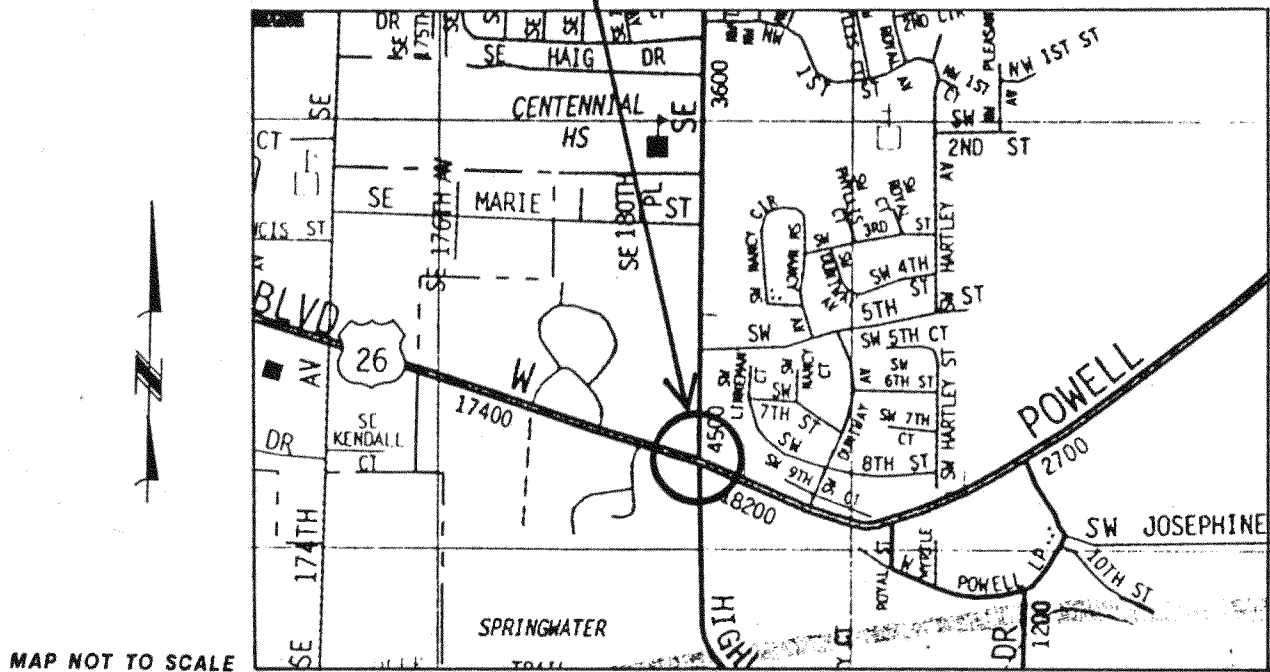
Project: SE Powell Blvd / SE 182nd Ave

Program: Transportation Capital

Project
Description:

Construct intersection improvements including additional turn lanes.

CONST. SITE

STRUCTURES: ☐ROAD CONSTRUCTION: ☐ILLUMINATION: ☐INTERSEC. IMPROVE: ☒SIGNAL: ☒SIDEWALK: ☒BRIDGES: ☐BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☐STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:				\$340,000		\$340,000
Federal:						
State:						
Local:						
Total:				\$340,000		\$340,000
Costs:						
ROW Cost:				\$50,000		\$50,000
Const. Cost:				\$290,000		\$290,000
Total:				\$340,000		\$340,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 21

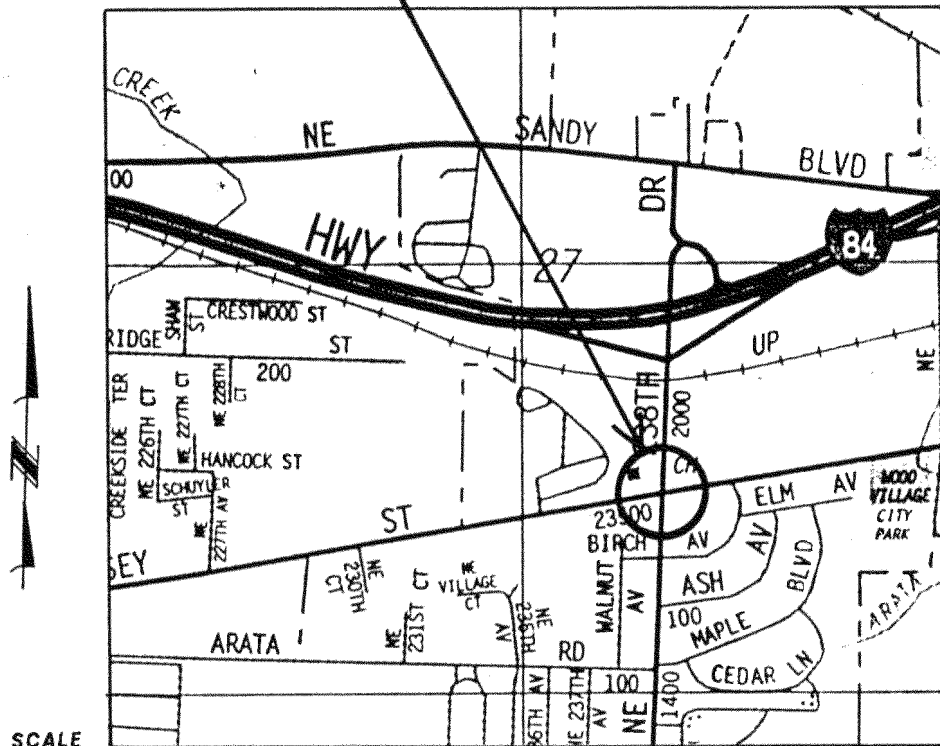
Map No.: 451

Project: NE Halsey St / 238th Ave.

Program: Transportation Capital

Project Description: Install new traffic signal at the intersection of NE Halsey St and 238th Ave, including new sidewalks, turn lane improvement, and street lights. Project will be coordinated with ODOT interchange improvements at I-84.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☐ILLUMINATION: ☒INTERSEC. IMPROVE: ☒SIGNAL: ☒SIDEWALK: ☒BRIDGES: ☐BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☐STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$244,000					\$244,000
Federal:	\$246,000					\$246,000
State:						
Local:						
Total:	\$490,000					\$490,000
Costs:						
ROW Cost:						
Const. Cost:	\$490,000					\$490,000
Total:	\$490,000					\$490,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 22

Map No.: 559

Project: Burnside Rd / 242nd Dr Signal

Program: Transportation Capital

Project
Description:

Construct intersection improvements with turn lanes and new signals.

CONST. SITE

MAP NOT TO SCALE
STRUCTURES:ROAD CONSTRUCTION: ☐ILLUMINATION: ☐INTERSEC. IMPROVE: ☒SIGNAL: ☒SIDEWALK: ☐BRIDGES: ☐BICYCLE: ☐

DRAINAGE

STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☐STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$370,000				\$370,000
Federal:						
State:						
Local:						
Total:		\$370,000				\$370,000
Costs:						
ROW Cost:						
Const. Cost:		\$370,000				\$370,000
Total:		\$370,000				\$370,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 24

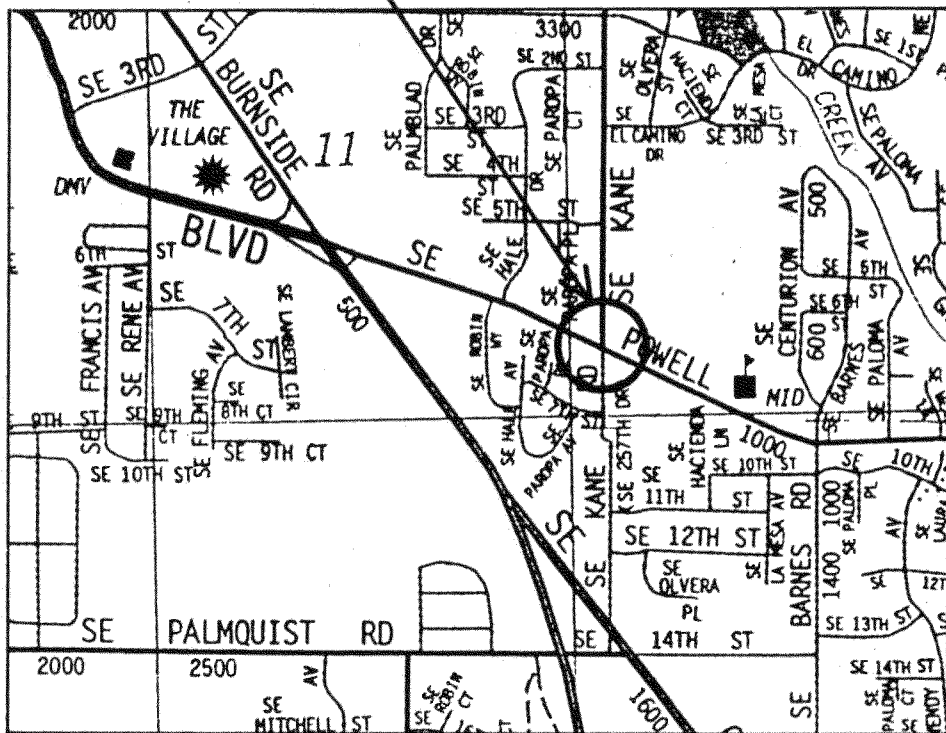
Map No.: 551

Project: SE Powell Valley Rd / SE 257th Dr

Program: Transportation Capital

Project Description: Construct intersection improvements with turn lanes, traffic signal, bike lanes and sidewalks.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☐ILLUMINATION: ☐INTERSEC. IMPROVE: ☒SIGNAL: ☒SIDEWALK: ☒BRIDGES: ☐BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☒STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:			\$560,000			\$560,000
Federal:						
State:						
Local:						
Total:			\$560,000			\$560,000
Costs:						
ROW Cost:			\$65,000			\$65,000
Const. Cost:			\$495,000			\$495,000
Total:			\$560,000			\$560,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 25

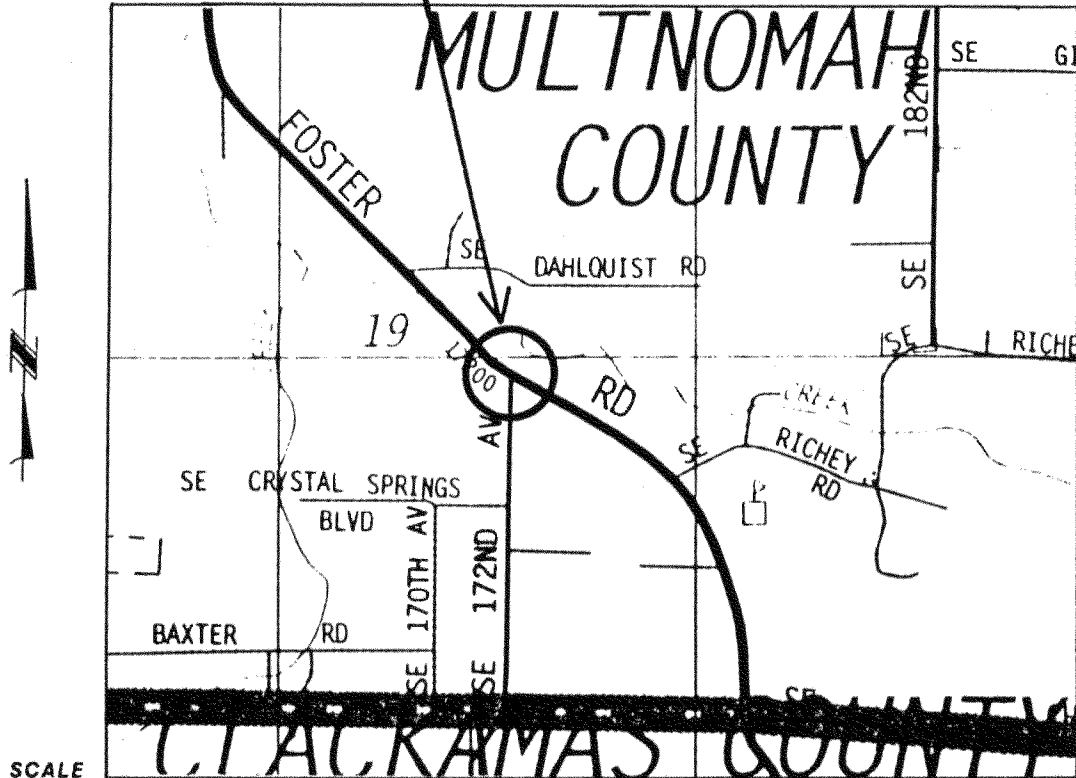
Map No.: 358

Project: SE Foster Rd at 172nd Ave

Program: Transportation Capital

Project Description: Install traffic signal and construct bike and pedestrian improvements.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☒

DRAINAGE

ROAD CONSTRUCTION: ☐SIDEWALK: ☐STORM DRAIN LINES: ☐STREAM/CREEK: ☐ILLUMINATION: ☐BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐INTERSEC. IMPROVE: ☒BICYCLE: ☒ROADSIDE GRADING: ☐CATCH BASIN: ☐

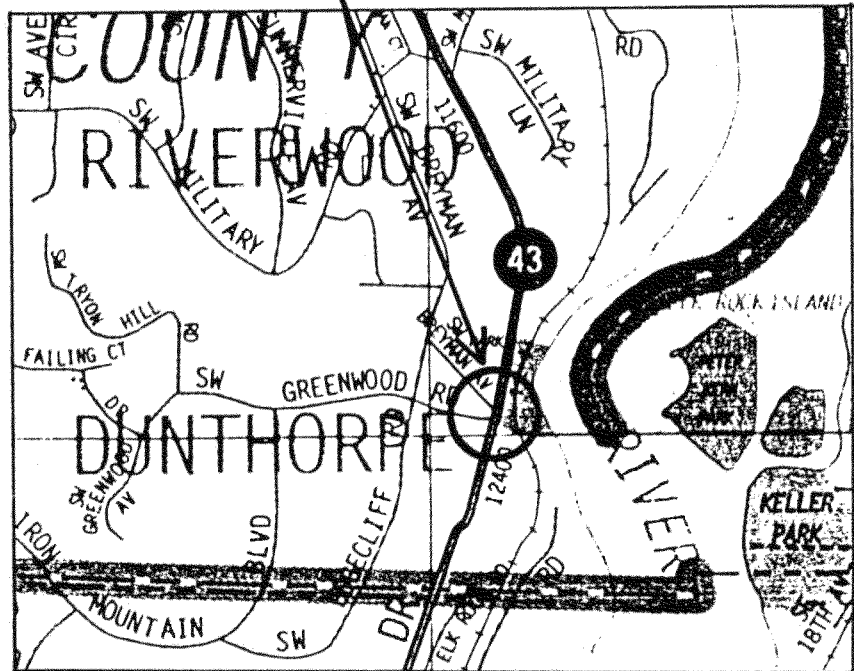
Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:				\$370,000		\$370,000
Federal:						
State:						
Local:						
Total:				\$370,000		\$370,000
Costs:						
ROW Cost:				\$10,000		\$10,000
Const. Cost:				\$360,000		\$360,000
Total:				\$370,000		\$370,000

Project: SW Breyman & Greenwood Rd @ US 43

Program: Transportation Capital

Project Description:	Install new traffic signal and construct safety improvements by reconfiguring intersection.
-----------------------------	---

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐
ROAD CONSTRUCTION: ☐
ILLUMINATION: ☐
INTERSEC. IMPROVE: ☒

SIGNAL: ☒

SIDEWALK: ☐

BRIDGES: ☐

BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐ STREAM/CREEK: ☐
SUMP/DRY WELL INSTALL.: ☐ DITCH: ☐
ROADSIDE GRADING: ☐ CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:						
Federal:	\$50,000					\$50,000
State:						
Local:						
Total:	\$50,000					\$50,000
Costs:						
ROW Cost:	\$10,000					\$10,000
Const. Cost:	\$40,000					\$40,000
Total:	\$50,000					\$50,000

New Project: ☒

Project Detail

Page No.: 27

Carryover: ☐

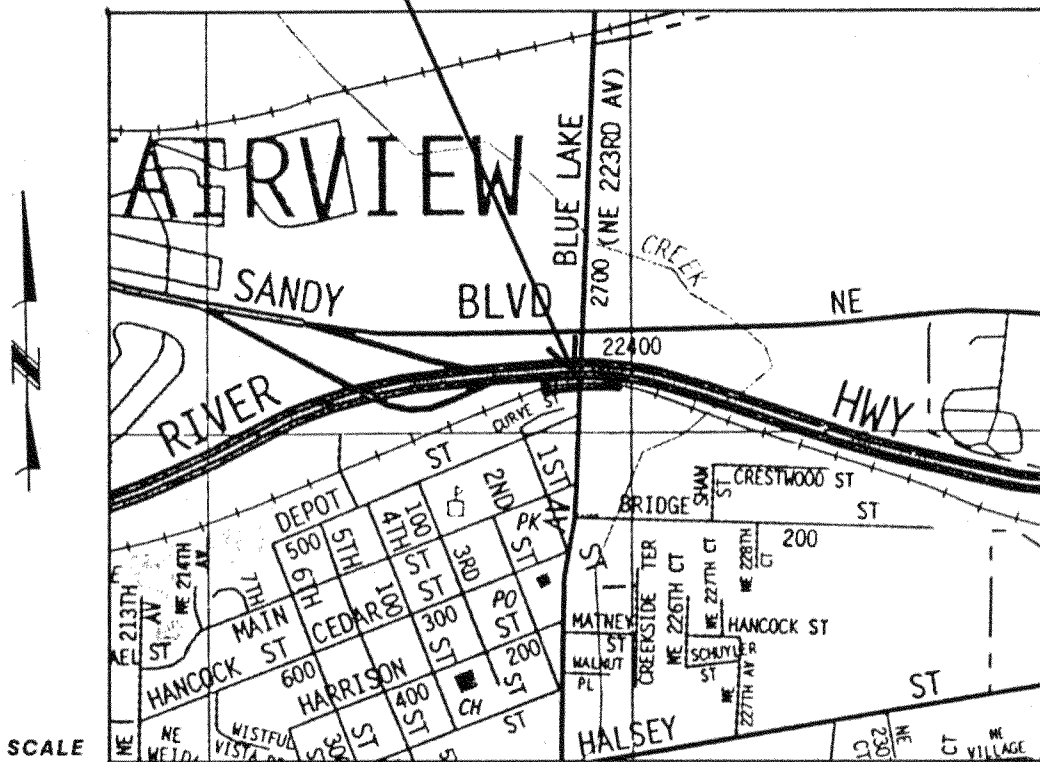
Map No.: 438

Project: NE 223rd Ave Railroad Bridge @ I-84

Program: Transportation Capital

Project Description: Construct new railroad bridge to accommodate 223rd Ave with bike lanes and sidewalks.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☒ILLUMINATION: ☐INTERSEC. IMPROVE: ☐SIGNAL: ☐SIDEWALK: ☒BRIDGES: ☒BICYCLE: ☒

DRAINAGE

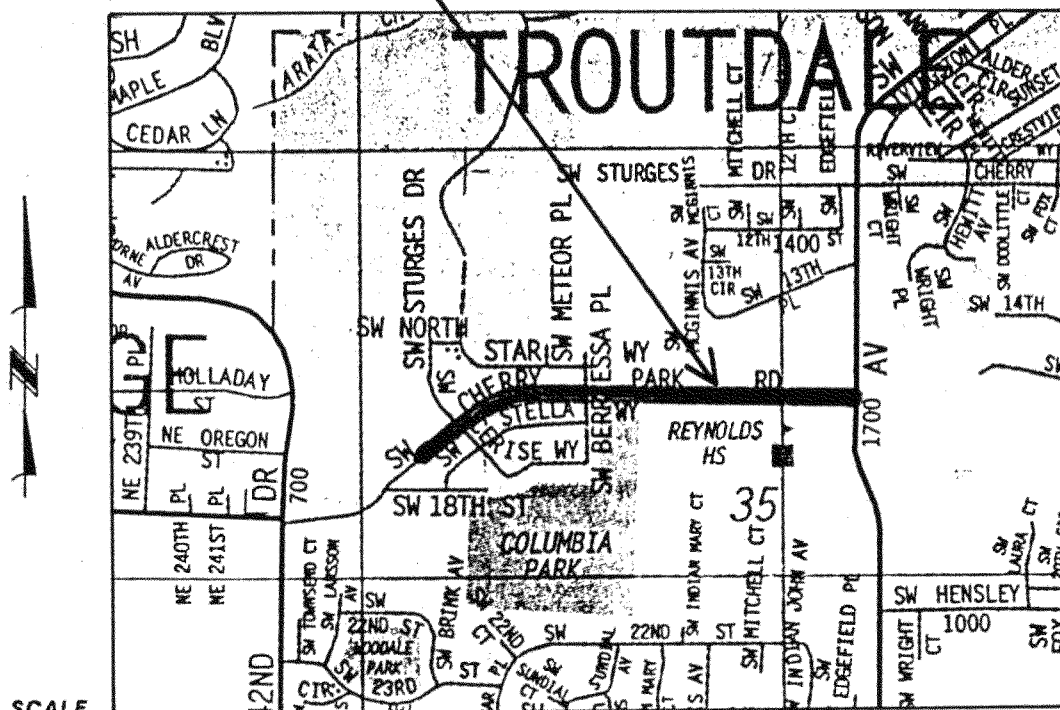
STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☐STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:			\$900,000			\$900,000
Federal:						
State:						
Local:						
Total:			\$900,000			\$900,000
Costs:						
ROW Cost:			\$10,000			\$10,000
Const. Cost:			\$890,000			\$890,000
Total:			\$900,000			\$900,000

Page No.:	28
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Program: Transportation Capital

Project Description:	Construct Cherry Park Rd to arterial standard including two travel lanes in each direction, center turn lane, pedestrian and bicycle improvements.
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MAP NOT TO SCALE

STRUCTURES: ☐
ROAD CONSTRUCTION: ☒
ILLUMINATION: ☒
INTERSEC. IMPROVE: ☐

SIGNAL: ☐
DEWALK: ☒
BRIDGES: ☐
BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒ STREAM/CREEK: ☐
SUMP/DRY WELL INSTALL.: ☐ DITCH: ☐
ROADSIDE GRADING: ☒ CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$458,000					\$458,000
Federal:						
State:						
Local:	\$212,000					\$212,000
Total:	\$670,000					\$670,000
Costs:						
ROW Cost:	\$195,000					\$195,000
Const. Cost:	\$675,000					\$675,000
Total:	\$870,000					\$870,000

New Project: ☒Carryover: ☐

Project Detail

Page No.: 29

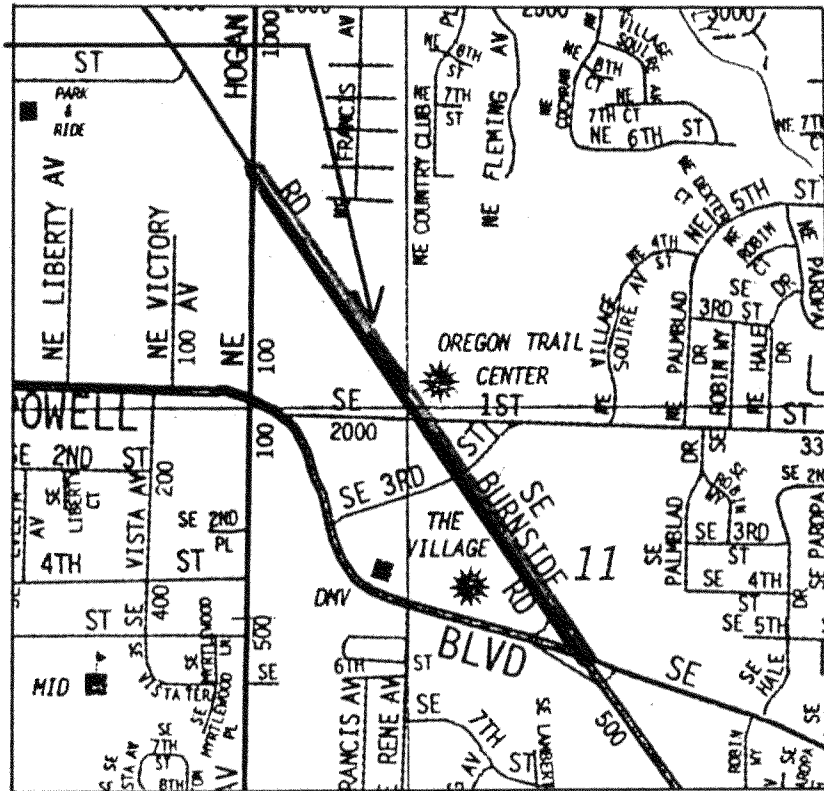
Map No.:

Project: Burnside Rd (SE Powell Blvd. - SE 242nd Dr.)

Program: Transportation Capital

Project Description: Rehabilitation. Reconstruct Burnside Road between SE Powell Blvd. and SE 242nd Dr.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☐

DRAINAGE

ROAD CONSTRUCTION: ☒SIDEWALK: ☐STORM DRAIN LINES: ☐STREAM/CREEK: ☐ILLUMINATION: ☐BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐INTERSEC. IMPROVE: ☐BICYCLE: ☐ROADSIDE GRADING: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$970,000				\$970,000
Federal:						
State:						
Local:						
Total:		\$970,000				\$970,000
Costs:						
ROW Cost:						
Const. Cost:		\$970,000				\$970,000
Total:		\$970,000				\$970,000

New Project: ☒

Project Detail

Page No.: 30

Carryover: ☐

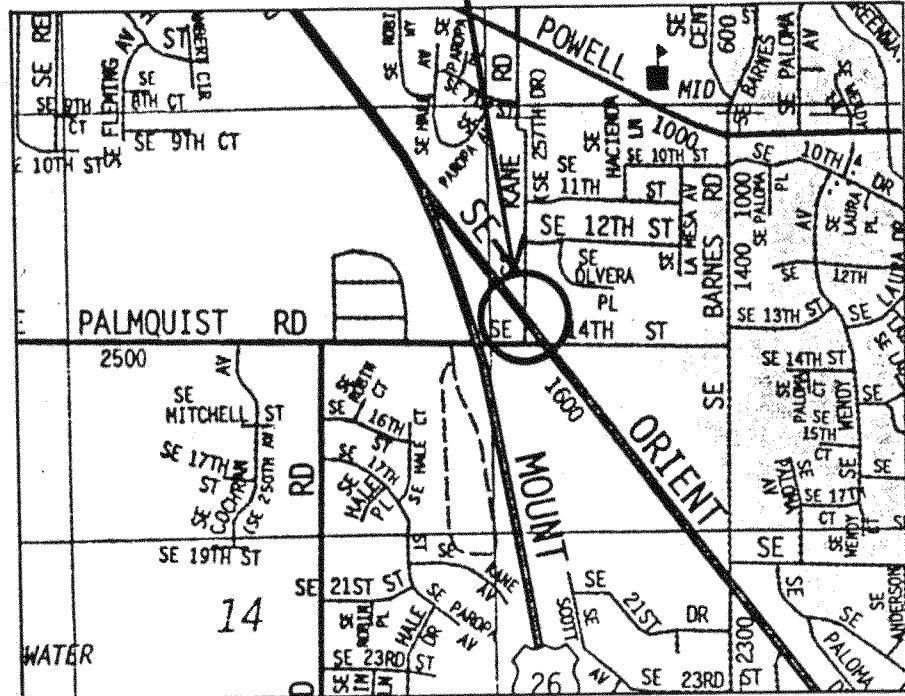
Map No.: 554

Project: SE Orient Dr / 257th Dr.

Program: Transportation Capital

Project Description: Realign intersection at SE Orient DR and 257th Dr. and install new signal.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☒ROAD CONSTRUCTION: ☒SIDEWALK: ☒ILLUMINATION: ☐BRIDGES: ☐INTERSEC. IMPROVE: ☒BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☒STREAM/CREEK: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐ROADSIDE GRADING: ☒CATCH BASIN: ☒

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$750,000					\$750,000
Federal:						
State:						
Local:						
Total:	\$750,000					\$750,000
Costs:						
ROW Cost:						
Const. Cost:	\$750,000					\$750,000
Total:	\$750,000					\$750,000

New Project: ☐Carryover: ☒

Project Detail

Page No.: 31

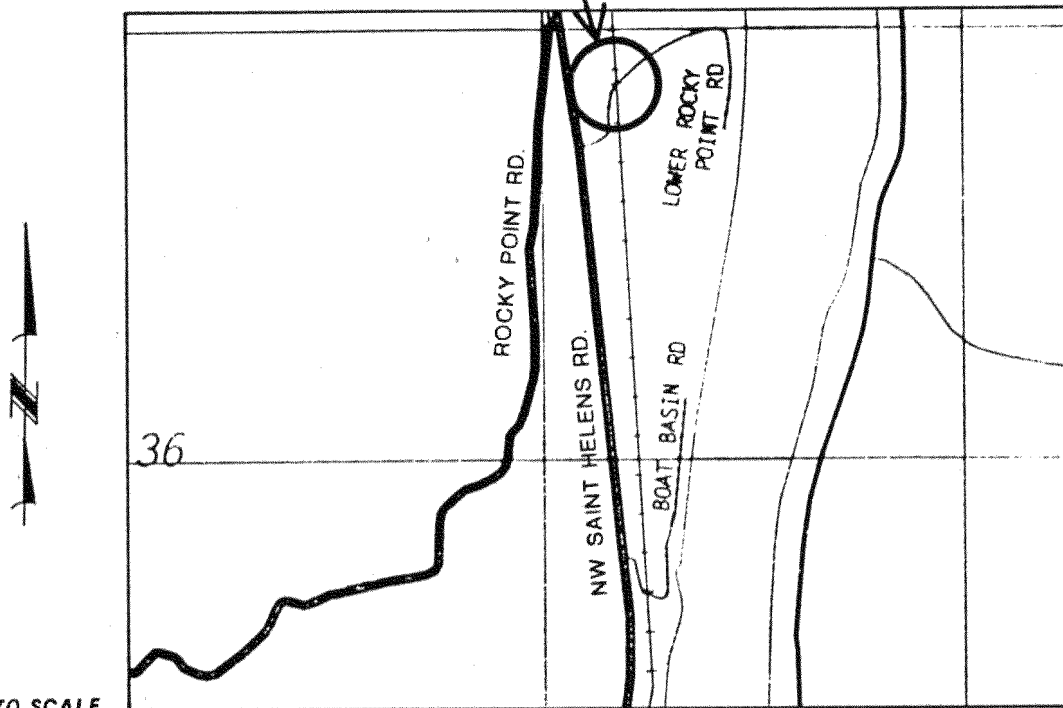
Map No.: 120

Project: NW Lower Rocky Point Rd @ BNRR Crossing

Program: Transportation Capital

Project Description: Undertake safety improvements of BNRR crossing on Lower Rocky Point Rd.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☒ILLUMINATION: ☐INTERSEC. IMPROVE: ☐SIGNAL: ☒SIDEWALK: ☐BRIDGES: ☐BICYCLE: ☐

DRAINAGE

STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☒STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:						
Federal:	\$100,000					\$100,000
State:						
Local:						
Total:	\$100,000					\$100,000
Costs:						
ROW Cost:						
Const. Cost:	\$100,000					\$100,000
Total:	\$100,000					\$100,000

New Project: ☐Carryover: ☒

Project Detail

Page No.: 32

Map No.: 271

Project: SE Stark St. / SE 162nd Ave.

Program: Transportation Capital

Project Description: Improve traffic signal at the intersection of Stark Street and 162nd Avenue, including turn lane improvement.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☐ILLUMINATION: ☐INTERSEC. IMPROVE: ☒SIGNAL: ☒SIDEWALK: ☐BRIDGES: ☐BICYCLE: ☐

DRAINAGE

STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☐STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:	\$100,000					\$100,000
Federal:						
State:						
Local:						
Total:	\$100,000					\$100,000
Costs:						
ROW Cost:						
Const. Cost:	\$100,000					\$100,000
Total:	\$100,000					\$100,000



BIKEWAY CAPITAL IMPROVEMENT PROGRAM

**Multnomah County Bikeway Program
1996-2000 Bikeway Capital Improvement Program**

The total capital need identified in the Bikeway Capital Improvement Plan is \$16.6 million for 114 miles of bikeway facilities. In addition there are 75 signalized intersections on the bikeway system where traffic signal loop detectors in the bike lanes would enhance the bike system. To install loop detectors at the 75 signalized intersections (242 loops) requires an additional \$242,000.

The following five projects programmed for 1996-2000 are the highest ranked bikeway projects. Table 8 shows the total points for each bikeway project and the projects that are unfunded. A sixth project, Traffic Signal Loop Detectors has been identified to enhance the bikeway system.

1. 242nd Ave/Hogan Rd: Burnside Rd to Palmquist Rd

242nd Ave/Hogan Rd will connect the Cleveland MAX station in Central Gresham to the Springwater Corridor. The project will provide bike lanes from Burnside Rd to Powell Blvd and shoulder bikeways from Powell Blvd to Palmquist Rd. The project is funded in part by a Local Assistance grant of \$80,000 from the Oregon State Department of Transportation.

Estimated Cost: \$165,000

2. Blue Lake Rd: 223rd Ave to Blue Lake Regional Park

A shoulder bikeway on Blue Lake Rd will extend the existing bike lane on Blue Lake Rd to provide better access from Fairview and Wood Village on 223rd Ave.

Estimated Cost: \$23,200

3. SW 49th Ave: Stephenson St to County line

Constructing a bike lane on SW 49th Ave will provide access to Portland Community College.

Estimated Cost: \$259,800

4. 242nd Ave: Glisan St to Stark St

This project will extend the bike lane on 242nd Ave to connect to the bikeway on Glisan St. and Cherry Park Rd. Extending the bikeway will provide north/south access from the Springwater Trail through Gresham and into Wood Village.

Estimated Cost: \$101,800

5. 257th Ave: Bull Run Rd to Powell Valley Rd

This project will add bike lanes to 257th Ave continuing north/south access from Troutdale to southern Gresham.

Estimated Cost: \$140,400

6. Traffic Signal Loop Detectors in Bike Lanes

There are 75 signalized intersections on the bikeway system in Multnomah County requiring 242 loops. Loops in the bike lanes will enhance the system for bicyclists. Each loop costs approximately \$1,000. Beginning in fiscal year 1997-98, \$10,000 is allocated to installing loops in bike lanes at intersections that are not scheduled to be reconstructed in the near future.

Table 8

**1996-2000 Bikeway Capital Improvement Plan
Evaluated Bikeway Projects**

Project	Termini	Distance (miles)	Facility	Funding or Constraint	Cost	Points
Hogan Rd.	Powell Blvd / Palmquist Rd	0.74	Shldr Bkwy	BCIP	\$39,100	35
242nd Ave.	Burnside Rd / Powell Blvd	0.26	Bike Lane	BCIP	\$91,300	30
49th Ave	Stephenson St / County Line	0.74	Bike Lane	BCIP	\$259,800	20
Blue Lake Rd.	223rd Ave / Blue Lake Park Entrance	0.44	Shldr Bkwy	BCIP	\$23,200	19
242nd Ave.	Glisan St / Stark St	0.58	Bike Lane	BCIP	\$101,800	18
257th Ave - 40 Mile Loop	Bull Run Rd / Powell Valley Rd	0.40	Bike Lane	BCIP	\$140,400	18
Subtotal		3.16			\$655,600	
Division St	UGB / Troutdale Rd	0.36	Shldr Bkwy	unfunded	\$19,000	19
Division St.	257th Ave / UGB	0.86	Bike Lane	unfunded	\$302,000	19
257th Ave. - 40 Mile Loop	Powell Valley Rd / Palmquist Rd	0.33	Bike Lane	unfunded	\$115,900	18
Orient Dr.	Palmquist / Salquist Rd	0.56	Bike Lane	unfunded	\$196,600	18
223rd Ave.	RR south of I-84 / Halsey St	0.45	Bike Lane	unfunded	\$158,000	17
282nd Ave.	Troutdale Rd / Orient Dr	1.29	Shldr Bkwy	unfunded	\$68,100	17
Cherry Park Dr.	242nd Dr / 257th Dr	0.72	Bike Lane	unfunded	\$252,800	17
Cornelius Pass Rd.	St. Helens Rd / Mile Post 2	2.00	Shldr Bkwy	unfunded	\$105,600	17
Sauvie Island Rd.	600' S of Reeder Rd / Ferry Rd	0.40	Shldr Bkwy	unfunded	\$140,400	17
Sauvie Island Rd.	Gillihan Rd / 600' S of Reeder Rd	1.70	Bike Path	unfunded	\$596,900	17
190th Ave.	Highland Dr / Butler Rd	0.76	Bike Lane	unfunded	\$266,900	16
209th Ave. (Towle Ave)	SW Binford Pkwy / Butler Rd	0.70	Bike Lane	unfunded	\$245,800	16
Hewett Blvd.	Humphrey Blvd / 5200' W of Patton Rd	0.60	L.S. Bikeway	unfunded	\$210,700	14
Hogan Rd.	Springwater Trail / County Line	1.05	Shldr Bkwy	unfunded	\$55,400	14
Cornell Rd.	5400' W of Thompson Rd / Skyline Blvd	1.47	Shldr Bkwy	unfunded	\$77,600	13
Mershon Rd	Ogden Rd / Crown Point Hwy	2.06	Shldr Bkwy	unfunded	\$108,800	13
Skyline Blvd.	1000' S of Cornell Rd / 450' E of Greenleaf	0.85	L.S. Bikeway	unfunded	\$298,500	13
Skyline Blvd.	200' N of McNamee Rd / Cornelius Pass Rd	1.45	Shldr Bkwy	unfunded	\$76,600	13
Woodard Rd	Crown Point Hwy / Mershon Rd	1.10	Shldr Bkwy	unfunded	\$58,100	13
Skyline Blvd.	Cornelius Pass Rd / Rocky Point Rd	7.70	Shldr Bkwy	unfunded	\$406,600	12
Foster Rd.	300' E of Jenne Rd / County Line	1.13	Shldr Bkwy	unfunded	\$59,700	10
Orient Dr.	Welch Rd / Dodge Park Rd	1.04	Shldr Bkwy	unfunded	\$54,900	9
Orient Dr.	Salquist Rd / Welch Rd	0.62	Bike Lane	unfunded	\$217,700	9

**1996-2000 Bikeway Capital Improvement Plan
Evaluated Bikeway Projects**

Project	Termini	Distance (miles)	Facility	Funding or Constraint	Cost	Points
Scholls Ferry Rd.	Hewitt Blvd / County Line	1.34	Bike Lane	unfunded	\$470,500	9
302nd Ave.	Division St / Orient Dr	2.12	Shldr Bkwy	unfunded	\$111,900	8
McKinley Rd.	174th Ave / 182nd Ave	0.50	Shldr Bkwy	unfunded	\$26,400	8
Patton Rd.	Scholls Ferry Rd / 400' S of Hewitt Blvd	0.84	L.S. Bikeway	unfunded	\$294,900	8
Shattuck Rd.	Patton Rd / Windsor Ct	0.25	L.S. Bikeway	unfunded	\$87,800	8
Troutdale Rd.	Strebin Rd / 282nd Dr	1.39	Shldr Bkwy	unfunded	\$73,400	8
Larch Mountain Rd	Crown Point Hwy / Larch Mtn	14.75	Shldr Bkwy	unfunded	\$778,800	7
Butler Rd.	190th Ave / Regner Rd	1.86	Shldr Bkwy	unfunded	\$98,200	6
Giese Rd.	182nd Ave / 190th Ave	0.40	Shldr Bkwy	unfunded	\$21,100	6
Humphrey Blvd.	420' W of Patton Rd / 1286' E of Hewitt Blvd	0.27	L.S. Bikeway	unfunded	\$94,800	6
Oxbow Dr.	Division Dr / Oxbow Pkwy	2.26	Shldr Bkwy	unfunded	\$119,300	6
Knieriem Rd	Littlepage Rd / Cown Point Hwy	3.50	Shldr Bkwy	unfunded	\$184,800	4
Ogden Rd	Mershon Rd / Crown Point Hwy	1.14	Shldr Bkwy	unfunded	\$60,200	4
Oxbow Park Road	Oxbow Pkwy / Oxbow Park	1.22	Shldr Bkwy	unfunded	\$64,400	4
Oxbow Parkway	Oxbow Dr / Oxbow Park Rd	1.34	Shldr Bkwy	unfunded	\$70,800	4
Springville Rd.	200' W of Skyline Blvd / County Line	2.32	Shldr Bkwy	unfunded	\$122,500	4
Subtotal		64.70			\$6,772,400	
Total		67.86			\$7,428,000	

Revenue and Budget Forecast

Revenue

Multnomah County dedicates one percent of state gas tax receipts to the Bicycle and Pedestrian Program. In addition, grants are occasionally available to the Bicycle Program. The County has received two grants to implement bikeway projects:

- \$80,000 grant from the Oregon Department of Transportation; and
- \$1 million Congestion Management/Air Quality grant to implement the Willamette River Bridges Accessibility Projects* (WRBAP).

The forecasted revenue for Multnomah County's Bicycle Program for Fiscal Years 1996-2000 is based on the estimated County share of the State Highway Trust Fund minus the percentage share transferred to the City of Portland per annexation agreements. Bikeway capital improvements are programmed based on the forecasted Bicycle Program revenues and project rankings.

Budget

The budget for bikeway capital improvements for the 5 year period is forecasted to be \$225,000 (exclusive of grants) based on the estimates for the Bicycle Fund revenues.

Fiscal Year:	1996-97	1997-98	1998-99	1999-00	2000-01
Revenue:	\$85,000	\$35,000	\$35,000	\$35,000	\$35,000

The revenues shown above are the minimum one percent that is spent on bikeway facilities in Multnomah County. In addition, the Roadway program, the Paving program and the Maintenance program each contribute to expanding the County bikeway system.

Table 9
Multnomah County
1996-2000 Bikeway Capital Improvement Program

	FY 1996-97	FY 1997-98	FY 1998-99	FY 1999-00	FY 2000-01
PROJECT NAME					
Bike Loops		\$10,000	\$10,000	\$10,000	\$10,000
Hogan/242nd (Burnside/Springwater Tr)	\$85,000				
Blue Lake Rd (223rd Ave/Interlachen Ln)		\$25,000			
49th Ave (Stephenson St/County Line)			\$260,000		
242nd Ave (Glisan St/Stark St)				\$101,800	
257th Ave (Bull Run Rd/Powell Valley Rd)					\$140,448
BIKEWAY CAPITAL BUDGET	\$85,000	\$35,000	\$270,000	\$111,800	\$150,448

* See Willamette River Bridges Accessibility Project chapter.

1996-2000 Project Detail Sheets - Index

1. Traffic Signal Loop Dectors--Various Intersections
2. 242nd Ave (Burnside Rd to Palmquist Rd)
3. Blue Lake Rd (223rd Ave to Blue Lake Park entrance)
4. SW 49th Ave (Stephenson St to County Line)
5. 242nd Ave (Glisan St to Stark St)
6. 257th Ave (Bull Run Rd to Powell Valley Rd)

New Project: ☒Carryover: ☐

Project Detail

Page No.: 1

Map No.:

Project: Various Signalized Intersections

Program: Bicycle Capital

Project Description: Install traffic signal loop detectors in bike lanes at signalized intersections.

STRUCTURES: ☐ROAD CONSTRUCTION: ☐ILLUMINATION: ☐INTERSEC. IMPROVE: ☐SIGNAL: ☐SIDEWALK: ☐BRIDGES: ☐BICYCLE: ☒**DRAINAGE**STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☐STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
Federal:						
State:						
Local:						
Total:		\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
Costs:						
ROW Cost:						
Const. Cost:		\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
Total:		\$10,000	\$10,000	\$10,000	\$10,000	\$40,000

New Project: ☒

Project Detail

Page No.: 2

Carryover: ☐

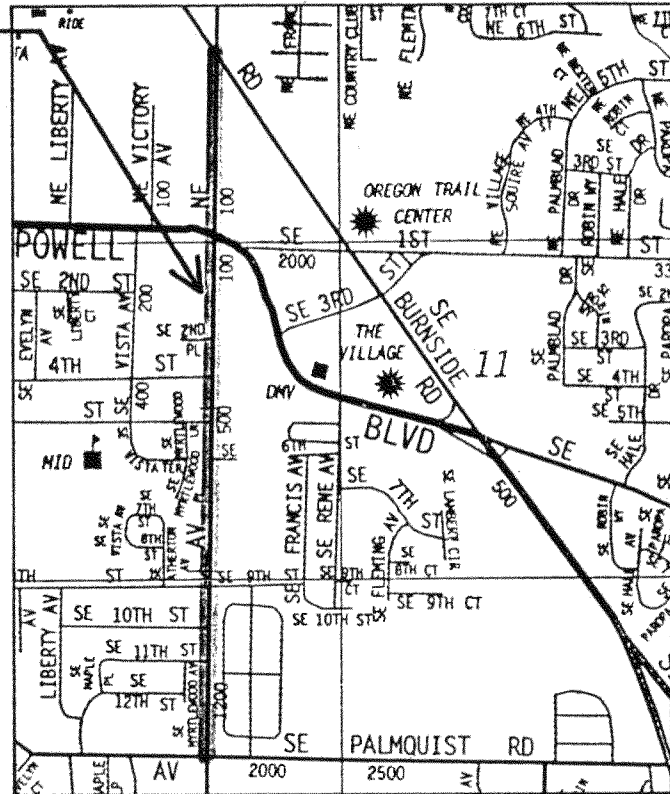
Map No.:

Project: SE 242nd (Hogan Rd) (E Burnside Rd to Palmquist Rd)

Program: Bicycle Capital

Project Description: Construct sidewalks and bike lanes from Burnside Rd to Powell Blvd. Construct shoulder bikeways from Powell Blvd to Palmquist Rd. Local Assistance grant received for \$80,000.

CONST. SITE



New Project: ☒

Project Detail

Page No.: 3

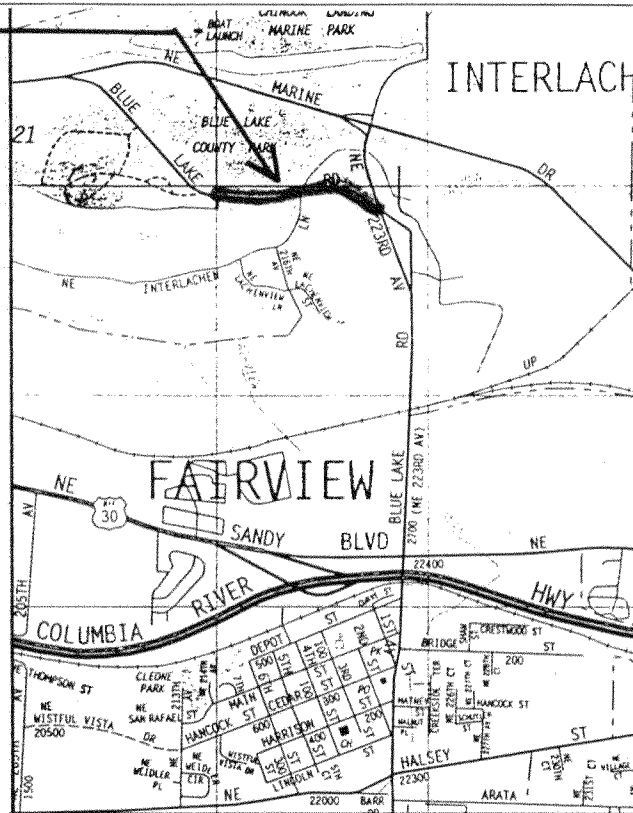
Carryover: ☐Map No.:

Project: Blue Lake Rd (223rd Ave to Blue Lake Park entrance)

Program: Bicycle Capital

Project Description: Construct shoulder bikeway from NE 223rd Ave to existing bike lane, providing access to Blue Lake Park from cities of Fairview and Wood Village.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ SIGNAL: ☐
 ROAD CONSTRUCTION: ☒ SIDEWALK: ☐
 ILLUMINATION: ☐ BRIDGES: ☐
 INTERSEC. IMPROVE: ☐ BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐ STREAM/CREEK: ☐
 SUMP/DRY WELL INSTALL.: ☐ DITCH: ☐
 ROADSIDE GRADING: ☐ CATCH BASIN: ☐

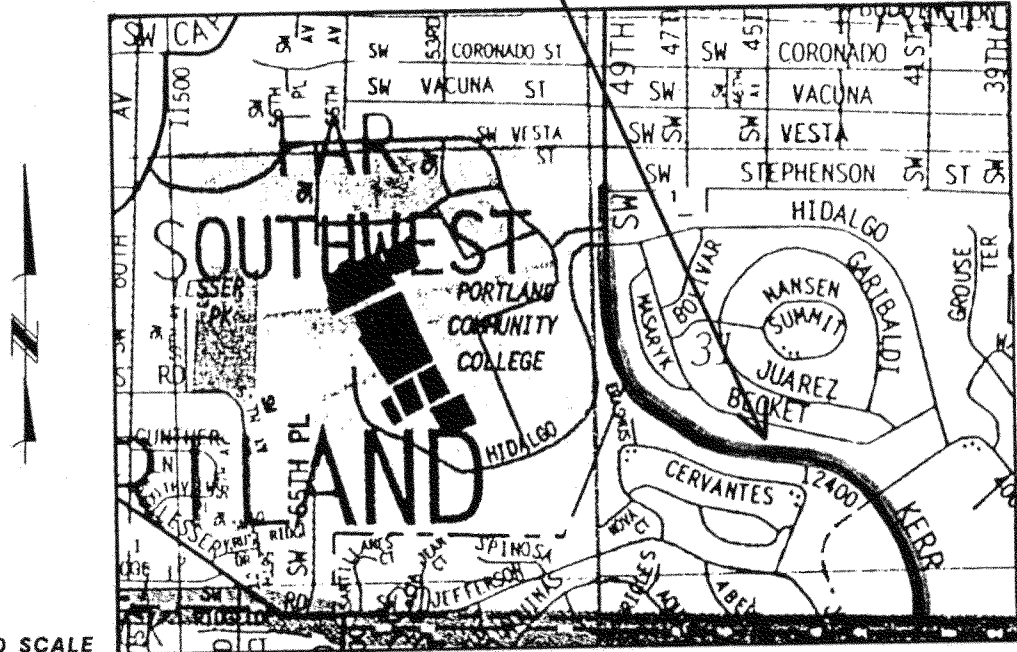
Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$25,000				\$25,000
Federal:						
State:						
Local:						
Total:		\$25,000				\$25,000
Costs:						
ROW Cost:						
Const. Cost:		\$25,000				\$25,000
Total:		\$25,000				\$25,000

Project: SW 49th Ave (Stephenson St to County Line)

Program:	Bicycle Capital
-----------------	------------------------

Project Description:	Construct bike lane providing access to Portland Community College.
-----------------------------	---

CONST. SITE



MAP NOT TO SCALE

STRUCTURES:

ROAD CONSTRUCTION: ☐

ILLUMINATION: ☐

INTERSEC. IMPROVE: ☐

SIGNAL: ☐

SIDEWALK: ☐

BRIDGES: ☐

BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐

SUMP/DRY WELL INSTALL.: ☐

ROADSIDE GRADING: ☐

STREAM/CREEK: ☐

DITCH: ☐

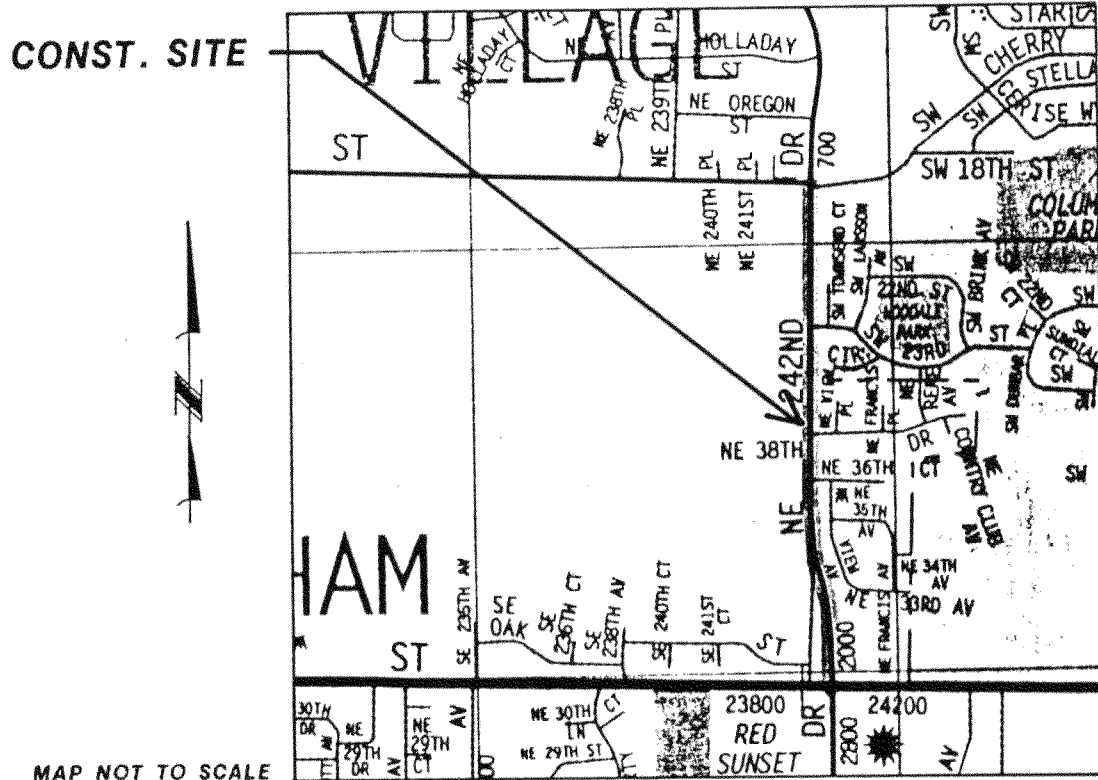
CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:			\$260,000			\$260,000
Federal:						
State:						
Local:						
Total:			\$260,000			\$260,000
Costs:						
ROW Cost:						
Const. Cost:			\$260,000			\$260,000
Total:			\$260,000			\$260,000

Project: SE 242nd Ave (Glisan St to Stark St)

Program:	Bicycle Capital
-----------------	------------------------

Project Description:	Extend bike lanes along 242nd Ave to connect to bike lanes on Glisan St. and Cherry Park Rd.
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MAP NOT TO SCALE

STRUCTURES:

ROAD CONSTRUCTION: ☐

ILLUMINATION: ☐

INTERSEC. IMPROVE: ☐

SIGNAL: ☐

SIDEWALK:

BRIDGES: ☐

BICYCLE: ☒

DRAINAGE

STORM DRAIN LINES: ☐

SUMP/DRY WELL INSTALL.: ☐

ROADSIDE GRADING: ☐

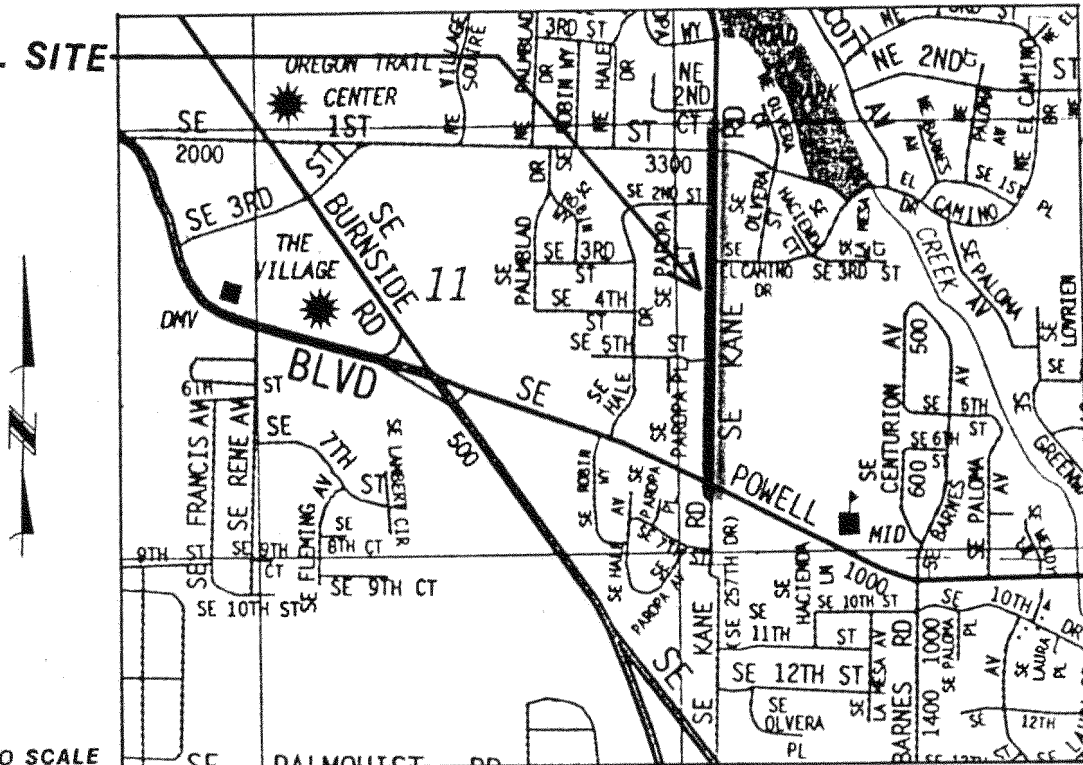
STREAM/CREEK: ☐

DITCH: ☐

CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:				\$102,000		\$102,000
Federal:						
State:						
Local:						
Total:				\$102,000		\$102,000
Costs:						
ROW Cost:						
Const. Cost:				\$102,000		\$102,000
Total:				\$102,000		\$102,000

Project Description:	Construct bike lanes on 257th Ave connecting bikeways on Powell Valley Rd and Bull Run Rd.
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MAP NOT TO SCALE

STRUCTURES:	<input type="checkbox"/>	SIGNAL:	<input type="checkbox"/>
ROAD CONSTRUCTION:	<input type="checkbox"/>	SIDEWALK:	<input type="checkbox"/>
ILLUMINATION:	<input type="checkbox"/>	BRIDGES:	<input type="checkbox"/>
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DRAINAGE

STORM DRAIN LINES: ☐ STREAM/CREEK: ☐
SUMP/DRY WELL INSTALL.: ☐ DITCH: ☐
ROADSIDE GRADING: ☐ CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:					\$140,400	\$140,400
Federal:						
State:						
Local:						
Total:					\$140,400	\$140,400
Costs:						
ROW Cost:						
Const. Cost:						
Total:						



PEDESTRIAN CAPITAL IMPROVEMENT PROGRAM

1996-2000 Pedestrian Capital Improvement Program

The total capital need identified in the Pedestrian Capital Improvement Plan is \$3.3 million for 20 miles of sidewalk infill projects. Included in the Pedestrian CIP are only those urban roadways that have curbs and drainage facilities in place but no sidewalks. Over three miles of sidewalks are programmed to be completed through this program by 2000.

The Roadway CIP contributes to expanding the pedestrian system as well. Streets being reconstructed to urban standards through the Transportation CIP will include sidewalks. The Transportation CIP will add an additional seven miles of sidewalks by 2000.

Multnomah County has an Implementation Plan for constructing curb ramps to meet ADA standards. The County has allocated \$50,000 per year to accomplish this program. Specific ramps are not listed per year but will be completed based on 1) high use, 2) in conjunction with other projects and 3) when the public identifies a specific problem.

The following seven projects are programmed for 1996-2000. They are the highest ranked projects based on the adopted evaluation.

1. Stark St: 202nd Ave to 223rd Ave Estimated cost: \$110,100

North side: 1,517'
South side: 2,154'
Total length: 3,671'

Sidewalks will provide continuous pedestrian facilities from 162nd Ave to Troutdale Rd.

2. Division St: 175th Ave to 182nd Ave Estimated cost: \$36,100

North side: 823'
South side: 380'
Total length: 1,203'

This project will connect residential areas to schools and commercial areas.

3. Division St: 242nd Ave to 257th Ave Estimated cost: \$46,900

North side: 966'
South side: 597'
Total length: 1,563'

Sidewalks on this section of Division St provide access to the Gresham Regional Center.

4. Division St: Eastman Pkwy to Main St Estimated cost: \$9,200

North side: 111'
South side: 195'
Total length: 306'

This project is part of Gresham's Ped to MAX program, providing better access to MAX stations. Multnomah County will provide \$9,200 to Gresham as part of the match for the grant that funds this project.

5. Glisan St: 162nd Ave to 181st Ave Estimated cost: \$75,300

North side only: 2508'

Sidewalks will provide residential areas with access to transit routes.

6. Glisan St: 181st Ave to 202nd Ave Estimated cost: \$136,500

North side: 2,961'
South side: 1,589'
Total length: 4,550'

This project will provide the last missing section on Glisan St from 162nd Ave to 257th Ave.

7. Division St: 182nd Ave to 202nd Ave Estimated cost: \$131,000

North side: 1,514'
South side: 2,852'
Total length: 4,336'

Sidewalks will provide connections from residential areas to commercial areas and transit.

Revenue and Budget Forecast

Revenue

Multnomah County dedicates one percent of state gas tax receipts to the Bicycle and Pedestrian Program. The County's Transportation budget allocates \$100,000 annually exclusively for pedestrian projects. In addition, grants are occasionally available to the Pedestrian Program. The County has received two grants to implement pedestrian projects:

- \$80,000 grant from the Oregon Department of Transportation; and
- \$1 million Congestion Management/Air Quality grant to implement the Willamette River Bridges Accessibility Projects* (WRBAP).

The forecasted revenue for Multnomah County's Pedestrian Program for Fiscal Years 1996-2000 is based on the estimated County share of the State Highway Trust Fund minus the percentage share transferred to the City of Portland per annexation agreements. Pedestrian capital improvements are programmed based on the forecasted Pedestrian Program revenues and project rankings.

Budget

The budget for pedestrian capital improvements for the 5-year period is forecasted to be \$500,000 (exclusive of grants) based on the estimates for the Pedestrian Fund revenues.

Fiscal Year:	1996-97	1997-98	1998-99	1999-00	2000-01
Revenue:					
Sidewalk Infill	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
ADA Implementation	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total Revenue	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000

The revenues shown above are allocated from the County's Transportation budget for sidewalk infill and retrofitting curb ramps in Multnomah County. In addition, the Roadway program contributes to expanding the pedestrian system in the urban area and the Paving program contributes to widening shoulders in the rural area for use by pedestrians and other non-motorized modes.

* See Willamette River Bridges Accessibility Project chapter.

Table 10

Evaluated Pedestrian CIP Projects

Location	Termini	Side of Roadway	Distance (feet)	Cost*	Points	Funding	Program Year
Division St	Eastman Pkwy to Main St	Both	306	\$9,200	18	PCIP	97-98
Stark St	202nd Ave to 223rd Ave	Both	3,671	\$110,100	16	PCIP	96-97
Division St	175th Ave to 182nd Ave	Both	1,203	\$36,100	15	PCIP	97-98
Glisan St	162nd Ave to 181st Ave	North	2,508	\$75,200	15	PCIP	98-99
Glisan St	181st Ave to 202nd Ave	Both	4,550	\$136,500	15	PCIP	99-00
Division St	182nd Ave to 202nd Ave	Both	4,366	\$131,000	14	PCIP	00-01
Division St	242nd Ave to 257th Ave	Both	1,563	\$46,900	14	PCIP	97-98
Subtotal			18,167	\$545,000			
Division St	202nd Ave to Eastman Pkwy	Both	5,636	\$169,100	14	unfunded	
Powell Valley Rd	257th Ave to 282nd Ave	Both	518	\$155,400	13	unfunded	
49th Ave	McNary Pkwy to Stephenson St	East	401	\$12,000	12	unfunded	
Halsey St	162nd Ave to 181st Ave	Both	1,483	\$44,500	12	unfunded	
257th Ave/Kane Rd	Orient Dr to Powell Valley Rd	Both	327	\$9,800	10	unfunded	
181st Ave	Halsey St to Sandy Blvd	Both	3,339	\$100,200	9	unfunded	
182nd Ave	Linneman Ave to 11th St	West	502	\$15,100	9	unfunded	
242nd Ave	Stark St to Glisan St	West	248	\$7,400	9	unfunded	
Stark St	Evans Ave to 35th St	South	116	\$3,500	9	unfunded	
Troutdale Rd	Beaver Cr Ln to Cherry Park Rd	Both	512	\$15,400	9	unfunded	
162nd Ave	Halsey St to Russell St	East	702	\$21,100	8	unfunded	
162nd Ave	Wasco St to Halsey St	East	227	\$6,800	8	unfunded	
209th Ave	31st st/Willow to 23rd St	West	47	\$1,400	8	unfunded	
Arata Rd	223rd Ave to 238th Ave	Both	344	\$10,300	8	unfunded	
Canyon Ct	Skyline to Dead end	South	1,320	\$39,600	7	unfunded	
Cherry Park Rd	242nd Ave to 18th Way	South	53	\$1,600	7	unfunded	
Hist Co River Hwy	244th Ave to Halsey St	North	1,515	\$45,500	7	unfunded	
Orient Dr	14th St to Salquist Rd	North	95	\$2,900	7	unfunded	
Troutdale Rd	Sweetbriar Rd to Sweetbriar Ln	East	21	\$600	7	unfunded	
58th Ave	Canyon Ct to Montgomery St	East	37	\$1,100	6	unfunded	
61st Ct	61st Dr to Dead end	Both	644	\$19,300	6	unfunded	
64th Pl	Bucharest Ct to Dead end	Both	670	\$20,100	6	unfunded	
Bucharest Ct	Dead end to Benz Farm	Both	1,140	\$34,200	6	unfunded	
Canyon Ct	Wash. Co Line to Highland Rd	North	2,403	\$72,100	6	unfunded	
Riverwood Rd	Riverside Dr to Military Rd	West	401	\$12,000	6	unfunded	
223rd Ave	Sandy Blvd to Marine Dr	Both	638	\$19,100	5	unfunded	
Burnside Rd	202nd Ave to Fariss Rd	North	3,933	\$118,000	5	unfunded	
Butler Rd	Eastwood Pl to Rodlun Rd	South	32	\$1,000	5	unfunded	
Butler Rd	St Andrews to Augusta Loop	North	174	\$5,200	5	unfunded	
Fairview Blvd	Knights Blvd to Kingston Ave	South	322	\$9,700	5	unfunded	
Graham Rd	Sundial to I-84	South	6,046	\$181,400	5	unfunded	
Interlachen Lane	Marine Dr to Blue Lake Rd	Both	4,203	\$126,100	5	unfunded	
48th Pl	Windsor Ct to Downsview Ct	Both	1,662	\$49,900	4	unfunded	
50th Ave	Windsor Ct to Downsview Ct	Both	1,900	\$57,000	4	unfunded	
52nd Pl	Thomas St to Downsview Ct	Both	2,729	\$81,900	4	unfunded	
54th Pl	Thomas St to Dead end	Both	580	\$17,400	4	unfunded	
55th Ave	Patton Rd to 55th Dr	Both	1,078	\$32,300	4	unfunded	
55th Dr	55th Ave to Dead end	Both	2,934	\$87,700	4	unfunded	
55th Dr	Dead end to Patton Rd	Both	4,109	\$123,300	4	unfunded	
57th Ave	55th Dr to Windsor Ct	Both	1,816	\$54,500	4	unfunded	
57th Ave	Westdale Dr to Patton Rd	Both	1,019	\$30,600	4	unfunded	
Downsview Ct	52nd Pl to 48th Pl	Both	1,199	\$36,000	4	unfunded	
Downsview Ct	57th Ave to 55th Dr	Both	1,194	\$35,800	4	unfunded	
Grover Ct	Dead end to 55th Dr	Both	518	\$15,500	4	unfunded	

Evaluated Pedestrian CIP Projects

Location	Termini	Side of Roadway	Distance (feet)	Cost*	Points	Funding	Program Year
Madison Rd	Salmon St to Dead end	Both	876	\$26,300	4	unfunded	
Raab Rd	Dead end to Scholls Ferry Rd	North	306	\$9,200	4	unfunded	
Salmon St	61st Dr to 57th Ave	Both	1,251	\$37,500	4	unfunded	
Scholls Ferry Ct	Dead end to Scholls Ferry Rd	Both	1,004	\$30,100	4	unfunded	
Sweetbriar Ct	64th Pl to Scholls Ferry Rd	North	813	\$24,400	4	unfunded	
Taylor St	61st Dr to 57th Ave	Both	2,080	\$62,400	4	unfunded	
Thomas St	Dead end to Shattuck Rd	Both	1,832	\$55,000	4	unfunded	
Westdale Dr	57th Ave to Dead end	Both	1,499	\$45,000	4	unfunded	
Windsor Ct	52nd Pl to Shattuck Rd	Both	2,150	\$64,500	4	unfunded	
Windsor Ct	Dead end to Dead end	Both	1,340	\$40,200	4	unfunded	
Woods Ct	55th Dr to Dead end	Both	888	\$26,600	4	unfunded	
Graham Rd	Sundial to Harlow	North	6,157	\$184,700	3	unfunded	
Sundial Rd	Marine Dr to Graham Circle	West	396	\$11,900	3	unfunded	
Subtotal			79,379	\$2,521,200			
Total			97,546	\$3,066,200			

* Cost estimated at \$30/lineal foot, rounded to nearest hundred.

Table 11

**Multnomah County
1996-2000 Pedestrian Capital Improvement Program**

PROJECT NAME	FY 1996-97	FY 1997-98	FY 1998-99	FY 1999-00	FY 2000-01
Stark St (202nd Ave/223rd Ave)	\$110,100				
Division St (175th Ave/182nd Ave)		\$36,100			
Division St (242nd Ave/257th Ave)		\$46,900			
Division St (Eastman Pkwy/Main St)		\$9,180			
Glisan St (162nd Ave/181st Ave)			\$75,300		
Glisan St (181st Ave/202nd Ave)				\$136,500	
Division St (182nd Ave/202nd Ave)					\$131,000
Subtotal	\$110,100	\$92,180	\$75,300	\$136,500	\$131,000
Ramp retrofit	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
PEDESTRIAN CAPITAL BUDGET	\$160,100	\$142,180	\$125,300	\$186,500	\$181,000

1996-2000 Project Detail Sheets--Index

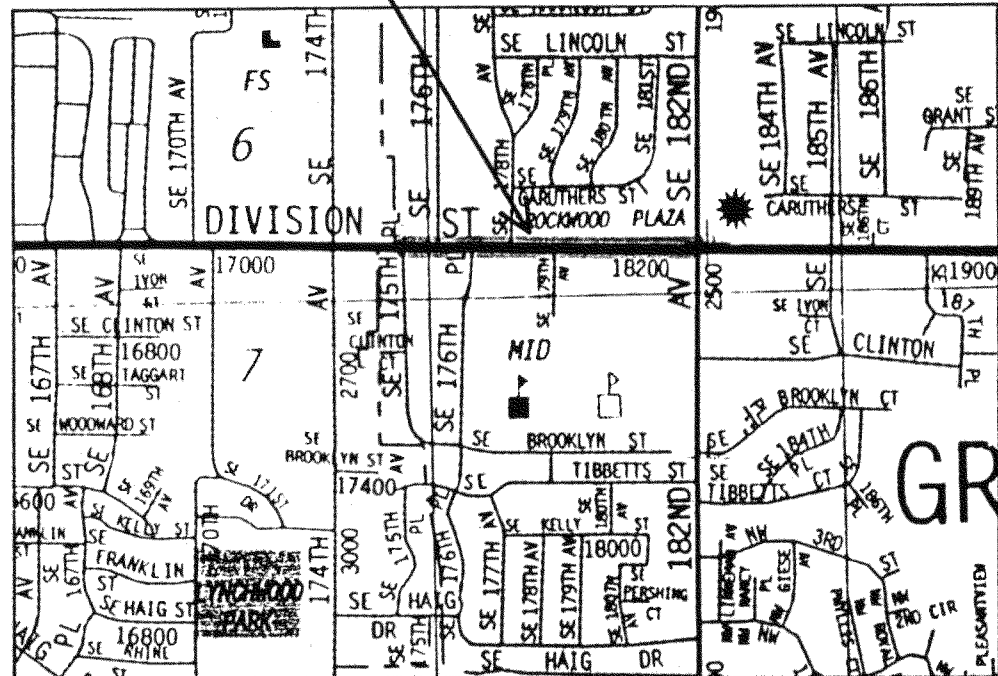
1. Stark St (202nd Ave - 223rd Ave)
2. Division St (175th Ave to 182nd Ave)
3. Division St (242nd Ave to 257th Ave)
4. Division St (Eastman Parkway to Main St)
5. Glisan St (162nd Ave to 181st Ave)
6. Glisan St (181st Ave to 202nd Ave)
7. Division St (182nd Ave to 202nd Ave)

Project: SE Division St. (175th Ave to 182nd Ave)

Program: Pedestrian Capital

Project Description:	Sidewalk infill of approximately 1200 feet. Project includes curb ramp retrofit as needed.
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CONST. SITE



MAP NOT TO SCALE

STRUCTURES:

ROAD CONSTRUCTION: ☐

ILLUMINATION:

INTERSEC. IMPROVE: ☐

SIGNAL:

SIDEWALK:

BRIDGES:

BICYCLE:

DRAINAGE

STORM DRAIN LINES: ☐

SUMP/DRY WELL INSTALL.:

ROADSIDE GRADING: ☐

STREAM/CREEK: ☐

DITCH: ☐

CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$36,100				\$36,100
Federal:						
State:						
Local:						
Total:		\$36,100				\$36,100
Costs:						
ROW Cost:						
Const. Cost:		\$36,100				\$36,100
Total:		\$36,100				\$36,100

New Project: ☒

Project Detail

Page No.: 3

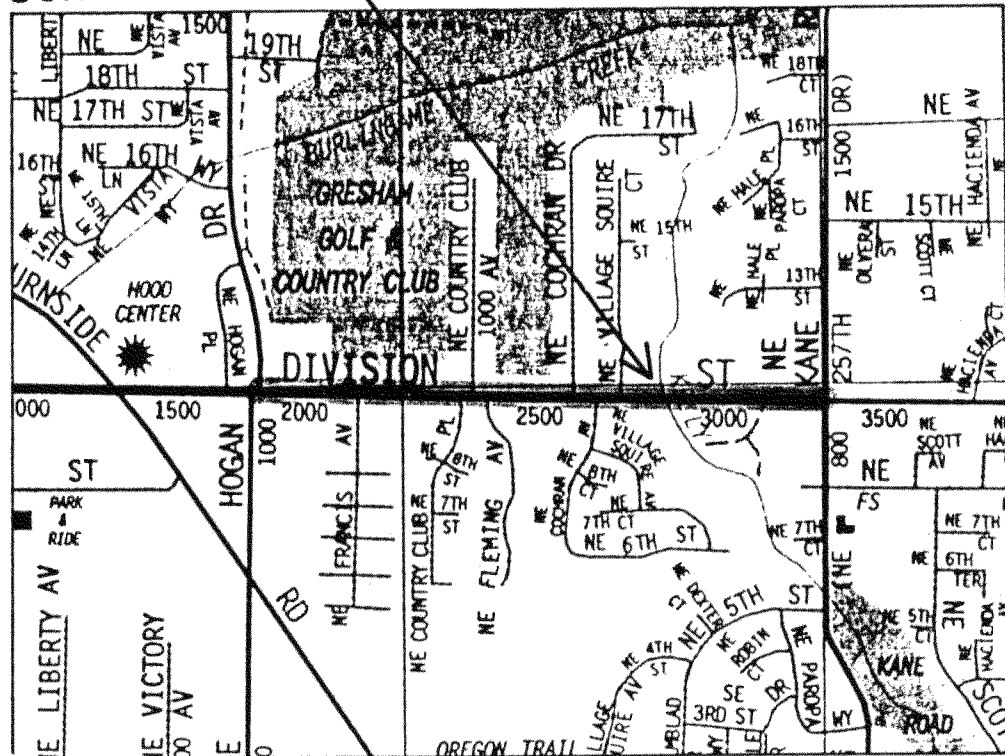
Carryover: ☐Map No.:

Project: SE Division St. (242nd Ave to 257th Ave)

Program: Pedestrian Capital

Project Description: Sidewalk infill of approximately 1600 feet. Project includes curb ramp retrofit as needed.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☐ROAD CONSTRUCTION: ☐SIDEWALK: ☒ILLUMINATION: ☐BRIDGES: ☐INTERSEC. IMPROVE: ☐BICYCLE: ☐

DRAINAGE

STORM DRAIN LINES: ☐STREAM/CREEK: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐ROADSIDE GRADING: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$46,900				\$46,900
Federal:						
State:						
Local:						
Total:		\$46,900				\$46,900
Costs:						
ROW Cost:						
Const. Cost:		\$46,900				\$46,900
Total:		\$46,900				\$46,900

New Project: ☒Carryover: ☐

Project Detail

Page No.: 4

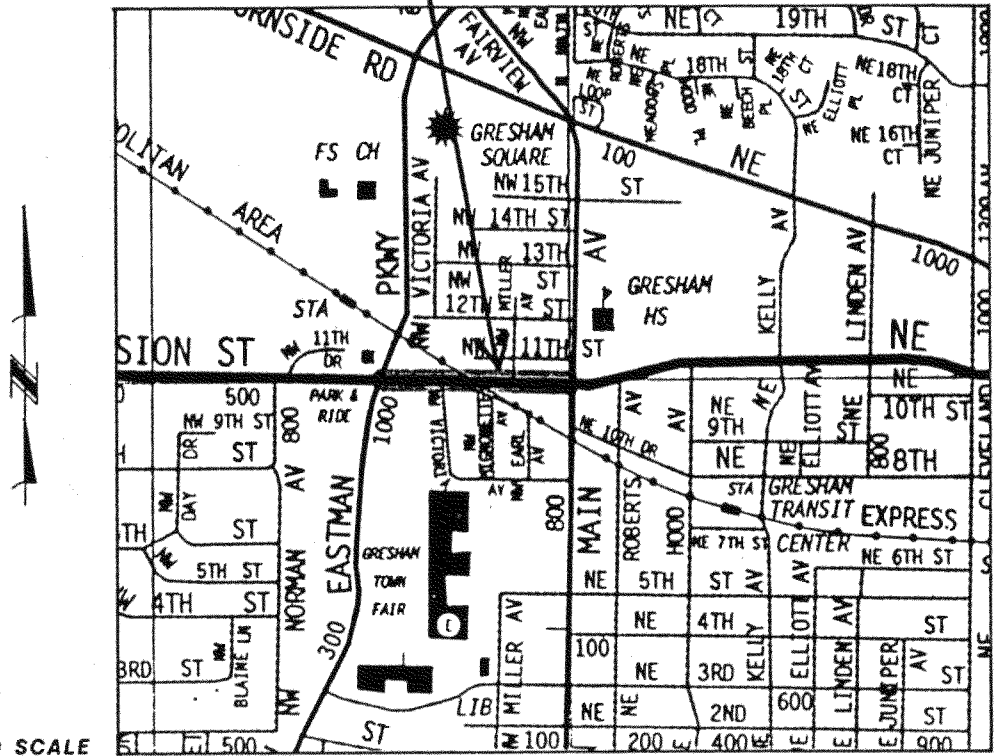
Map No.:

Project: Division St (Eastman Parkway to Main St.)

Program: Pedestrian Capital

Project Description: Gresham will construct 300 feet of sidewalk as part of a Ped to MAX project. The County will transfer the cost of the sidewalk improvement to Gresham for local grant match.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐ROAD CONSTRUCTION: ☐ILLUMINATION: ☐INTERSEC. IMPROVE: ☐SIGNAL: ☐SIDEWALK: ☒BRIDGES: ☐BICYCLE: ☐

DRAINAGE

STORM DRAIN LINES: ☐SUMP/DRY WELL INSTALL.: ☐ROADSIDE GRADING: ☐STREAM/CREEK: ☐DITCH: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:		\$9,200				\$9,200
Federal:						
State:						
Local:						
Total:		\$9,200				\$9,200
Costs:						
ROW Cost:						
Const. Cost:		\$9,200				\$9,200
Total:		\$9,200				\$9,200

New Project: ☒Carryover: ☐

Project Detail

Page No.: 5

Map No.:

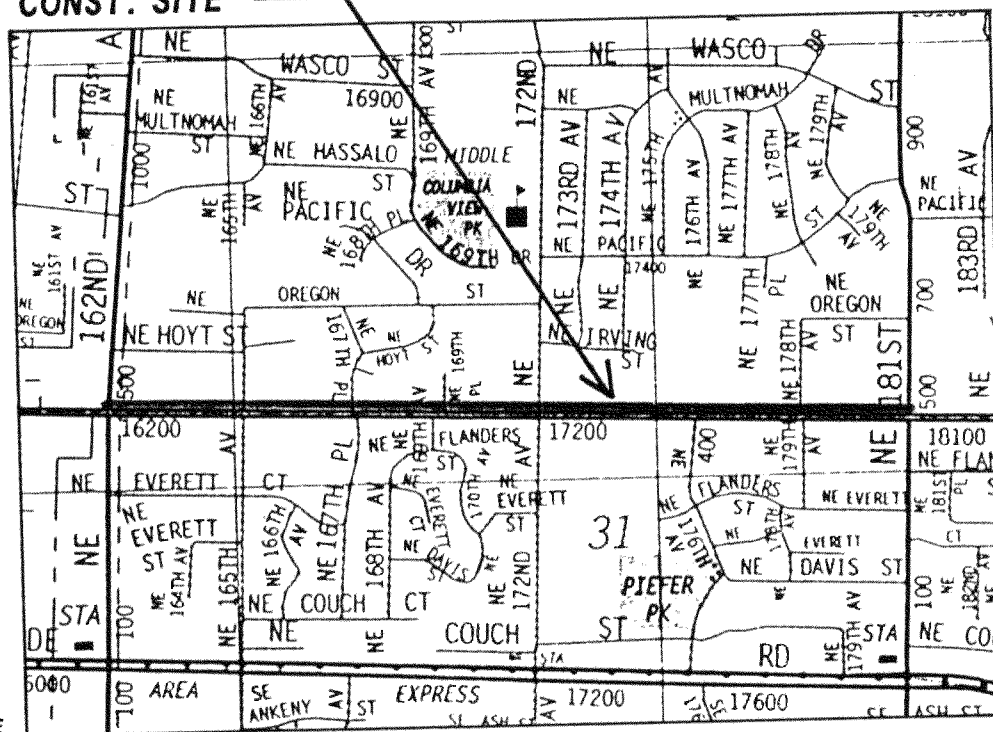
Project: NE Glisan St (162nd Ave to 181st Ave)

Program: Pedestrian Capital

Project Description:

Sidewalk infill on north side of Glisan of approximately 2500 feet. Project includes curb ramp retrofit as needed.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☐

DRAINAGE

ROAD CONSTRUCTION: ☐SIDEWALK: ☐STORM DRAIN LINES: ☐STREAM/CREEK: ☐ILLUMINATION: ☐BRIDGES: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐INTERSEC. IMPROVE: ☐BICYCLE: ☐ROADSIDE GRADING: ☐CATCH BASIN: ☐

Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:			\$75,300			\$75,300
Federal:						
State:						
Local:						
Total:			\$75,300			\$75,300
Costs:						
ROW Cost:						
Const. Cost:			\$75,300			\$75,300
Total:			\$75,300			\$75,300

New Project: ☒Carryover: ☐

Project Detail

Page No.:

6

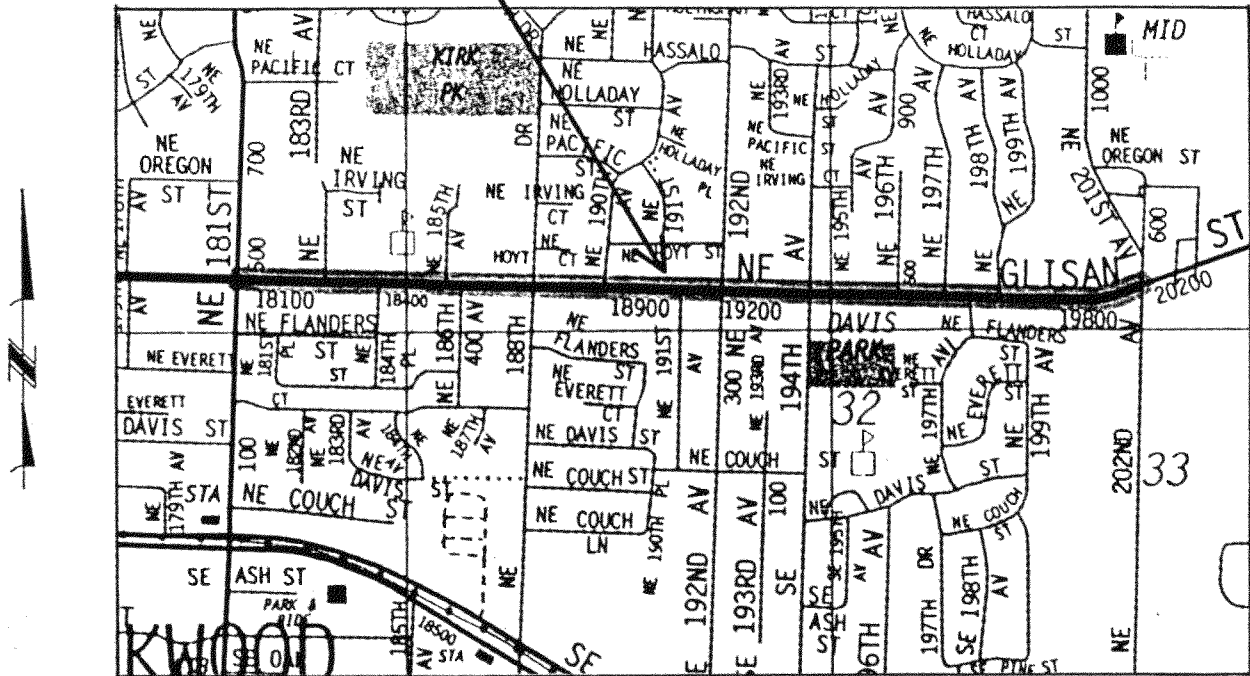
Map No.:

Project: NE Glisan St (181st Ave to 202nd Ave)

Program: Pedestrian Capital

Project Description: Sidewalk infill of approximately 4500 feet. Project includes curb ramp retrofit as needed.

CONST. SITE



MAP NOT TO SCALE

STRUCTURES: ☐SIGNAL: ☐ROAD CONSTRUCTION: ☐SIDEWALK: ☒ILLUMINATION: ☐BRIDGES: ☐INTERSEC. IMPROVE: ☐BICYCLE: ☐

DRAINAGE

STORM DRAIN LINES: ☐STREAM/CREEK: ☐SUMP/DRY WELL INSTALL.: ☐DITCH: ☐ROADSIDE GRADING: ☐CATCH BASIN: ☐

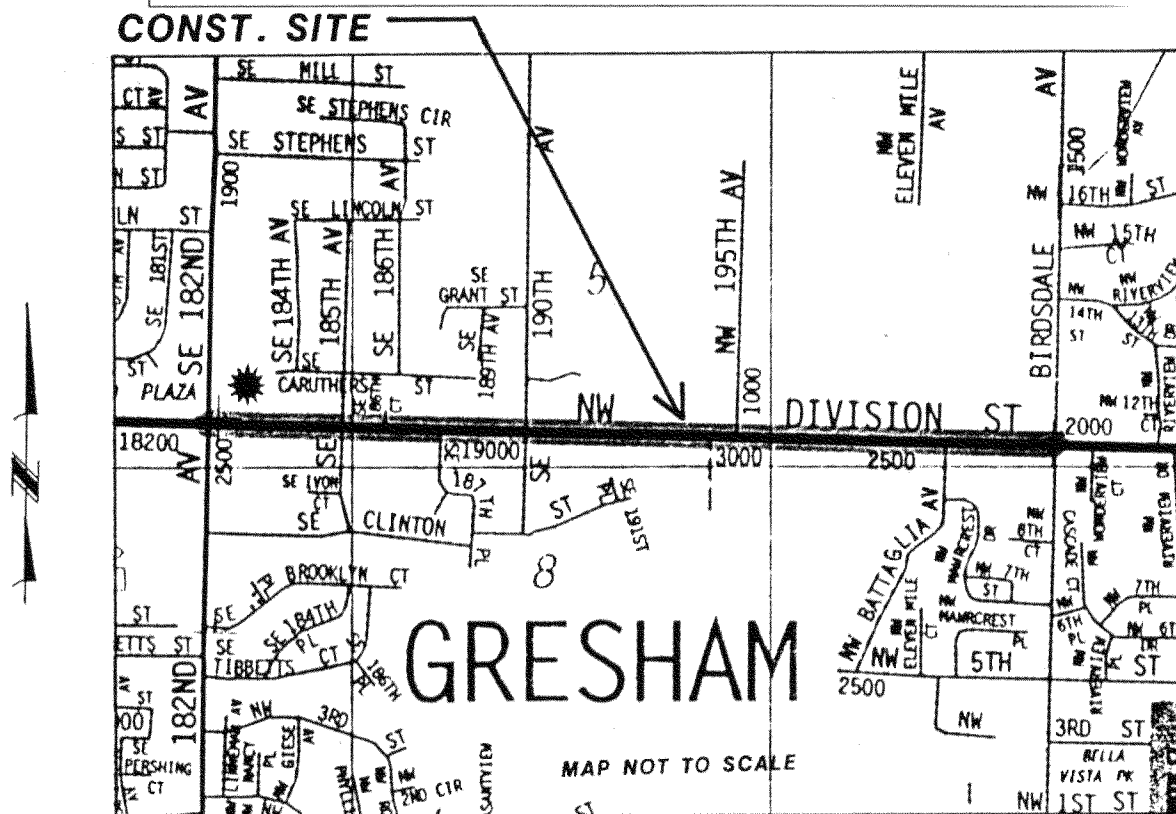
Fiscal Year	1996 - 97	1997 - 98	1998 - 99	1999 - 00	2000 - 01	Totals
Funding Sources:						
County:				\$136,500		\$136,500
Federal:						
State:						
Local:						
Total:				\$136,500		\$136,500
Costs:						
ROW Cost:				\$136,500		\$136,500
Const. Cost:				\$136,500		\$136,500
Total:				\$136,500		\$136,500

Page No.:	7
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Map No.:

Program: Pedestrian Capital

Project Description:	Sidewalk infill of approximately 4300 feet. Project includes curb ramp retrofit as needed.
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SIGNAL: ☐

SIDEWALK: ☒

BRIDGES: ☐

BICYCLE: ☐

DRAINAGE

STREAM/CREEK: ☐

DITCH: ☐

CATCH BASIN: ☐

149

CAPITAL IMPROVEMENT PLAN AND PROGRAM

for the

WILLAMETTE RIVER BRIDGES

**20 Year 1996 -- 2015
Capital Improvement Plan and Program
for the
Willamette River Bridges**

The Multnomah County Transportation Division has instituted a process for establishing capital improvement needs projected over the next 20 years. This process follows the policies established in the County Comprehensive Framework Plan. These policies are to plan and develop a timely and efficient arrangement of public facilities and services, and to maintain a safe, efficient and convenient public transportation system.

This plan and program is concerned specifically with capital needs of the six Willamette River Bridges: Sellwood, Hawthorne, Morrison, Burnside, Broadway and Sauvie Island.

The intent of the Capital Improvement Plan for the Willamette River Bridges is to recommend and prioritize improvements and alternate solutions for each improvement for each bridge and indicate specific repairs and replacement to insure safe and reliable operation. Cost estimates are allocated to a specific period; immediate to short range (0-4 years), intermediate (5-9 years), and long range (10-20 years) projects.

The intent of the Capital Improvement Program for the Willamette River Bridges is to assign revenue and to establish a schedule for the construction year of identified high priority projects.

Capital Project Identification

By agreement with the County, consultant services were employed to perform an in-depth inspection and prepare engineering reports on (1) the present condition and recommendation for repair and rehabilitation of each of the six Willamette River Bridge main structures, and (2) the results of a detailed field inspection and structural analysis of each of the approach ramps to four of the Willamette River Bridges: Hawthorne, Morrison, Burnside and Broadway.

Working with the County, Sverdrup & Parcel and Associates, (Consultants) performed complete field inspections of (1) bascule and vertical lift bridge mechanical systems, (2) bascule and vertical lift bridge electrical systems, and (3) bridge superstructure and substructure to the water level to detect any structural deficiencies of the main structures of the four Willamette River Movable Bridges: Hawthorne, Morrison, Burnside and Broadway.

The OBEC Consulting Engineers performed detailed field inspections and structural analysis on the Sellwood and Sauvie Island Bridges and on each of the approach ramps to the Sellwood, Hawthorne, Morrison, Burnside and Broadway Bridges.

Underwater foundation inspections and investigations were performed by the Oregon Department of Transportation (ODOT). Results were then provided to consultants and the County.

By agreement with the County, consultant services of W.L. Bangert, Structural Painting Coordinator (retired), ODOT, were employed to prepare engineering reports on the condition and recommendation for rehabilitation of corrosion protection systems (paint) on the Willamette River Bridge main structures and approach ramps.

In addition to identifying bridge, ramp, and paint improvement requirements, the aforementioned reports prioritized improvement needs. Prioritization is determined by means of an objective rating system (see Rating Criteria Section). Cost estimates, as recommended by the consultant, were also included in the reports but, they have proved to be unreasonably low and when combined with the many changes in procedures and product costs since the consultant reports were written, are no longer relevant. Final cost estimates in 1996 dollars shown in the "Plan and Program" section have been prepared by the Bridge Engineering Section.

The following source documents and consultant reports were used:

Willamette River Bridges Investigation, Summary Report, prepared by Sverdrup & Parcel and Associates, Inc., in association with Moffatt, Nichol and Bonney, Inc., and Milton C. Stafford, October 1986.

Willamette River Bridge Ramp Investigation, Executive Summary Report by OBEC Consulting Engineers, Eugene, Oregon, January 1988.

Inspection and Cost Estimates for Contract Maintenance Painting, Multnomah County Structural Steel Bridges, prepared by W.L. Bangert, November 1987.

Willamette River Bridges 20-Year Capital Works Needs, Multnomah County Transportation Division, May 1988.

Oregon Coding Guide for the Inventory and Appraisal of Oregon Bridges, OR State Highway Division, 1985.

Manual for Maintenance Inspection of Bridges, American Association of State Highway and Transportation Officials (AASHTO), 1983.

Bridge Inspector's Training Manual 70, U.S.D.O.T., FHWA.

Bridge Inspector's Manual for Movable Bridges, U.S.D.O.T., FHWA.

Oregon State Highway Division, 1991 (Paint) Specifications.

Conceptual Engineering Analysis of Light Rail Service for the Sellwood Bridge, November 1990, CH2M Hill.

Willamette River Bridges Safety Evaluation Report, January 1996, DeEtta Burrows, MSPH, CIH, Wise Steps, Inc.

After reviewing these documents, Multnomah County Transportation Division, Bridge Capital Section, identified 33 construction projects and 14 separate corrosion protection (painting) projects in the 20-year plan ending in the year 2016. In updating this list for the present report, we have deleted the construction projects that have been completed along with those that are no longer applicable and have added new or revised projects to the list for a current total of 33 construction projects. Fourteen Corrosion Protection (Painting) projects remain on the list for a total of 47 projects that will continue to enable us to provide for safe and reliable use of the bridges.

In addition to the 47 specific projects, two general projects are included for seismic retro-fitting and in-depth inspections which are not ranked on the prioritized list but do represent a cost requirement for the Capital Improvement Program. A third unranked project has been added for compliance with Oregon OSHA standards.

Willamette River Bridges Accessibility Project

In 1994 Multnomah County completed the Willamette River Bridges Accessibility Project (WRBAP). Seven non-interstate bridges span the Willamette River in downtown Portland. Five of these bridges are the property of Multnomah County; the others are owned and operated by the Oregon Department of Transportation.

For several years the community has expressed concerns about poor access to the bridges for people using alternative modes of travel. In response to these concerns, Multnomah County developed WRBAP.

As part of the WRBAP study, alternative mode access to each bridge was carefully analyzed and possible improvements identified. The resulting project Accessibility Plans show 38 projects to improve access to and across the seven Willamette River bridges owned by Multnomah County and the State of Oregon.

Recommended projects include installation of more than 3 miles of bicycle ramps, 3,500 linear feet of sidewalks, more than 20 crosswalks, and almost 30 curb ramps. The total cost of the 38 projects is \$7.63 million. When the projects are completed, four county bridges will be fully accessible to

disabled persons, bicyclists, and pedestrians, and major multi-modal improvements will have been installed on the remaining three bridges.

Project Evaluation

The framework used to evaluate, classify, and prioritize identified projects is a sophisticated rating system which relies heavily on component evaluation criteria. Five different criteria and some 45 or more pieces of information are required for each identified project. It should be noted here that pedestrian/bike accommodation is a possible 20 point consideration under the aforementioned "Component Evaluation Criteria." Multnomah County is committed to the Bicycle Master Plan developed by the Transportation Division and approved by the board as a component of the Master Transportation Plan and the Comprehensive Framework Plan. One objective of this plan is that the Willamette River Bridges under the jurisdiction of Multnomah County be made safe and accessible to bicyclists. In meeting this objective, advantage of every opportunity will be taken to provide for safe bicycling on any new or rehabilitated Willamette River Bridge or bridge ramp where accommodation is a realistic possibility. Projects identified in the WRBAP Phase 1 Project implementation are included in the Willamette River Bridge Capital Improvement Plan and Program under a separate category.

In general, project rating criteria for the bridges and ramps include a national-standard bridge sufficiency rating, bridge historical significance, outside funding availability for each project, type of project, and time-line considerations. Project rating criteria for corrosion protection (painting) include, in general, existing corrosion damage, area rust breakthrough, quality of paint, weather exposure and visual considerations. (Refer to Criteria Rating Section for detailed project rating criteria and examples of painting review.)

Projects are classified by use of a point system. The point system used for bridge and ramp construction projects is necessarily distinct from that used for corrosion protection classification. A point score for each project is assigned to each significant criteria. Total criteria points are added to determine a total point rating for each project.

Projects designated with the highest total points are the most critical repair or rehabilitation projects. (See Plan Section Format for description of projects and point determination.) Bridge structural improvements are grouped as construction projects within the same project rating criteria framework. Corrosion control (paint) projects are grouped as painting needs within their distinct rating criteria framework.

For construction projects, in general, a rating of 95 or more points (out of a possible 135 point total) indicates attention within 0-4 years of the 20-year program period. Ratings of 75 and above indicate attention is needed within the first 10 years. Projects rated 60 to 74 are necessary during the 10-20 year period. Some project schedules are shifted slightly because of the need to effectively allocate and manage annual resources and to coordinate with maintenance scheduling.

WRBAP projects are rated and ranked in the WRBAP Final Report, August, 1994. Those projects are identified in the WRBAP sub-section.

Note: Seismic restrictions have been tightened considerably but retro-fitting has not been added to the project rating criteria since the policy for inclusion is not yet finalized. Besides adding considerable cost to the construction of new bridges, seismic retro-fitting will be required on existing bridges under a possible scenario as follows:

Of the 5 Willamette River bridges maintained by Multnomah County in the urban area of Portland, one bridge will be selected as the primary access across the river in the event of an earthquake and first priority for retro-fitting will be given this bridge and its approach structures. Priorities in order beyond this initial bridge and as funds become available would be the approach structures on the remaining four bridges in order of priority. Retro-fitting all the approach structures plus one crossing structure is estimated, at a minimum, to cost \$20 million. Retro-fitting the remaining crossing structures is estimated to cost an additional \$20 million, but is projected beyond the 20 year plan.

For paint projects, those with the highest rating are generally expected to be completed first. As there is less of a cost spread for the paint projects, the estimated total painting cost can be more evenly distributed as an annual requirement.

Plan Report

The Report, "Willamette River Bridges 20-Year Capital Improvement Needs," has been prepared by the Multnomah County Transportation Division, Bridge Capital Section. This report is the 20-Year Capital Plan, listing bridge construction projects, including seismic retro-fitting along with costs for in-depth and semi-in-depth inspections and corrosion protection projects in order of rank (high to low).

At the end of the report, the combined estimated costs for construction and corrosion protection projects are presented for each of four designated periods in the 20-year program. Figures are presented for the average annual need for the entire 20-year period. Estimated figures are presented for the grand total cost, and total County cost for the 20-year period.

The plan report represents the Transportation Division's recommendation for the 20-year Capital Improvements Program for Willamette River Bridges.

A description of the bridge and summary of the investigative engineering reports process for each of the six Willamette River Bridges (Hawthorne, Morrison, Burnside, Broadway, Sellwood, and Sauvie Island) can be found in Appendices I-VI.

Capital Improvements Plan and Program Update Process for the Willamette River Bridges

As a necessary element of the safe and reliable public use of Willamette River Bridge structures, inspections and sufficiency ratings are routinely conducted by the County. Any changes in component need involving repair, scheduling and cost will be incorporated into the CIP 20-Year Plan Update Process. The Multnomah County Inspection policy is as follows:

In-Depth and Semi-In-Depth Inspections - These inspections will be conducted on a routinely regular basis, usually a 10-year frequency for the in-depth inspection and a 5-year maximum interval for the semi-in-depth inspection as dictated by Multnomah County Bridge inspection policy and the Willamette River Bridges Operation and Maintenance Manual. The in-depth inspection is a complete inspection and evaluation of all mechanical, electrical and structural elements involved for each individual bridge. From this inspection, a complete list of short term and long term needs can be established, along with identifying appropriate projects. The semi-in-depth inspection is a general inspection of all mechanical, electrical and structural components with special emphasis on confirmation and updating of needs and projects identified through the in-depth inspection. New projects may result from this inspection.

Inspection for Structure Inventory and Appraisal - Every 2 years - This inspection is a visual inspection of all elements of each bridge structural component. The result of this inspection is an overall condition rating for the bridge with related comments and possible recommendations for action required.

General Monitoring of all Bridge Components by Multnomah County Bridge Maintenance Crew - This monitoring includes specifically designed measurements taken to track the progress of any suspicious defect, crack or deviation in structural, mechanical or electrical operation along with visual observations by the maintenance crew in the course of their daily maintenance activities. Input from this monitoring can provide beneficial information in preparing reports on other inspections or may add short term maintenance projects to the agenda.

The Program itself will be reviewed on an annual basis by staff with a scheduled full update process involving all interested parties every two years. These reviews will ensure every consideration is made to appropriate funds for the wisest use of limited resources needed to carry out the 20-Year CIP.

As part of the update process, estimated costs will be re-evaluated every two years to take into consideration any changes in federal, state or local regulations regarding for example, pollution damage control restrictions which are expected to dramatically increase over the next few years.

**WILLAMETTE RIVER BRIDGES 20 - YEAR
CAPITAL IMPROVEMENT NEEDS**

Table 12

20-YEAR CAPITAL IMPROVEMENT NEEDS FOR THE WILLAMETTE RIVER BRIDGES

CONSTRUCTION PROJECTS

All Cost Based on 1996 Dollars
Line Item Costs Include 28% Construction Contingencies
Bridge Section Overhead not Included

All Estimated Costs Represent
Thousands of Dollars

RANK	BR	STR	BRIDGE #	Cat	DESCRIPTION	EST COST	Suf Rat 20	His Sig 5	Out Fun 10	Comp Cri 60	TL 40	TOT PTS	0-4 years FY 95-96 through FY 99-00	5-9 years FY 00-01 through FY 04-05	10-14 years FY 05-06 through FY 09-10	15-20 years FY 10-11 through FY 15-16
1	Hawthorne	MS	2757	S	Replace Deck Grating	4048	5	5	10	60	40	120	4048			
2	Broadway	MS	6757	S	Guardrail	288	10	5	0	60	40	115	288			
3	Broadway	MS	6757	S	Lifspan Sidewalk Replacement	155	10	5	0	60	40	115	155			
4	Broadway	MS	6757	M	Anchor/Operating Strut Mech Rehab (Phase II)	383	10	5	0	60	40	115	383			
5	Broadway	MS	6757	M	Span Drive Mechanical Renovation (Phase II)	812	10	5	0	60	40	115	812			
6	Burnside	MS	0511	M,E	Buffer Cylinder & Control Equipment	333	10	5	0	60	40	115	333			
7	Sauvie Island	MS	2641	S	Southeast On-ramp Widening	288	10	5	5	50	40	110	288			
8	Burn/Morrison	MS	0511,275	M	Replace two traffic gates on each bridge	218	10	5	0	50	40	105	218			
9	Broadway	R	6757A	S	Sidewalk Rehabilitation	195	5	0	0	60	40	105	195			
10	Broadway	MS/	6757&A	L	Replace 2300 V Lighting W/ 480 Vac System	196	10	5	0	50	40	105	196			
11	Burnside	MS/	0511 A/B	S	Replace Ac Deck Overlay	375	10	5	0	40	40	95	375			
12	Sellwood	MS	6879	S	Concrete & AC Overlay	757	10	0	0	50	30	90		757		
13	Morrison	MS	2758	S	Repair Sidewalk Expansion Joints	18	5	0	0	50	30	85		18		
14	Broadway	R	6757A	S	Repair And Repaint Conc. Retaining Wall	66	5	0	0	50	30	85		66		
15	Morrison	MS	2758	S,R	East Side Deck Rehabilitation	1844	5	0	0	50	30	85		1844		
16	Morrison	MS	2758	M	Gear Reducer Replacement	33	5	0	0	50	30	85		33		
17	Morrison	MS	2758	L	Replace Wiring in Roadway Lighting System	18	5	0	0	40	40	85	18			
18	Broadway	MS	6757	S	Sidewalk Replacement	849	10	5	0	40	30	85		849		
19	Broadway	R	6757A/B	S	Broadway/Lovejoy Ramps - Deck/Joint Rehab.	486	5	0	0	50	30	85		486		
20	Broadway	R	6757	E	Variable Message Fiber Optic Warning Signs	410	10	5	0	40	30	85		410		
21	Sellwood	MS	6879	S	Replace Structure - Construction	43128	10	0	0	50	20	80			43128	
22	Sellwood	MS	6879	S	Replace Structure - Right-of-way	3010	10	0	0	50	20	80			3010	
23	Morrison	MS	2758	E	New Sub Cable For Control Conductors	54	5	0	0	40	30	75		54		
24	Broadway	R	6757C	S	Resurface Bridge Deck & Approaches	66	5	0	0	40	30	75		66		
25	Burnside	MS	0511	S	Replace Concrete Roadway Deck	4349	10	5	0	40	20	75			4349	
26	Hawthorne	R	2757A&B	R,S	Madison Viaduct-Rdwy Approach/Deck Overlay	852	5	0	0	40	30	75		852		
27	Hawthorne	R	2757D	S	Concrete Deck Overlay	219	0	0	0	40	30	70		219		
28	Broadway	MS	6757	M	Emergency Drives-Center Locks & Span Drive	169	10	5	0	35	20	70			169	
29	Sauvie Island	MS	2641	S	Concrete Deck Overlay	275	10	0	0	40	20	70			275	
30	Burnside	R	0511A/B	R	East/West Approach - Rdwy App./Deck Rehab.	794	5	0	0	40	20	65			794	
31	Broadway	MS	6757	S	Concrete & Grating Deck Replacement	5863	10	5	0	40	10	65			3018	2845
32	Morrison	MS	2758	M	Emergency Drive System For Bascule Spans	256	5	0	0	40	20	65			256	
33	Sauvie Island	MS	2641	S	2nd Crossing or Replacement	14430	10	0	0	40	10	60			7428	7002
WRB Accessibility						5700							2010	2140	1270	280
Willamette River						1966							825	741	350	50
Willamette River						38420							7240	6700	17000	7480
Willamette River						800							300	100	300	100
ESTIMATED CONSTRUCTION COST						132121							17683	15334	81347	17757
Design Engineering (15%)						19818							2652	2300	12202	2664
Construction Engineering (12%)						15855							2122	1840	9762	2131
ESTIMATED CONSTRUCTION COST						167793							22457	19474	103311	22551
AVERAGE YEARLY COST						8390							4491	3895	20662	3759

20-YEAR CAPITAL IMPROVEMENTS NEEDS FOR THE WILLAMETTE RIVER BRIDGES

Table 13

CORROSION PROTECTION (PAINTING)
 100% SP-8 Commercial Blast Preparation
 100% Containment, Hazardous Waste Disposal,
 Moisture Cured Urethane Coating System

All Cost Based on 1996 Dollars
 Line Item Costs Include 15% Construction Contingencies
 Bridge Section Overhead not Included

Ra	BR	STR	BRIDGE #	Cat	DESCRIPTION	EST COST	Corr	Area	Qty	Weath	Expos	Vi-	TOT	0-4 years FY 95-96 through FY 99-00	5-9 years FY 00-01 through FY 04-05	10-14 years FY 05-06 through FY 09-10	15-20 years FY 10-11 through FY 15-16
							Damg	Rust	Thru	Paint	3	sual	PTS				
1	Hawthorne	MS	2757	P	HAWTHORNE BR. - Thru Truss/ Lift Entire Bridge	14354	4.0	4.0	3.0	2.0	2.0	2.0	15	14354			
2	Broadway	MS	6757	P	BROADWAY BR. - Thru Truss/ Bascule (Floor System) (Minus Floor System)	6419 12888	4.0	4.0	3.0	2.0	2.0	2.0	15	6419	12888		
3	Burnside	MS	0511	P	BURNSIDE BR. - Steel Deck Truss/ Bascule Entire Bridge	5416	4.0	4.0	3.0	2.0	1.0	1.0	14		5416		
4	Sellwood	MS	6879	P	SELLWOOD BRIDGE - Trusses	4123	4.0	3.0	2.0	2.0	2.0	2.0	13		4123		
5	Broadway	R	6757A	P	BROADWAY ST. RAMP - Steel Deck on Steel Col.	2314	3.0	3.0	2.0	1.0	2.0	2.0	11				2314
6	Morrison	R	2758B	P	W. MORRISON Trans. Struc. - Steel 'I'-Beam	2804	2.0	4.0	2.0	1.0	2.0	2.0	11		2804		
7	Broadway	R	6757B	P	LOVEJOY RAMP - Steel Deck on Steel Col.	1421	3.0	3.0	2.0	1.0	2.0	2.0	11			1421	
8	Morrison	MS	2758	P	MORRISON BR. - Steel Deck Truss/ Bascule	10452	3.0	3.0	1.0	2.0	1.0	1.0	10		10452		
9	Hawthorne	R	2757A	P	HAWTHORNE ST. VIADUCT E.B. - Steel 'I'-Beam	1776	2.0	2.0	1.0	1.0	2.0	2.0	8			1776	
10	Hawthorne	R	2757B	P	MADISON ST. VIADUCT W.B. - Steel 'I'-Beam	1822	2.0	2.0	1.0	1.0	2.0	2.0	8			1822	
11	Sauvie Island	MS	2641	P	SAUVIE IS. BR. - Steel Deck Truss/ Thru Truss	1240	2.0	2.0	1.0	2.0	1.0	1.0	8			1240	
12	Morrison	R	8589	P	MORRISON ST. VIADUCT W.B. - Steel 'I'-Beam	2337	1.0	1.5	0.5	2.0	1.5	1.5	7				2337
13	Morrison	R	2758A	P	BELMONT ST. VIADUCT E.B. - Steel 'I'-Beam	2254	1.0	1.5	0.5	2.0	1.5	1.5	7				2254
14	Morrison	R	8589Z	P	Water Ave OFF Ramp E.B. - Steel 'I'-Beam	240	1.0	1.5	0.5	2.0	1.5	1.5	7				240
ESTIMATED PAINTING COST						69861								20773	35683	6259	7145
Design Engineering (3%)						2096								623	1070	188	214
Construction Engineering (15%)						10479								3116	5352	939	1072
ESTIMATED TOTAL PAINTING COST						82436								24512	42106	7386	8431
AVERAGE YEARLY COST TO PAINT						4122								6128	8421	1477	1405
=====																	
SUMMARY: COMBINED CONSTRUCTION & PAINTING COST																	
COMBINED ESTIMATED CONSTRUCTION & PAINTING COST						201982								38456	51017	87607	24902
DESIGN ENGINEERING						21914								3276	3371	12390	2878
CONSTRUCTION ENGINEERING						26334								5238	7193	10701	3203
COMBINED ESTIMATED GRAND TOTAL COST						250229								46970	61580	110697	30982
COMBINED ESTIMATED AVERAGE YEARLY COST						12511								11742	12316	22139	5164

Estimated Construction Cost Table

A. Format - Construction

20-YEAR CAPITAL IMPROVEMENT NEEDS FOR THE WILLAMETTE RIVER BRIDGES						All Cost Based on 1996 Dollars Line Item Costs Include 28% Construction Contingencies Bridge Section Overhead not Included										All Estimated Costs Represent Thousands of Dollars			
CONSTRUCTION PROJECTS																			
RANK	BR	STR	BRIDGE #	Cat	DESCRIPTION	EST COST	Suf Rat 20	Hs Sig 5	Out Fun 10	Comp Cri 60	TL 40	TOT PTS	0-4 years FY 95-96 through FY 96-00	5-9 years FY 00-01 through FY 04-05	10-14 years FY 05-06 through FY 06-10	15-20 years FY 10-11 through FY 15-16			
1	Hawthorne	MS	2757	S	Replace Deck Grating	4048	5	5	10	60	40	120	4048						
2	Broadway	MS	6757	S	Guardrail	288	10	5	0	60	40	115	288						
3	Broadway	MS	6757	S	Liftspan Sidewalk Replacement	155	10	5	0	60	40	115	155						
4	Broadway	MS	6757	M	Anchor/Operating Strut Mech Rehab (Phase II)	363	10	5	0	60	40	115	363						
5	Broadway	MS	6757	M	Span Drive Mechanical Renovation (Phase II)	612	10	5	0	60	40	115	612						
6	Burnside	MS	0511	M,E	Buffer Cylinder & Control Equipment	333	10	5	0	60	40	115	333						
7	Sauvie Island	MS	2641	S	Southeast On-ramp Widening	268	10	5	5	50	40	110	268						
8	Burn/Morrison	MS	0511.275	M	Replace two traffic gates on each bridge	218	10	5	0	50	40	105	218						
9	Broadway	R	6757A	S	Sidewalk Rehabilitation	195	5	0	0	60	40	105	195						
10	Broadway	MS/	6757&A	L	Replace 2300 V Lighting W/ 480 Vac System	196	10	5	0	50	40	105	196						

Data items described below are taken from the top margin of each page of the Willamette River Bridges 20-Year Capital Improvements Needs Report, Construction Projects.

Rank. The report print-out ranks projects according to total criteria rating points received.

Bridge. Locational description: bridge involved for each project is identified. (Hawthorne, Burnside, Morrison, Broadway, Sellwood, Sauvie Island.)

Structure. Identifies project as Main Structure = MS or Ramp = R.

Bridge No. The state and county designated identification number for bridge or ramp.

Category. The system identified for capital work, i.e., Structural = S, Mechanical = M, Electrical = E, Lighting = L, Resurface = R, Paint = P.

Description. Brief project description.

Estimated Cost. Estimated cost represented in thousands of dollars. All costs are based on 1996 dollars. Line item costs include 28% construction contingencies.

Bridge Sufficiency Rating. The basis of the bridge sufficiency rating system is the ODOT sufficiency rating system (Oregon Coding Guide for the Inventory and Appraisal of Oregon Bridges - 1985). The rating system comprises three elements: structural adequacy and safety, serviceability and functional obsolescence, and essentially for public use.

Historical Significance. Rating points (5) were assigned for projects on bridges of historical significance. The three bridges are Broadway, Burnside and Hawthorne. Bridges with no historical significance received (0) points.

Outside Funding Availability. Projects known to have outside funding available received 10 points. Projects for which outside funding availability is anticipated received 5 points. Most projects have no outside funding availability and received (0) points.

Component Evaluation Criteria. A critical item, structural, mechanical or electrical item received highest ratings, depending on primary or secondary importance. A maximum of 60 points can be assigned to this categorical criteria.

Replacement/Repair Time-line. Completion dates as recommended by consultants investigation reports and confirmed or updated by the County Engineer were assigned points (40 points maximum) with immediate need projects receiving highest points.

Total Points. Above 5 criteria were totaled. This column was used to rank projects. Highest total points were ranked most critical.

1996-2015. Twenty years represented in 20-Year Plan. Project costs in thousands of dollars will appear in appropriate year. Projects capable of schedule shifting are indicated by straight horizontal lines.

Estimated Corrosion Cost Table

B. Format - Painting

CORROSION PROTECTION (PAINTING) 100% SP-6 Commercial Blast Preparation 100% Containment, Hazardous Waste Disposal, Moisture Cured Urethane Coating System						Line Item Costs include 15% Construction Contingencies Bridge Section Overhead not included														
Ra	BR	BRIDGE		Cat	DESCRIPTION	EST COST	Corr	Area	Qty	Weath	Vi-	TOT	0-4 years		5-9 years		10-14 years		15-20 years	
		STR	#				Dmg	Rust	of	Expos	sual	PTS	FY 95-96	through	FY 00-01	through	FY 05-06	through	FY 10-11	through
							4	4	3	3	2		FY 99-00		FY 04-05		FY 09-10		FY 15-16	
1	Hawthorne	MS	2757	P	HAWTHORNE BR. - Thru Truss/ Lift Entire Bridge	14354	4.0	4.0	3.0	2.0	2.0	15		14354						
2	Broadway	MS	6757	P	BROADWAY BR. - Thru Truss/ Bascule (Floor System) (Minus Floor System)	6419 12888	4.0	4.0	3.0	2.0	2.0	15		6419						
3	Burnside	MS	0511	P	BURNSIDE BR. - Steel Deck Truss/ Bascule Entire Bridge	5416	4.0	4.0	3.0	2.0	1.0	14			12888					
4	Sellwood	MS	6879	P	SELLWOOD BRIDGE - Trusses	4123	4.0	3.0	2.0	2.0	2.0	13			5416					
5	Broadway	R	6757A	P	BROADWAY ST. RAMP - Steel Deck on Steel Col.	2314	3.0	3.0	2.0	1.0	2.0	11			4123					
6	Morrison	R	2756B	P	W. MORRISON Trans. Struc. - Steel T-Beam	2804	2.0	4.0	2.0	1.0	2.0	11			2804				2314	

Data items described below are taken from the top margin of each page of the Willamette River Bridges 20-Year Capital Improvements Needs Report, Painting Projects.

Rank. The report print-out ranks projects according to total criteria rating points received.

Bridge. Locational description: Bridge involved for each project is identified. (Hawthorne, Burnside, Morrison, Broadway, Sellwood, Sauvie Island.)

Structure. Identifies structure as Main Structure = MS or Ramp = R.

Bridge No. The state and county designated identification number for bridge or ramp.

Category. The system identified for capital work, i.e., P = Paint.

Description. Brief project description.

Estimated Cost. Estimated cost represented in thousands of dollars. All costs are based on 1996 dollars. Line item costs include 15% construction contingencies.

Corrosion Damage. Criteria rating points were assigned for corrosion damage to the steel, either existing or potentially imminent. Higher numbers indicate a more serious defect.

Area of Rust Breakthrough. Criteria rating points were assigned as to the actual area or degree of rust breakthrough. Higher numbers indicate heavier rust.

Quality of Paint. The quality of the existing paint was a third criteria. Conditions which affect the paint's present quality were degrees and thoroughness of cleaning of the steel surface prior to painting, the quality of the paint, the surface exposure to weather and environmental surroundings.

Weather Exposure. Surface exposure to moisture (rain, leakage, drainage) and u-v light were rated to classify exposure conditions. Higher points indicate higher degree of weather exposure.

Visual (Public Exposure). The overall appearance and exposure to public view varies for each structure as to the structure's location, the traffic volume or population surrounding the site, and whether traffic passes through, over or under the structure. Higher points indicate more public exposure.

PROJECT RATING CRITERIA

A. CONSTRUCTION PROJECTS

B. CORROSION CONTROL (PAINT) PROJECTS

Construction Project Rating Criteria

A. Bridge Sufficiency Rating (20 points maximum)

<u>ODOT</u>	<u>County</u>
0 - 25	20 points
26 - 50	10 points
51 - 80	5 points
81 - 100	0 points

B. Bridge Historical Significance (5 points maximum).

Ranked on National and/or State Historic Registers

Significant	5 points	Broadway #6757
		Burnside #0511
		Hawthorne #2757

Not Ranked on Historic Register(s)

No Importance	0 points
---------------	----------

C. Outside funding availability (10 points maximum).

Available	10 points
Anticipated	5 points
Not Available	0 points

D. Component Evaluation Criteria (60 points maximum).

Critical Item	60 points	
Structural Item	50 points Primary	40 Secondary
Mechanical Item	50 points Primary	40 Secondary
Electrical Item	50 points Primary	40 Secondary
Deck	40 points	
Illumination	40 points	
Component Life		
Extension	35 points	
Traffic Control	20 points	
Pedestrian/Bike		
Accommodation	20 points	

E. Recommended Replacement/Repair Time-line (40 points maximum).

0 - 4 years	40 points
5 - 9 years	30 points
10 - 14 years	20 points
15 - 20 years	10 points

Summary of Bridge Sufficiency Rating Factors Used By ODOT

1. Structural Adequacy and Safety

$S_1 = 55\%$ Max.

59 Superstructure
60 Substructure
62 Culvert
66 Inventory Rating

2. Serviceability and Functional Obsolescence

$S_2 = 30\%$ Max.

12 Defense Highway
28 Lanes on Structure
29 ADT
32 Appr. Rdwy. Width
43 Structure Type
51 Bridge Rdwy. Width
53 VC over deck
58 Deck Condition
67 Structural Condition
68 Deck Geometry
69 Under-clearances
71 Waterway Adequacy
72 Appr. Rdwy. Align.

3. Essentially for Public Use

$$S_3 = 15\% \text{ Max.}$$

12 Defense Highway

19 Detour Length

29 ADT

4. Special Reductions

$$S_4 = 13\% \text{ Max.}$$

19 Detour Length

36 Traffic Safety Features

43 Structure Type, Main

$$\text{SUFFICIENCY RATING} = S_1 + S_2 + S_3 - S_4$$

Sufficiency Rating shall not be < 0 nor > 100

Corrosion Control (Paint) Rating Project Criteria

PROJECT RATING CRITERIA EXAMPLE

CORROSION CONTROL (PAINT) PROJECTS

BR. NO. 6879 NAME Sellwood Bridge COUNTY Multnomah

LOCATION FAU 9704 INSP. BY Bangert Davis DATE 9/29/87

STRUCT. DESCRIPTION 2 - 245'6" & 2 - 300' steel deck trusses

STEEL SPANS Wt. est. by Co. 10-87

WT. STRUCT. STEEL 1,060 tons EST. AREA STEEL 318,000 sq. ft.

EXIST. PAINT TYPE: LAST PAINTED 1962 BY J I Hass 1400-G-63
 Prime: Red Lead Int.: Red Lead Top: Alkyd

	Severe	Moderate	Light	None	
Corrosion Damage	4	3	2	1	= 4
	Heavy	Moderate	Scattered	None	
Area Rust Breakthrough	4	3	2	1	= 3
	Loose	Dead	Moderate	Live	
Quality of Paint	3	2	1	0	= 2
	Wet	Moderate	Dry		
Weather Exposure	3	2	1		= 2
	High	Low	None		
Visual (Pub. Exposure)	2	1	0		= 2

(Rate) Total = 13

Span 20 and one panel of span 19 were painted in 1984 by County maintenance forces. Although much old paint remains, the overall condition is good and should last several years without serious failure. The remaining steel is sustaining serious corrosion damage and should be repainted within the next two or three years. There are structures under both ends of the bridge which will require protection.

Blast clean to steel and repaint 1988-1989 seasons.



BRIDGE SUMMARIES

HAWTHORNE BRIDGE

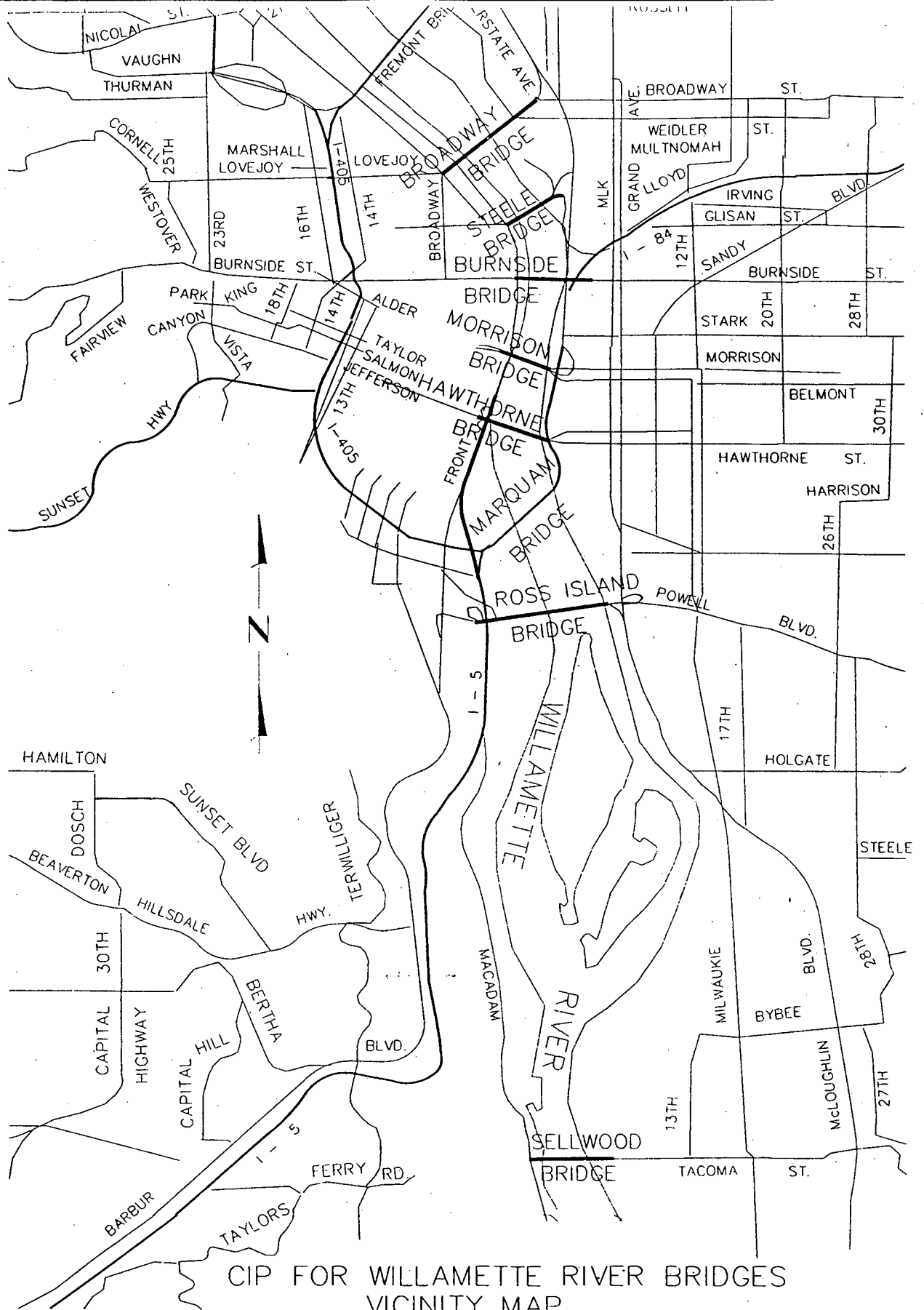
MORRISON BRIDGE

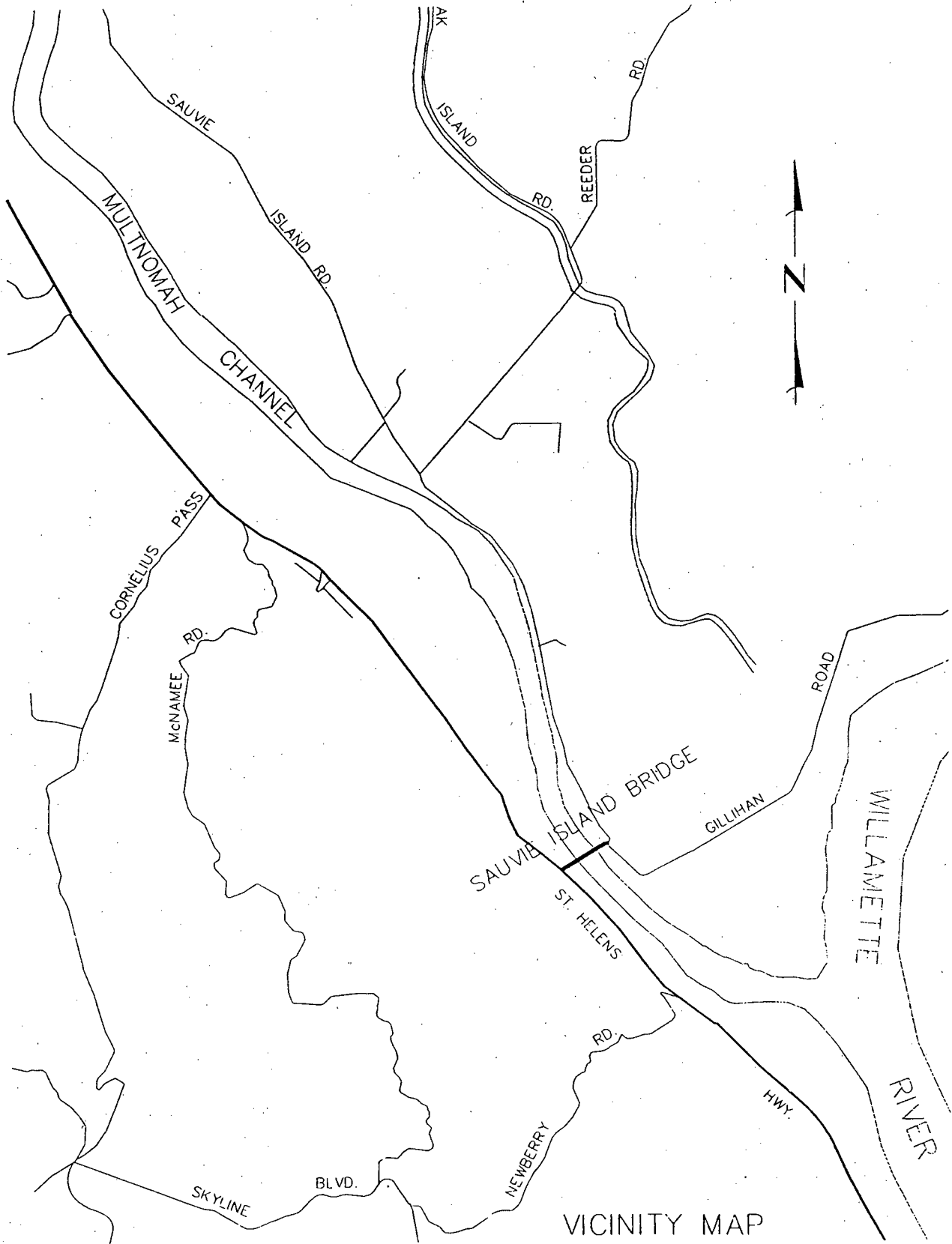
BURNSIDE BRIDGE

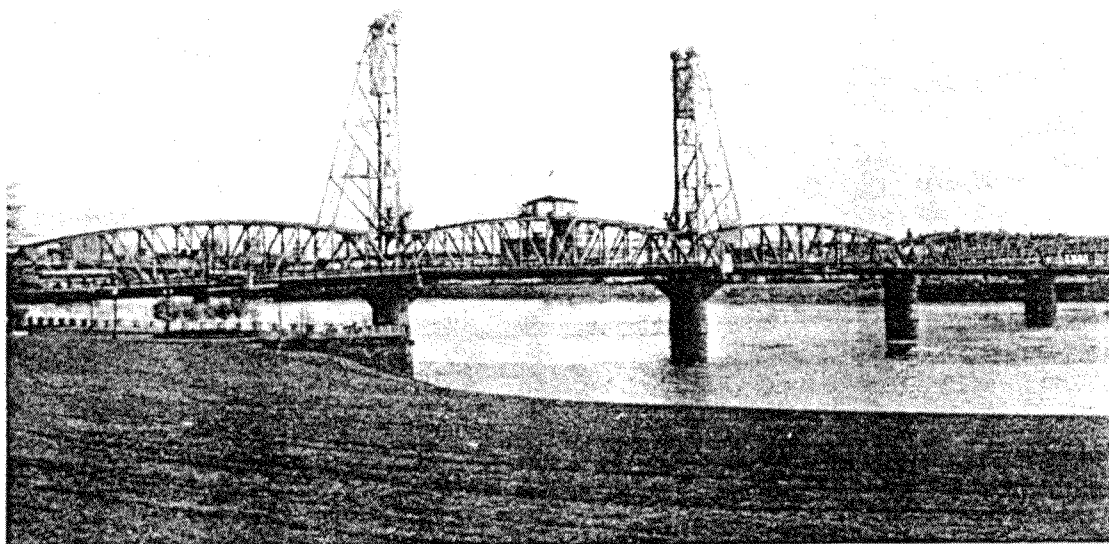
BROADWAY BRIDGE

SELLWOOD BRIDGE

SAUVIE ISLAND BRIDGE







HAWTHORNE BRIDGE SUMMARY

Structure Number 2757
Madison Street-Hawthorne Boulevard
Portland, Multnomah County

Constructed - 1910
Steel Through Truss (Parker) Vertical Lift
Ownership - Multnomah County

WILLAMETTE RIVER BRIDGES: HAWTHORNE

The Hawthorne Bridge is the oldest remaining highway structure across the Willamette River. The main span is a 244-foot steel through truss (Parker) vertical lift span, capable of a vertical movement of 110 feet and providing a lateral waterway clearance of 230 feet. Two electric motors lift the vertical deck lift span. The two towers are 165 feet tall. The bridge includes five steel through truss (Parker) secondary spans, each 220 feet in length, and thirteen concrete approach spans. The Hawthorne Bridge is the lowest of the Willamette River Bridges in Portland, with 53 feet of clearance at low water, and consequently is raised more than any of the other drawbridges. This structure replaced a timber drawspan structure (Madison Street Bridge) built in 1891 and destroyed by fire in 1902. The Hawthorne Bridge has little architectural or decorative treatment. It was designed by Waddell and Harrington, Kansas City, and constructed by the Pennsylvania Steel Company, Portland, for a total cost of \$511,000.

Description

The Hawthorne Bridge is one of the eight major bridges that connect east and west Portland. It is maintained by Multnomah County. Originally built in 1910 to carry rail traffic, the Hawthorne Bridge now carries about 27,000 vehicles daily in four traffic lanes. Vertical clearance for river traffic is limited. Approximately 150 openings per month are required for the vertical lift span.

Modifications

Major structural modifications have included removal of the original timber deck and sidewalk and installation of open steel grating deck and concrete sidewalks. The outbound lanes of Span 6 have been widened near the west approach to the bridge.

Analysis

Structural, mechanical and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the six main truss spans were made by Sverdrup & Parcel and Associates, consultants, in 1985 and 1986.

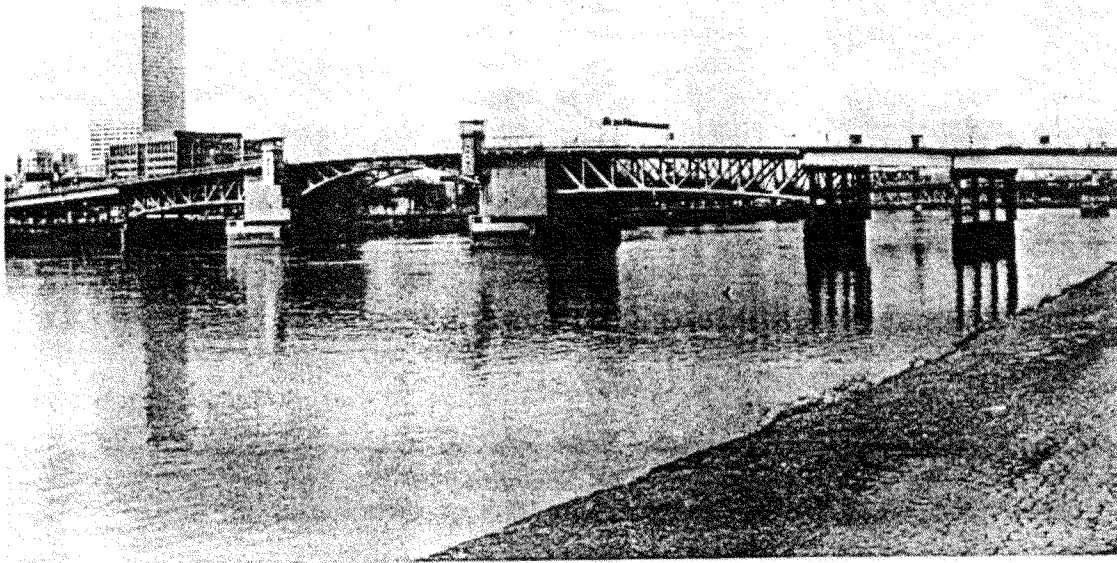
Detailed field inspection and structural analysis of the Hawthorne approach ramps on both sides of the main river span were completed by OBEC Consulting Engineers in 1988.

Within the framework of the CIP process, consultant's reports for the Hawthorne Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Hawthorne Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Plan (see Report Section).

The structural, mechanical, and electrical deficiencies and estimated costs for repairs were summarized for Contract Repair Recommendations in the Sverdrup Investigation Summary Report. A summary of the Contract Repair suggestions, estimated costs, and target years for construction for the Hawthorne ramps were submitted by OBEC Consulting Engineers in 1988.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Hawthorne Bridge and ramps were for cleaning and painting only. Based on risk factor, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).

Projects for replacement of the east approach ramp structures and for Phase II Structural and Electrical Rehabilitation, as recommended in the consultants investigation report, have been completed and are not included in the current CIP.



MORRISON BRIDGE SUMMARY

Structure Number 2758

Morrison/Belmont-Front/Alder/Washington
Portland, Multnomah County

Constructed - 1958

Steel Double Leaf Strauss Bascule
Ownership - Multnomah County

WILLAMETTE RIVER BRIDGES: MORRISON

The Morrison Bridge is a six-lane, three-span, steel deck truss structure. The main spans consist of two 206'-8" side span steel deck trusses and a 262'-0" double-leaf Strauss trunnion bascule draw span. The cantilever sections supporting the roadway are divided into six 18'-8" panels with the truss height varying from 6'-0" at the center break to 26'-0" at live load support. The first Morrison Bridge, a wooden bridge built in 1887 with many short spans was the first bridge across the Willamette River into Portland. It was designed by the Pacific Bridge Company and was operated as a toll bridge. In 1905, the second Morrison Bridge, a steel swing span structure was built. It was dismantled in 1958 to make way for the existing Morrison Bridge.

Description

The Morrison Bridge is a major travel corridor linking SE Portland and Interstate 5 to inner-city Portland. It is maintained by Multnomah County.

Built in 1958, the Morrison Bridge accommodates six lanes of traffic with an average daily traffic volume of 41,000 vehicles. Vertical clearance of the closed bascule span is adequate for the majority of river traffic. Approximately 15 openings per month are required for the bascule draw span.

Modification

The only major modifications to the bridge have been a rebuild of the main pier fendering system in 1965, complete deck replacement of the easterly side span in 1980, and the west span in 1994.

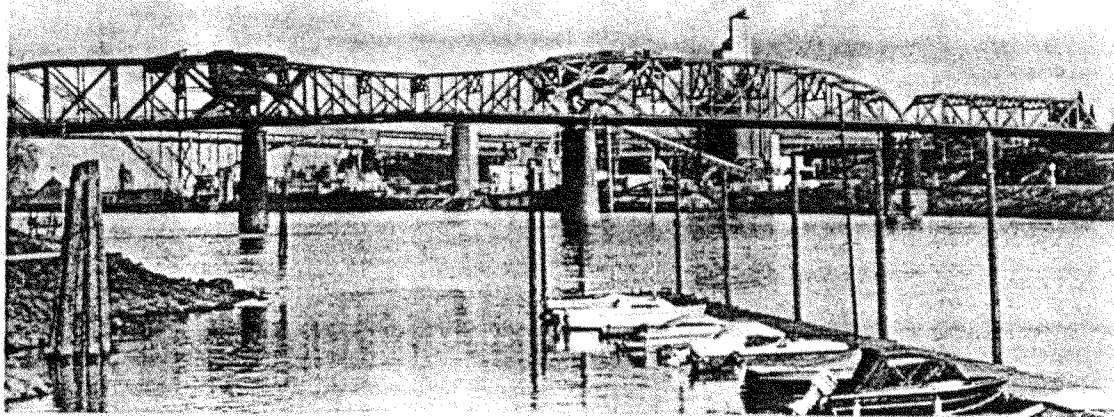
Analysis

Structural, mechanical and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the three main river truss spans were made by Sverdrup & Parcel and Associates between May and August 1985. Detailed field inspection and structural analysis of the Morrison Bridge approach ramps on both sides of the river spans were done by OBEC Consulting Engineers in 1987.

Within the framework of the CIP process, consultant's reports for the Morrison Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Morrison Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Plan.

The structural, mechanical and electrical deficiencies and estimated costs for repairs were summarized for Contract Repair Recommendations in the Sverdrup Investigation Summary Report. Complete details of the inspection and structural rating are contained in the Morrison Bridge Investigation Engineering Report, dated June 1986. A summary of the repair suggestions, the estimated costs, and the target years for construction of the Morrison Bridge approach ramps were presented by OBEC Engineers in 1988.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Morrison Bridge and approaches were for cleaning and painting only. Based on risk factor, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. The considerations are reflected in the CIP Plan (see Report, Painting Section).



BROADWAY BRIDGE SUMMARY

Structure Number 6757
Broadway Street
Portland, Multnomah County

Constructed - 1913
Steel Through Truss (Pennsylvania-Petit)
Double-Leaf Bascule
Ownership - Multnomah County

WILLAMETTE RIVER BRIDGES: BROADWAY

The Broadway Bridge, designed by the internationally famous bridge designer Ralph Modjeski, is cited as "an important example of the Rall-type bascule span" by David Plowden in *Bridges: The Spans of North America* (1974). The rarity and uniqueness of the Rall bascule structure add considerable technological interest to this structure. Built over a period of two years by the Pennsylvania Steel Company at a cost of \$1.6 million, the bridge was the longest double-leaf bascule drawbridge in the world when constructed. The central span is a 297-foot steel through truss double-leaf bascule drawspan, providing 250 feet of lateral waterway clearance. The five secondary spans, four Pennsylvania-Petit steel through trusses and one Pratt steel through truss total 1,736 feet in length. An ornate vintage wrought iron bridge railing adjoins the sidewalks.

Description

The Broadway Bridge is one of the eight major Willamette River bridges. It connects NE Portland to NW Portland. The Broadway Bridge is maintained by Multnomah County.

The Broadway Bridge was one of the first movable span bridges in Portland. Built in 1911 and 1912, the bridge was originally designed for rail traffic and vehicular traffic. The bridge presently accommodates four lanes of vehicular traffic with an average daily traffic volume of 26,000 vehicles. Vertical clearance of the closed bascule span is adequate for the majority of river traffic. Approximately 30 openings per month are required primarily to accommodate grain terminal ships.

Modification

Major structural modifications have included the replacement of the original timber plank deck on the approach spans with a concrete deck slab in 1927. The bascule span deck was replaced with open steel grating in 1948, where the street car rails were removed. Machinery renovations include the addition of automatic traffic gates in 1971, and major repairs to the struts in 1982.

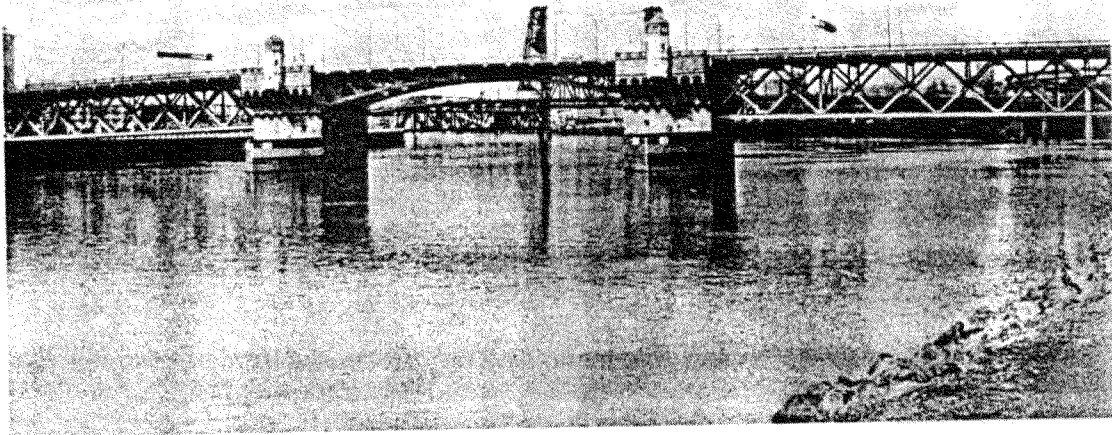
Analysis

Structural, mechanical, and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the six main river truss spans of the Broadway Bridge were made by the Sverdrup Consultant group in 1985 and 1986. Detailed field inspection and structural analysis of the Broadway Bridge east and west approaches were completed by OBEC Consulting Engineers in 1988.

Within the framework of the CIP process, consultant's reports for the Broadway Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Broadway Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Report.

The structural, mechanical and electrical deficiencies, recommendations for rehabilitation or improvements, and estimated costs associated with these items are included in the Sverdrup Investigation Summary Report. Recommendations for repairs and estimated costs associated with those repairs were determined by OBEC Consulting Engineers and reported in their Engineering Report to the County in 1988. Projects for electrical renovations, including a new submarine cable along with mechanical renovations on the east side as recommended in the consultant's investigation report, have been completed and are not included in the CIP.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Broadway Bridge and approaches were for cleaning and painting only. Based on variable risk factor, an additional construction cost was added to projects to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).



BURNSIDE BRIDGE SUMMARY

Structure Number 511
Burnside Street
Portland, Multnomah County

Constructed - 1926
Steel Double-Leaf Bascule
Ownership - Multnomah County

WILLAMETTE RIVER BRIDGES: BURNSIDE

The Burnside Bridge is a double-leaf bascule drawspan. It replaced the original 1894 wrought iron truss swing span structure. Two spans of the 1894 structure were moved to new locations and are the oldest highway bridges in Oregon (Bull Run River Bridge and the Sandy River Bridge on Lusted Road, both in Clackamas County). The Burnside Bridge has two 266-foot steel deck truss secondary spans and thirty-four steel deck girder approach spans for a total structure length of 2,308 feet. The bascule system for the bridge was designed by Joseph B. Strauss, who later designed San Francisco's Golden Gate Bridge. The principal engineer for the Burnside Bridge was noted engineer Gustav Lindenthal. The original design concept is credited to I.G. Hendrick and Robert Kremers of Multnomah County, who were later replaced by Lindenthal. The Pacific Bridge Company constructed the bridge. Architectural treatment of the bridge includes an ornate spindle-type balustrade railing (wrought iron on the bascule section) and turreted operator shelters cantilevered from the massive main piers. The Burnside Bridge is distinguished as one of the most visually appealing of Portland's Willamette River Bridges.

Description

The Burnside Bridge is one of the four major movable Willamette River Bridges maintained by Multnomah County. It connects east Portland to west Portland and divides south and north Portland. The bridge was originally built in 1926 and carries about 44,000 vehicles daily in five lanes of traffic. Vertical clearance of the closed bascule span is adequate for most river traffic. Approximately 15 openings per month are required of the draw span.

Modifications

Minor modifications have been made to the Burnside Bridge since its original construction. The east and west approaches have undergone deck resurfacing and joint rehabilitation.

Analysis

Structural, mechanical and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the three main river spans of the Burnside Bridge were made by Sverdrup & Parcel and Associates, Inc., in 1985. Detailed field inspection and structural analysis of the east and west approach spans of the Burnside Bridge were conducted by OBEC Consulting Engineers in August 1987.

Within the framework of the CIP process, consultant's reports for the Burnside Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Burnside Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Report.

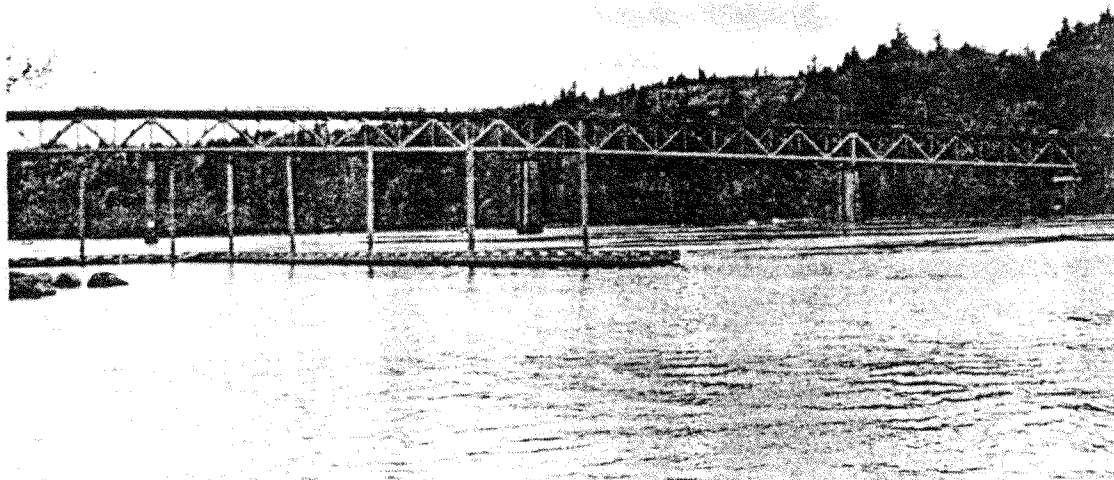
The structural, mechanical and electrical deficiencies and estimated costs for repairs and rehabilitation associated with these items can be found in the Sverdrup & Parcel and Associates Investigation Summary Report. Complete details of the inspection and structural rating are contained in the Burnside Bridge Investigation Engineering Report, dated June 1986, by Sverdrup.

A summary of the Contract Repair suggestions, estimated costs, and target years for construction were submitted for the Burnside Bridge east and west approaches by OBEC Consulting Engineers in 1988.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Burnside Bridge and approaches were for cleaning and repair only. Based on risk factor, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan, Painting Section.

The following projects were recommended in the aforementioned consultant's investigation report and have now been completed. They are not included in the current CIP:

1. Sidewalk and railing rehabilitation.
2. Electrical renovations.
3. Counterweight link modifications.
4. E/W approach rehabilitation and rocker bearing replacement on three piers.



SELLWOOD BRIDGE SUMMARY

Structure Number 6879
SW Macadam-SE Tacoma
Portland, Multnomah County

Constructed - 1925
Steel Deck Truss
Ownership - Multnomah County

WILLAMETTE RIVER BRIDGES: SELLWOOD

The Sellwood Bridge is a Warren steel truss structure. It has an overall length of 1,971 feet and provides a 24' roadway with one 4'-3" sidewalk on the downstream side. The main river spans consist of a 1,092' four span continuous steel Warren truss. The two interior spans of 300' in length, and the two end spans of 246' carry a 6-1/2" thick concrete deck. The truss is supported on five major concrete piers and footings, of which two are founded on piles, and three are founded on hard pan material. The Sellwood Bridge replaced the Sellwood Ferry and is the only major bridge crossing of the Willamette River in a 10-mile stretch.

Description

The Sellwood Bridge is the only major bridge crossing of the Willamette River in a 10-mile stretch of heavily populated area. The Sellwood Bridge is maintained by Multnomah County. Built in 1925, it has served as a major link for people traveling to west Portland from SE Portland and Milwaukie. It carries about 27,800 vehicles daily. The Sellwood Bridge is a non-movable bridge, i.e., vertical clearance is sufficient for river traffic.

Modifications

In 1960 the structural integrity of the bridge was greatly reduced when the west-side approach spans moved an estimated 18-inches toward the river. Repairs were immediately implemented. In 1961, a 25-foot prestressed concrete girder span was added, new columns and pile foundations were needed.

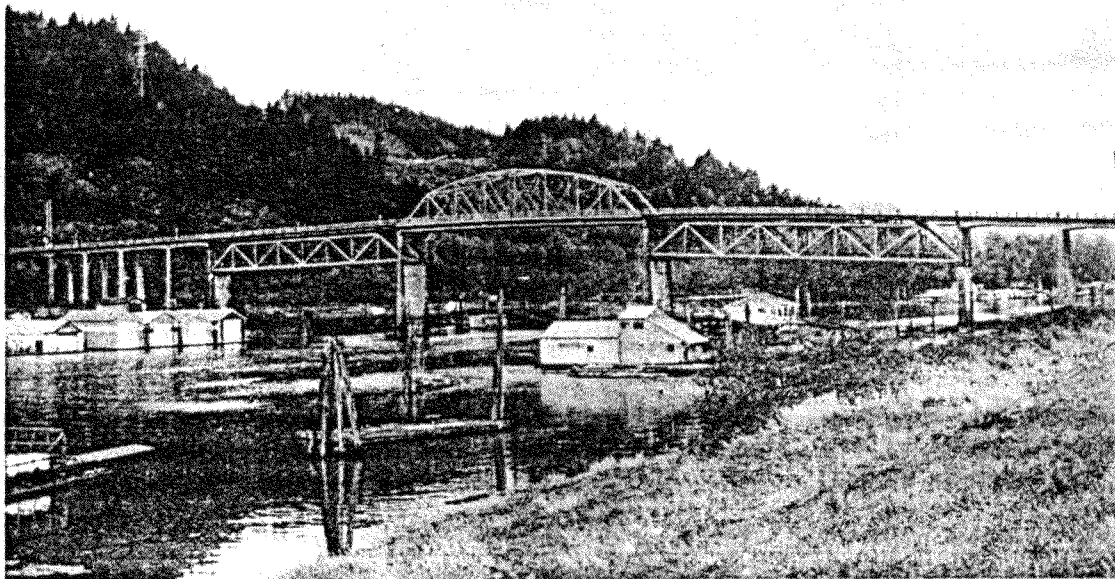
Analysis

Bridge inspection, geo-technical investigation and structural analysis of the main river spans, and the east and west approaches were presented by Sverdrup & Parcel and Associates in 1986. The detailed engineering report used by the Sverdrup group of consultants was submitted to Multnomah County by OBEC Consulting Engineers in August 1985.

Within the framework of the CIP process, consultant's recommendations for the Sellwood Bridge were analyzed by the appropriate County Engineers and cost estimates were verified for two different scenarios, rehabilitation and replacement. Scenario 1 involves replacement of the existing bridge with a new bridge, having a minimum of four travel lanes. Scenario 2 envisions rehabilitation of the existing bridge (by placing a new superstructure on the existing foundation), plus building a new two-lane bridge. The recommended alternative is replacement and is included in the Willamette River Bridges 20-Year Capital Improvements Needs Report.

Significant structural deficiencies and estimated costs for repair and replacement were summarized in the Sverdrup Investigation Summary Report. Functionally, the Sellwood Bridge is considered "OBSOLETE" because of the substandard 24-foot roadway that carries 27,800 vehicles daily.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Sellwood Bridge were for cleaning and painting only. Based on risk factor identified by consultant, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).



SAUVIE ISLAND BRIDGE

Structure Number 2641

Oregon Highway 30-Sauvie Island
Portland, Multnomah County

Constructed - 1948

Steel Through Truss, Concrete Approach Spans
Ownership - Multnomah County

WILLAMETTE RIVER BRIDGES: SAUVIE ISLAND

The Sauvie Island Bridge is 1,198' long and consists of two separate types of construction. The first six spans (totaling 272') are reinforced concrete deck girders set on concrete piers. The following five spans (totaling 326') are also reinforced concrete deck girders designed as three span continuous followed by two span continuous. The roadway width is 26' with sidewalks on both sides. The bridge was designed by the state and is the only access for the largely agricultural community on the island.

Description

The Sauvie Island Bridge crosses the Multnomah Channel just before it enters the Willamette River. It is maintained by Multnomah County. Built in 1948, the bridge is the only access for the largely agricultural community on Sauvie Island. The Sauvie Island Bridge is a non-movable structure, i.e., river traffic is not restricted.

Modifications

Major structural modifications have not occurred.

Analysis

Structural inspections and load ratings of the bridge and approach spans were conducted by OBEC Consulting Engineers in September 1987. A summary of recommendations for repairs and estimated costs associated with repair projects were determined and presented by OBEC Consulting Engineers in January 1988.

Within the framework of the CIP process, the consultant's reports for the Sauvie Island Bridge were analyzed by appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Willamette River Bridges 20-Year Capital Improvements Needs Report.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Sauvie Island Bridge and approach spans were for cleaning and painting only. Based on risk factor identified by consultant, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).



WILLAMETTE RIVER BRIDGES ACCESSIBILITY PROJECT

Willamette River Bridges Accessibility Project

In 1994 Multnomah County completed the Willamette River Bridges Accessibility Project (WRBAP). Seven non-interstate bridges span the Willamette River in downtown Portland. Five of these bridges are the property of Multnomah County; the others are owned and operated by the Oregon Department of Transportation.

For several years the community has expressed concerns about poor access to the bridges for people using alternative modes of travel. In response to these concerns, Multnomah County developed WRBAP.

As part of the WRBAP study, alternative mode access to each bridge was carefully analyzed and possible improvements identified. The resulting project Accessibility Plans show 38 projects to improve access to and across the seven Willamette River bridges owned by Multnomah County and the State of Oregon.

Recommended projects include installation of more than 3 miles of bicycle lanes, 3,500 linear feet of sidewalks, more than 20 crosswalks, and almost 30 curb ramps. The total cost of the 38 projects is \$7.63 million. When the projects are completed, four county bridges will be fully accessible to disabled persons, bicyclists, and pedestrians, and major multi-modal improvements will have been installed on the remaining three bridges.

Detailed project descriptions, evaluation analysis and cost estimates can be found in the Final Report: Willamette River Bridges Accessibility Project, August, 1994.

Project Goals

The Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) established four primary objectives for the WRBAP study:

- Identify opportunities to improve access to and from the bridges and create ramps for bicycles, pedestrians, and disabled persons.
- Identify ways to improve safety for all bridge users.
- Integrate improvements for bridges and ramps with existing and planned surface street systems.
- Develop an action plan for capital improvements and maintenance, on the basis of project criteria and priorities for adoption by the responsible policy bodies (the city of Portland, Multnomah County and the Oregon Department of Transportation).

User Objectives and Criteria

The CAC worked closely with Multnomah County staff to develop objectives and criteria relating to bridge users. These objectives can serve as long-term goals for accessible facilities, particularly in the case of new bridge construction. The objectives and criteria for bicycles, pedestrians, and disabled persons follow:

Bicycles

Objective: To provide safe, direct and convenient bicycle access to and across the Willamette River with minimal conflicts with motor vehicles.

Criteria:

Separate rights-of-way for bicycles should be provided in the bridges' main spans and ramps, wherever practicable.

Planned bikeways should offer direct connection to bridge ramps. Bikeway facilities should be appropriate to the functional classification of the bikeway system.

Bikeways should have minimal uncontrolled conflicts with motor vehicles.

Direct and convenient routing is vital to bicyclists; access routes to the Willamette River Bridges should be planned so that they are as direct and convenient as practicable, with sufficient signage.

There will continue to be bikeways shared with pedestrians in the foreseeable future; on shared facilities, travelways and protocol among users should be indicated with clear signage.

Bikeway design should accommodate use by motorized wheelchairs.

Pedestrians

Objective: To provide safe, direct, and convenient pedestrian access to and across the Willamette River with minimal conflict with motor vehicles.

Criteria

Sidewalks should be of adequate width to accommodate anticipated pedestrian and wheelchair traffic.

Sidewalks should be a minimum of 72 inches wide, where practicable.

Pedestrian underpasses should be replaced with at-grade pedestrian crossings, where practicable.

To ensure pedestrian safety, at-grade crossings should provide measures to control traffic.

To ensure the continuity of the pedestrian system, pedestrian rights-of-way at bridgeheads should be delineated. (The bridgehead is the transition area between the bridge ramp and the surface streets.)

To reduce conflict between bicyclists and pedestrians, travelways should be separated, where practicable.

If separated travelways are not possible, shared bicycle and pedestrian two-way travelways should be a minimum of 12 feet wide, per AASHTO standards, where practicable.

Safe pedestrian routes to and across the river should be indicated by directional signage.

Safe pedestrian routes to popular destinations should be indicated by informational signs.

To increase personal safety, all pedestrian facilities should be well lighted.

Disabled Persons

Objective: To provide safe, direct, and convenient access for disabled persons to and across the Willamette River with minimal conflict with motor vehicles.

Criteria

New construction planned by the WRBAP must comply with the American with Disabilities Act.

To improve accessibility for the physically disabled, ramps with stairs should be included on pedestrian ways, wherever practicable.

To reduce obstacles to the physically disabled, curb ramps should be placed appropriately in the project area.

Signage should indicate safe and convenient routes for the physically disabled to cross the river.

To increase safety, visually impaired persons should be alerted to hazards by means of textured sidewalks.

To increase the safety of hearing impaired persons, there should be pedestrian-activated signals and other appropriate traffic controls in the project area to provide visual cues.

Project Performance Criteria

A. Mode Benefit

The proposed project provides significant benefit to at least one project mode (i.e. bicycles, pedestrians and disabled persons). The alternative should not deteriorate conditions for other project modes. Projects that provide benefit to more than one mode will receive additional points.

- Provides significant* benefit to more than one mode. 4 Points
- Provides significant benefit to one mode and marginal* benefit to one or more other modes. 3 Points
- Provides marginal benefit to more than one mode, or significant benefit to one mode. 2 Points
- Provides marginal benefit to one mode. 1 Point
- Provides no benefit. 0 Points
- Limits accessibility for one or more modes. -3 Points

***Significant:** Provides direct access from street system or recreational amenity, or provides increased accessibility across the main span. Provides increased safety and user comfort.

***Marginal:** Provides improved access but does not eliminate all conflicts and problems. Does not necessarily increase user comfort but does increase safety.

B. Removes Barriers

The goal of the project should be to plan for increased access on Willamette River Bridges. The project should assure that access to the bridges does not represent a barrier to project modes travel.

- Project removes or circumvents a significant barrier to alternative modes travel across a particular bridge (i.e., a barrier which precludes or severely limits access on an otherwise accessible bridge). 4 Points
- Project removes or circumvents a significant barrier, however other minor barriers still exist. 3 Points
- Project removes or circumvents one of a number of barriers, however a significant barrier still exists. 2 Points
- Project removes or circumvents a barrier, however several significant barriers still exist. 1 Point
- Project does not remove or circumvent a barrier. 0 Points

C. Facilities Connections

The project should provide a necessary addition to existing bike and pedestrian systems. The project should not be isolated from other systems or other proposed projects.

- Provides critical system additions* for more than one mode. 4 Points
- Provides critical system additions for one mode. 3 Points
- Provides minor system additions* for more than one mode. 2 Points
- Provides minor system additions for one mode. 1 Point
- Does not provide a system addition. 0 Points

*Critical system additions: Addition to system that connects to a developed circulation system for the benefitted mode, project provides a vital connection.

*Minor system additions: Addition that does not necessarily connect with a well developed circulation system.

D. Traffic System Performance

Some decrease to traffic system performance may result from the project, however increases to traffic congestion that will negatively affect goods movement and transit service are not acceptable.

- Project will not degrade traffic system performance. 0 Points
- Project will cause minor degradation to traffic system performance. -1 Point
- Project will cause significant degradation to traffic system performance. -2 Points
- Project will cause capacity decrease which could lead to failure of traffic system links or intersections on streets important to goods movement. -3 Points
- Project will cause capacity decrease which could lead to failure of traffic system links or intersection on streets heavily used by transit. -4 Points

E. Potential Users

Relative number of users of a project

High Use: 5 Points

Moderate Use: 3 Points

Low Use: 1 Point

F. Cost benefit Analysis

Project score divided by project cost.

Lowest 20% cost per unit. 4 Points

Next lowest 20% cost per point. 3 Points

Middle 20% cost per point. 2 Points

High 20% cost per point. 1 Point

Highest 20% cost per point. 0 Points

Implementation Plan

After applying the evaluation criteria to the 80 preliminary projects, the CAC and TAC selected 38 multimodal projects for implementation. The total cost of the 38 projects is estimated at \$7.63 million.

WRBAP will receive \$1 million from the Congestion Management/Air Quality program in 1996. The \$1 million grant plus additional local funding will be directed toward construction of 25 of the 38 projects. The Phase One projects consist of improvements costing \$5,000 to \$200,000.

Thirteen future phase projects are anticipated to be included in the regional transportation plan, transportation improvement plans, and local jurisdiction capital improvement plans. If Phase One project costs are lower than estimated, some Phase two projects may be shifted to Phase One.

Funding Sources

There are several possible sources of additional funding, both local and federal.

Local Funds:

The Oregon Department of Transportation, city of Portland and Multnomah County all have funds set aside for constructing pedestrian, bicycle and disabled access projects. All three jurisdictions will consider construction projects before 1996. County funds used to maintain the Willamette River Bridges must go to continued maintenance of bridge facilities.

Federal Funds:

Most grant funds from the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) Implementation Strategy have already been allocated; however, Congress is expected to begin consideration of a new ISTEA in the next year. The new legislation should include programs for alternative modes of transportation. Completion of WRBAP will position the involved jurisdictions to compete for available funds.

Multnomah County Phase I Project Implementation

Of the 25 projects identified for Phase I Implementation, 4 projects are solely Multnomah County's responsibility, several other projects are joint responsibility between Portland and the County. The total cost of implementing Multnomah County's portion is \$460,000, as follows:

Table 14

WILLAMETTE RIVER BRIDGES ACCESSIBILITY PROJECT PHASE I PROJECT IMPLEMENTATION

PROJECT NAME	COST
Broadway Bridge Lift Span Sidewalks (3)*	\$50,000
Burnside Bridge Burnside Rd/MLK Intersection (	\$20,000
Morrison Bridge Front Ave Ramp Sidewalk (5B)	\$200,000
Hawthorne Bridge Clay St Ramp (2)	\$10,000
Madison St Viaduct Sidewalk	\$200,000
TOTAL	\$460,000

* Project number as identified in WRBAP Study



APPENDICES

APPENDIX I
1996-2000 CAPITAL IMPROVEMENT PLAN
PROJECT EVALUATION FRAMEWORK

PROJECT PRIORITIZATION

Priority 1 Projects (Immediate Need)

1. The facility requires reconstruction within the first two years of the planning period; or,
2. The street or intersection operates at a level of service E or F; or,
3. A hazardous condition exists which results in a high accident rate; or,
4. Substantial increases of traffic are anticipated within the first two years of the planning period that would result in a substandard level of service of E or F; or,
5. Construction of a new arterial or collector street would logically develop the street system and is needed to serve an area that will develop within the first two years of the planning period; or,
6. Projects have outside funding committed.

Priority 2 Projects (Intermediate Need)

1. The facility requires reconstruction between the third and the fifth years of the planning period; or,
2. A hazardous condition currently exists; or,
3. Substantial increases in traffic are anticipated between the third and the fifth years of the planning period that would result in a substandard level of service of E or F; or,
4. Construction of a new arterial or collector street would logically develop the street system and is needed to serve an area that will develop between the third and the fifth years of the planning period.

Priority 3 Projects (No Immediate Need)

1. An acceptable level of service exists of A through D; and
2. No reconstruction is needed within the five year planning period; and
3. No hazardous condition currently exists; and
4. No traffic increases are anticipated within the five year planning period that would result in a level of service below D; or,
5. The facility currently meets County street standards.

APPENDIX II
1996-2000 CAPITAL IMPROVEMENT PLAN

PROJECT BACKGROUND DATA

Data Describing Proposed Projects

Reconstruction of the facility is required
Installation or upgrading of traffic signals
Sign upgrading
Stripe upgrading
Widen Pavement
Installation of turn lanes
Intersection improvements
Provide drainage facilities
Provide sidewalks
Provide bikeways
Provide lighting
Provide additional right-of-way width
Provide additional pavement width
Provide additional travel lanes
Project source (Who identified the project.)
Estimated project cost
Federal funding source
Federal share of funding
County share of funding
Jurisdiction
Map number

Data Describing Existing Conditions

Existing right-of-way width
Existing pavement width
Existing number of lanes
Existing sidewalks
Existing bikeways
Existing street lighting
Existing drainage facilities

Street Classifications

As designated on the County Functional Classification of Trafficways Map.

Current Peak Hour Daily Traffic Volume

Current traffic counts were provided by the Multnomah County Traffic Engineering Section.

Projected Two and Five Year Peak Hour Traffic Volumes

Metro forecasts and traffic studies were used to project traffic volumes over the program period.

Existing Peak Hour Road Capacity

Two sources were used to determine the design capacity for street segments and intersections: Gresham/East County Traffic Impact Fee Study, 1992 and County traffic studies. Where capacity information was not available, estimates were made by Transportation Division staff.

Levels of Service

Levels of service were calculated by Transportation Division staff or provided by the Gresham/East County Traffic Impact Fee Study.

Number of Accidents

The total number of accidents for the previous three year period (1991-93) were compiled from Oregon Dept. of Transportation reports.

Hazardous Locations

Project locations were investigated to determine if hazardous conditions exist.

Transit Relationship

Existing and future bus routes, light rail transit routes, and street access to Max park-and-ride lots were identified in conjunction with Tri-Met.

Land Use

Land use designations were gathered from local zoning maps and comprehensive plan maps.

Bicycle/Pedestrian Facilities

The Multnomah County Bicycle Master Plan and local comprehensive plans were used to identify bikeways and pedestrian facilities.

Reconstruction Needs

The Multnomah County Pavement Management Program was used to identify road segments that will require reconstruction within the program period.

Traffic engineering staff identified traffic signal equipment needing to be replaced or upgraded.

Project Length

The length of each project (in feet) was derived from the Multnomah County Master Road List report.

Economic Development Relationship

Local jurisdictions and Multnomah County planning staff determined the scale of development anticipated for large vacant parcels within their jurisdiction. Parcels were classified using the following typology:

- Regional Scale Industrial

- Large Industrial Areas (100 acres and above)

- Other Industrial

- Regional Retail Centers (such as Portland CBD, Lloyd Center, Mall 205)

- Major Retail Center (Dept. of Commerce definition)

- Clustered Commercial (as noted by land use plans)

- Regional Community Service & Office (Major hospitals, community colleges,
large scale government facilities)

- Major Community Service & Office (Hospitals, community college branches,
medium scale government facilities)

Outside Funding Potential

Projects listed in the ODOT Six Year Program the Metro Transportation Improvement Plan were identified as having outside funding potential.

Environmental Impact

Projects which would require additional right-of-way, noise mitigation or building demolition were identified by Multnomah County Transportation Division staff.

Community Support

Projects listed in local comprehensive plans, the Regional Transportation Plan or community plans were identified by Multnomah County and local jurisdiction planning staffs.

APPENDIX III
1996-2000 CAPITAL IMPROVEMENT PLAN

SCHEDULE OF POINT ASSIGNMENTS

BASE POINT ASSIGNMENT

<u>Street Priority</u>	<u>Arterial/ Transit Corridor</u>	<u>Collector/ Scenic Route</u>	<u>Local</u>
1	400	300	200
2	300	200	100
3	0	0	0

BONUS POINT ASSIGNMENT

Transit

Bus Route	10
Future Bus Route	5
Park & Ride Access	10
Light Rail Transit	10
Future LRT	5

Designated
Land Use

Light Manufacturing	8
Heavy Manufacturing	8
Regional Commercial	10

Central Commercial	10
Other Commercial	5
Reg Community Service	10
Other Community Service	4
High Density Residential	5
Other Residential	2

Economic Development

Regional Scale Industrial	10
Large Ind. Area (100 Ac+)	7
Other Industrial	5
Regional Retail	10
Major Retail	7
Clustered Commercial	5
Reg. Com. Service & Office	10
Major Community Service	3

Outside Funding

Committed	10
Potential	5

Environmental Impact

Right-of-Way Acquisition

Building -15

Land Only -10

Noise Problem -10

Community Support

Local Plans 10

Written Support 5

Bicycle Related 5

Street Importance (see below) 1-10

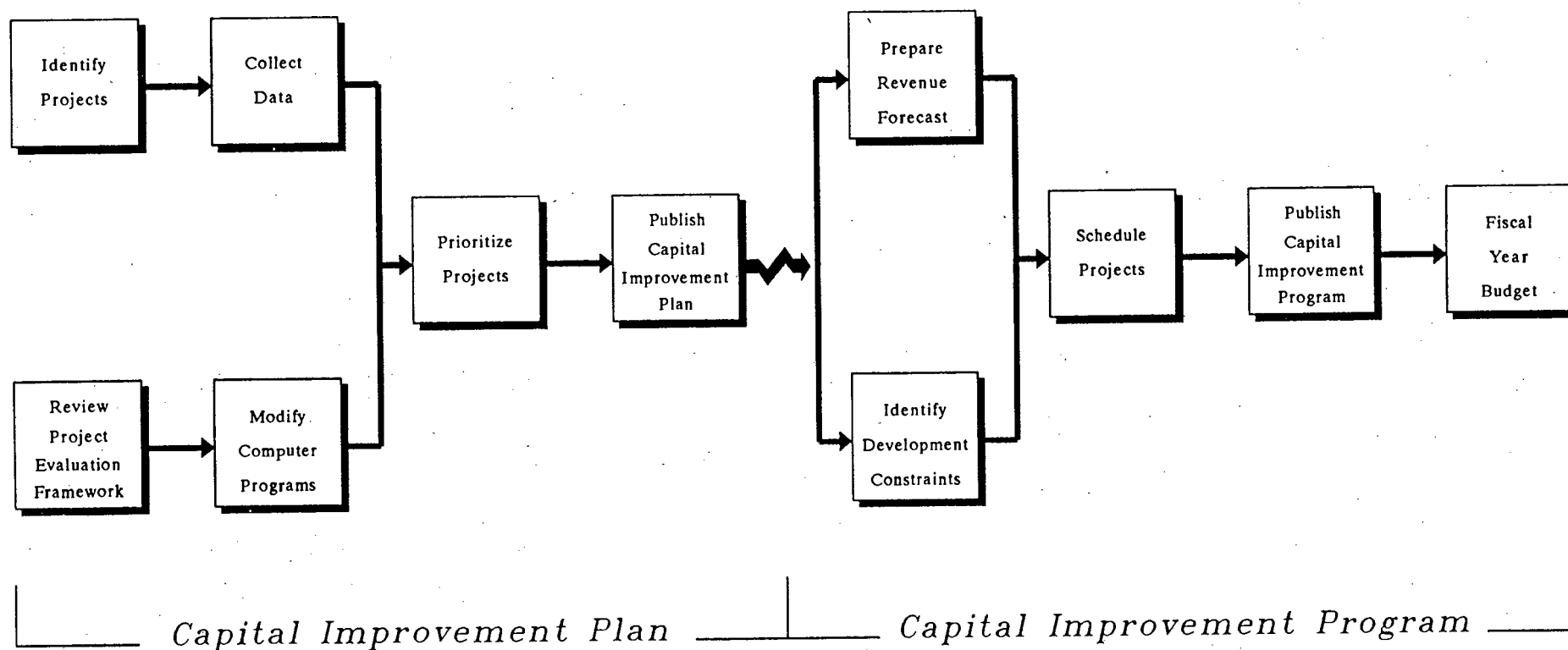
Land Use

Street Length (ft.)

	<u>500</u>	<u>1000</u>	<u>2000</u>	<u>3000</u>	<u>4000</u>	<u>4001+</u>
Reg/Cent. Commercial	5	6	7	8	9	10
Community Service	4	5	6	7	8	9
Other Commercial	3	4	5	6	7	8
Residential	2	3	4	5	6	7
Manufacturing	1	2	3	4	5	6

CAPITAL IMPROVEMENT PLAN & PROGRAM

Flow Chart



CIP 1996-2000 PROJECT CONSTRAINTS
MULTNOMAH COUNTY DES, TRANSPORTATION DIVISION

PRIORITY 1 PROJECTS	CONSTRAINTS				
	Sewer Projects	Water Projects	Storm Projects	Assoc Project	EIS/EA Corridor Study Req.
ARTERIAL STREETS					
NE Halsey St (207th Ave-223rd Ave)					
Stark St (257th Ave-Troutdale Rd)				T	
207th Connector (Halsey St-Glisan St/223rd Ave)		95/96 R		F	
NE Halsey St (190th Ave-207th Ave)		R	96/97 F		
257th Ave (Bull Run Rd-Division St)			97/98 G		Study G
223rd Ave (Glisan St-Halsey St)		96/97 W			
Powell Valley Road (Burnside Rd-Kane Rd/257th Ave)					EIS
Glisan St (3500' E of 223rd Ave/242nd Ave)	G	96/97W/G	G		
Glisan St (223rd Ave/3500' E of 223rd Ave)	G	95/96W/G	G	F	
Glisan St (202nd Ave/207th Ave)	F/G	R			
Jenne Rd (2050' NE of Foster-800' S of Powell Blvd)					
Corbett Hill Rd (1200' S of I-84-2200' S of I-84)					
COLLECTOR STREETS					
201st Ave (Halsey St-Sandy Blvd)					Study
Troutdale Rd (Strebins Rd-Stark St)					
190th Ave (Division St-2400' S of Yamhill)	96/97 G				
201st (Halsey St-Glisan St)	96/97 G				Study
Bull Run St (Burnside Rd-257th Ave)					
202nd Ave (Stark St-Glisan St)	96/97 G			R	Study
Hensley Rd (257th Ave-Troutdale Rd)	T	T	T		
BRIDGES					
223rd Ave (RR Bridge at I-84)					
SIGNALS/INTERSECTIONS					
Halsey St/223rd Ave				F	
Stark St/Troutdale Rd					
Halsey St/238th Ave					
Glisan St/172nd Ave	97/98 G				
Powell Blvd/182nd Ave					
Foster Rd/172nd Ave					
Breyman and Greenwood/US 43					
Halsey St/201st Ave					
Orient Dr/257th Ave		G			
Burnside Rd/242nd Ave					EIS
Powell Valley Rd/257th					

G=Gresham

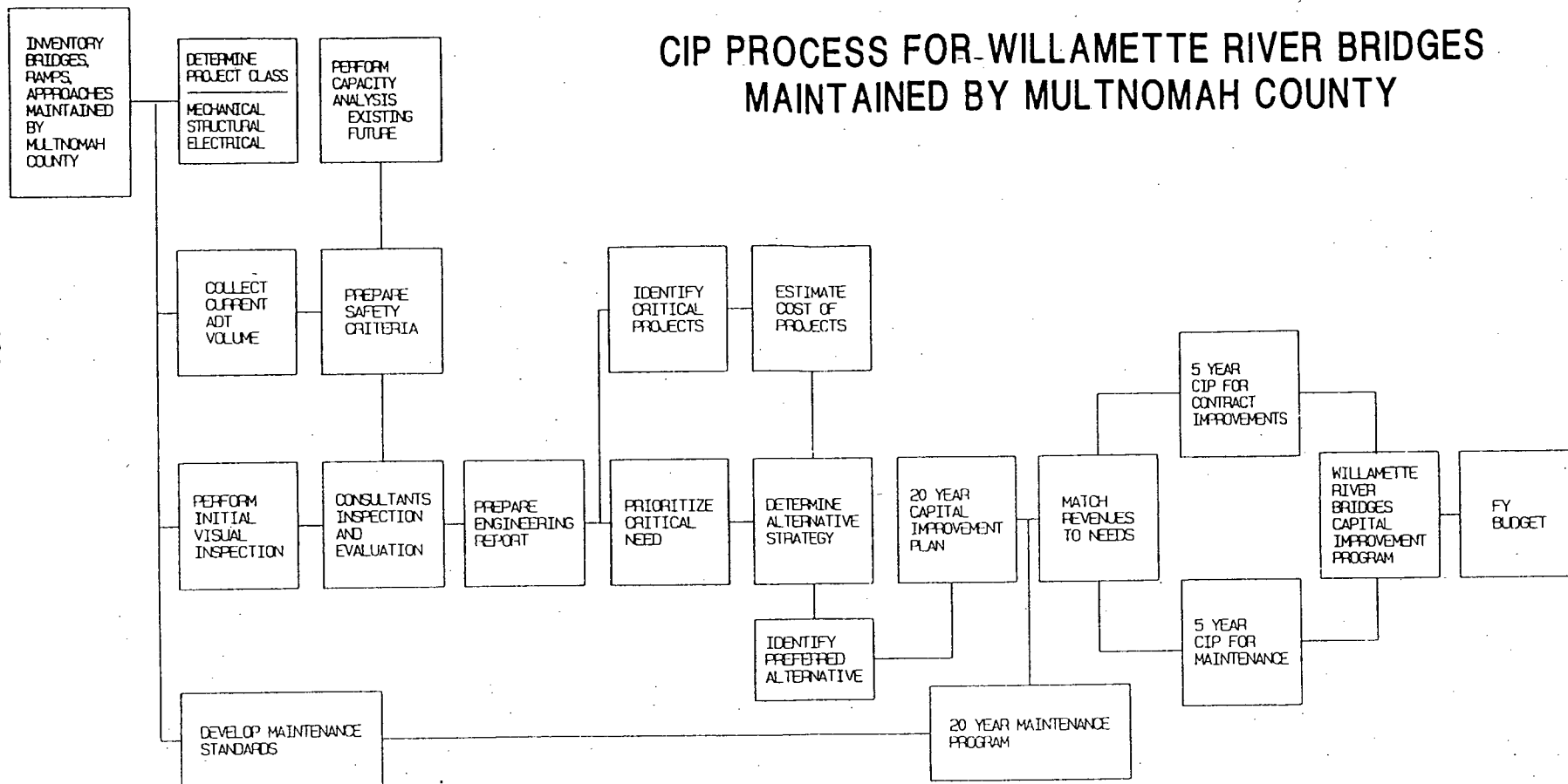
F=Fairview

W=Woodvillage

T=Troutdale

R=Rockwood Water District

CIP PROCESS FOR WILLAMETTE RIVER BRIDGES MAINTAINED BY MULTNOMAH COUNTY



1996-2000 CAPITAL IMPROVEMENT PLAN & PROGRAM PROJECT LOCATION MAP

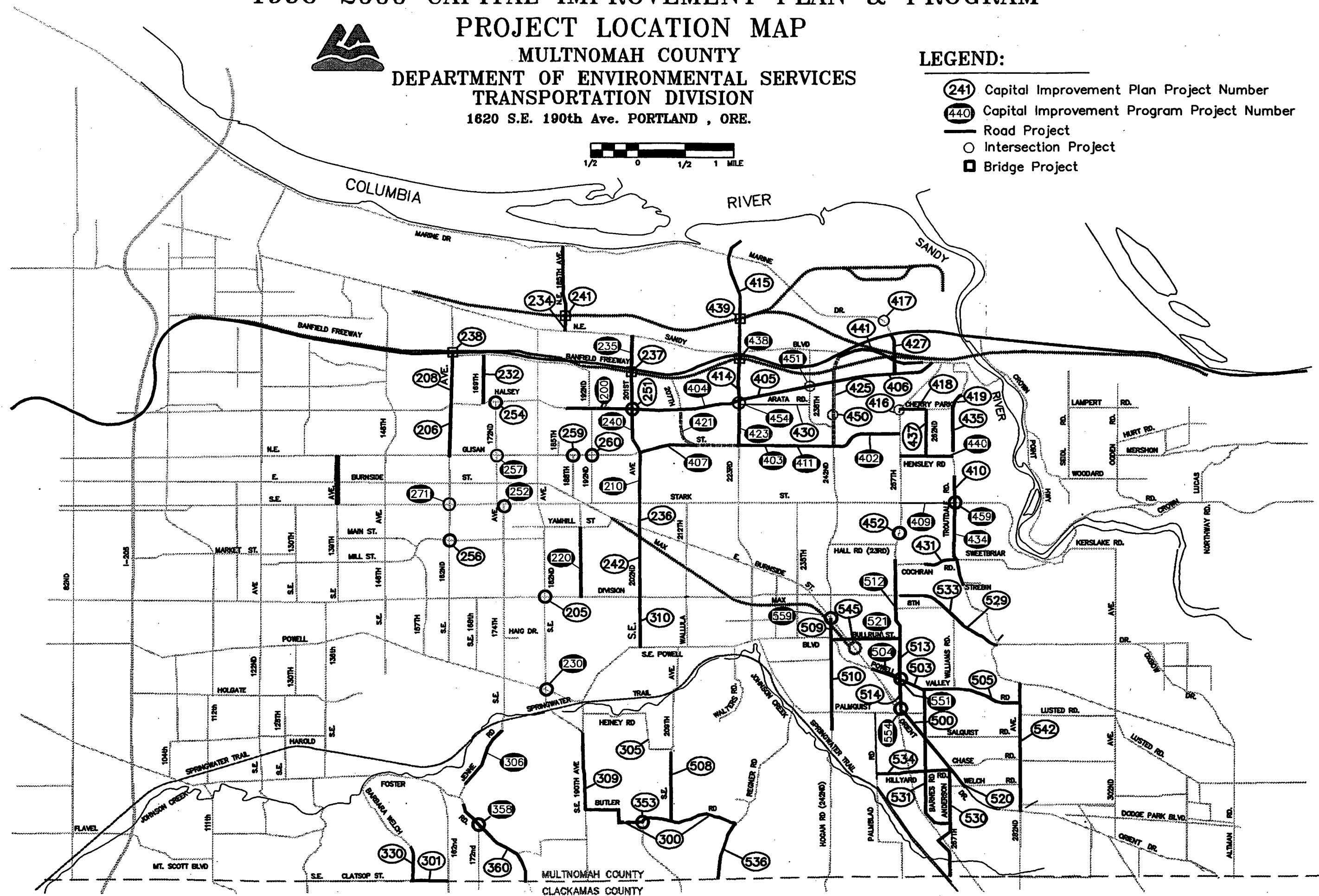


MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190th Ave. PORTLAND, ORE.



LEGEND:

- (241) Capital Improvement Plan Project Number
- (440) Capital Improvement Program Project Number
- Road Project
- Intersection Project
- Bridge Project



#1

PLEASE PRINT LEGIBLY!

MEETING DATE 5-16-96

NAME

TOM CROPPER

ADDRESS

PO. Box 18625

STREET

PORTLAND

CITY

97213

ZIP

I WISH TO SPEAK ON AGENDA ITEM NO. R-6

SUPPORT

OPPOSE

SUBMIT TO BOARD CLERK

#2

PLEASE PRINT LEGIBLY!

MEETING DATE 05-16-96

NAME

Clare Donison

ADDRESS

28027 SE Orient Drive

STREET

Gresham

CITY

97080

ZIP

I WISH TO SPEAK ON AGENDA ITEM NO.

R-6

SUPPORT

OPPOSE

SUBMIT TO BOARD CLERK

X

MAY 16 1996

Meeting Date: MAY 09 1996
Agenda No: R-8 R-6
Est. Start Time: 10:37 10:05am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: First Reading of an Amendment to the West Hills Reconciliation Report

BOARD BRIEFING Date Requested:
Amt. of Time Needed:
Requested By:

REGULAR MEETING Date Requested: MAY 09 1996
Amt. of Time Needed: 30 Min. 10-15 mins

DEPARTMENT: DES **DIVISION:** Transportation & Land Use Planning
CONTACT: Gordon Howard **TELEPHONE:** 248-3043
BLDG/ROOM: 412 / 109

PERSON(S) MAKING PRESENTATION: Gordon Howard

ACTION REQUESTED

☐ Informational Only ☐ Policy Direction ☒ Approval ☐ Other

SUGGESTED AGENDA TITLE

First Reading of an Amendment to the West Hills Reconciliation Report

5/16/96 copies to Gordon Howard

5/17/96 copies to Ordinance Distribution List

SIGNATURES REQUIRED

Elected Official: _____

or

Department Manager: _____

Blaine E. Nicholas

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
96 APR 30 PM 1:35

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
ORDINANCE SUPPLEMENT**

To: Multnomah County Board of Commissioners

FROM: Planning Staff

TODAY'S DATE: April 30, 1996

**REQUESTED
PLACEMENT DATE:** May 9, 1996

SUBJECT: First Reading on Amendment to West Hills Reconciliation Report to remove lands adjacent to the Bonny Slope subdivision from area designated as significant wildlife habitat.

I. RECOMMENDATION / ACTION REQUESTED:

Adopt the amended West Hills Reconciliation Report which will revise the Multnomah County Comprehensive Framework Plan to reflect changes directed by the Oregon Land Conservation and Development Commission on March 7, 1996 (Work Task Approval Order 96-WKTASK-00588 attached). The Commission directed Multnomah County to remove the significant wildlife habitat designation from property of about 55 acres in size located north of the Bonny Slope subdivision. If Multnomah County adopts this change, we will have completed periodic review for the West Hills area and the Land Conservation and Development Commission will make no further review of the County's periodic review work task.

II. BACKGROUND / ANALYSIS:

The property to be removed consists of land immediately north of the Bonny Slope subdivision located along both sides of 124th St which is designated and zoned for Commercial Forest Use. This area is bounded to the south by rural residential uses associated with the Bonny Slope subdivision which were determined to have no significant value as wildlife habitat, and is bounded to the west by land within the urban growth boundary in Washington County. Removal of this area will have no significant negative impacts upon land to the north and east which is designated as significant wildlife habitat. The affect of this change will not impact the allowed residential density of this land, but would only impact the specific location of a new dwelling on the subject property. Any proposed dwelling on the property must still meet the standards set forth in the Commercial Forest Use zoning district.

III. FINANCIAL IMPACT:

No fiscal impact to the County has been identified.

IV. LEGAL ISSUES:

Failure to amend the West Hills Reconciliation Report as ordered by the Oregon Land Conservation and Development Commission would have significant legal impacts upon Multnomah County. The Commission could adopt an enforcement order requiring Multnomah County to make these changes. Alternatively, Multnomah County could challenge the action of the Land Conservation and Development Commission in the courts. Either action would result in legal costs, with no certainty that Multnomah County would prevail.

V. CONTROVERSIAL ISSUES:

None

VI. LINK TO CURRENT COUNTY POLICIES:

This action would be the final step of the work to implement Goal 5 of the Oregon Statewide Planning Program (protection of natural resources) for significant scenic views, streams, and wildlife habitat in the West Hills Rural Area, and significant streams in the vicinity of the Howard Canyon quarry site in the East of Sandy River Rural Area. The Goal 5 work, in turn, is a portion of Multnomah County's periodic review work order, originally begun in 1987.

VII. CITIZEN PARTICIPATION:

No additional citizen participation was necessary for this item, since it is a "clean-up" from the previous ordinance adoption, which received extensive notice. The affected property owner was informed of this hearing.

VIII. OTHER GOVERNMENT PARTICIPATION:

No other agencies have commented on the proposed Sectional Zoning Maps amendments.

ORDINANCE FACT SHEET

Ordinance Title:

An Ordinance amending the Comprehensive Framework Plan Volume 1 Findings – West Hills Reconciliation Report in fulfillment of the Periodic Review Work Program tasks for Statewide Planning Goal 5 resources in the West Hills rural area.

Give a brief statement of the purpose of the ordinance including rationale for adoption, description of persons benefited, alternatives explored:

This ordinance will revise the West Hills Reconciliation Report to reflect changes directed by the Oregon Land Conservation and Development Commission on March 7, 1996 (Work Task Approval Order 96-WKTASK-00588 attached). The Commission directed Multnomah County to remove the significant wildlife habitat designation from property of about 55 acres in size located north of the Bonny Slope subdivision. If Multnomah County adopts this change, we will have completed periodic review for the West Hills area and the Land Conservation and Development Commission will make no further review of the County's periodic review work task.

The property to be removed consists of land immediately north of the Bonny Slope subdivision located along both sides of 124th St which is designated and zoned for Commercial Forest Use. This area is bounded to the south by rural residential uses associated with the Bonny Slope subdivision which were determined to have no significant value as wildlife habitat, and is bounded to the west by land within the urban growth boundary in Washington County. Removal of this area will have no significant negative impacts upon land to the north and east which is designated as significant wildlife habitat. The affect of this change will not impact the allowed residential density of this land, but would only impact the specific location of a new dwelling on the subject property. Any proposed dwelling on the property must still meet the standards set forth in the Commercial Forest Use zoning district.

The only alternative to this proposed action would be refusal to follow the order approved by the Oregon Land Conservation and Development Commission. This would result in significant legal issues and problems for Multnomah County.

What other local jurisdictions have enacted similar legislation?

All local jurisdictions are required to inventory significant natural and environmental resources within their boundaries pursuant to Goal 5 of the Oregon Statewide Planning

Program. Some of these jurisdictions protect wildlife habitat (an identified Goal 5 resource), through use of zoning overlay districts similar in nature to the SEC-h zoning overlay district of Multnomah County.


What is the fiscal impact, if any?

No fiscal impact to the County has been identified as a result of this action. Failure to enact the order approved by the Oregon Land Conservation and Development Commission would result in legal costs to Multnomah County of an undetermined amount.

SIGNATURES

Person filling out form: *Jordan H. Hancock*

Planning and Budget (if fiscal impact): _____

Department Manager/Elected Official: *KB Kuntz & Scholans*


1 Section II Amendment of Framework Plan Text

2
3 Multnomah County Comprehensive Framework Plan Volume 1 Findings -- West Hills

4 Reconciliation Report is hereby amended, the amended pages of which are attached hereto
5 as Exhibit A (deletions struck-out, additions underlined, map revised).
6

7 ADOPTED THIS ____ day of _____, 1996, being the date of its second reading before the
8 Board of County Commissioners of Multnomah County.

9
10
11
12 By _____

13 Beverly Stein

14 Multnomah County Chair
15
16
17

18 REVIEWED:

19
20
21 SANDY DUFFY, CHIEF ASSISTANT COUNTY COUNSEL
22 for MULTNOMAH COUNTY, OREGON
23

24 By Sandra Duffy



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202
(503) 238-RIDE

BOARD OF
COUNTY COMMISSIONERS
96 MAY 15 PM 3:43
MULTNOMAH COUNTY
OREGON

May 13, 1996

Office of Board Clerk--Multnomah County Commissioners
Portland Building, Room 1510
1120 Southwest Fifth Avenue
Portland, Oregon 97204

Dear Ms. Graham:

Thank you for the information on last week's meeting of the Board. I attended and listened to comments regarding Items R-8 and R-9.

Reference was made at the end of testimony to the first reading of these items being the "...culmination of a long process to protect varied interests...." Please send me a list of prior hearing dates, names of those testifying and an executive summary of comments made. I would also appreciate any staff report on how these comments affected the final form of the Ordinances.

~~(I also need to know the date for the next reading of the Ordinances.)~~ If it is next Thursday (May 16, 9:30am), I can pick up any material you might have for me at the meeting, saving the expense of mailing. If there is a cost for duplication of this material please let me know by phone (238-5839) or FAX (238-4997).

Thank you for your assistance,

Phill Colombo

Phill Colombo, Jr.
Service Plan Coordinator

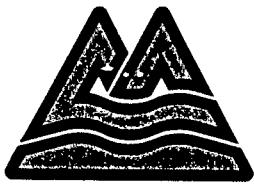
P.S.

/pc

Just received your
FAX for next
meetings TNR

5/15/96 Gordon Howard to Respond -
(FAXED COPY OF LETTER)

5/16/96 Introduced Gordon Howard
AND TNR Colombo to each other in
BOARDROOM - TNR HOWARD PROVIDING
REQUESTED INFORMATION. (TNR
Colombo TEACHING A CLASS.)



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

FAX COVER SHEET

TO:

Gordon Howard

FROM:

Dee Bogstad

Office of the Board Clerk

PHONE:

PHONE: (503) 248-3277

FAX:

248-3389

FAX: (503) 248-5262

Sending a total of 2 pages, including cover sheet.

DATE: MAY 15, 1996

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
ORDINANCE NO. 852

An Ordinance amending the Comprehensive Framework Plan Volume 1 Findings to include the West Hills Reconciliation Report, as revised and amended by the Board, in fulfillment of the Periodic Review Work Program tasks for Statewide Planning Goal 5 resources in the West Hills rural area..

Multnomah County Ordains as follows:

Section I. Findings.

(A) On September 22, 1994, the Multnomah County Board of Commissioners adopted Ordinance #797, which adopted the "West Hills Reconciliation Report" as part of the Multnomah County Comprehensive Framework Plan.

(B) The "West Hills Reconciliation Report" includes significance determinations, ESEE analyses, protection programs, and other requirements for implementing Goal 5 of the Oregon Statewide Planning Program specified in ORS 660-16 Division 33 in regards to significant scenic views, streams, mineral and aggregate resources, and wildlife habitat in the West Hills rural area.

(C) On October 21, 1994, this ordinances were transmitted to the Oregon Department of Land Conservation and Development for their consideration in fulfilling the requirements of Periodic Review.

(D) On February 7, 1995, the Director of the Oregon Department of Land Conservation and

1 Development issued a report citing specific deficiencies in Multnomah County's submitted ordinance.

2

3 (E) On February 28, 1995, the Director of the Oregon Department of Land Conservation and
4 Development issued a supplemental report which, after considering Multnomah County's responses to
5 the issues raised in the February 7, 1995 report, maintained that the County's ordinance was deficient in
6 meeting the requirements of Periodic Review.

7

8 (F) In March, 1995, Multnomah County agreed to participate in a mediation process in order to
9 resolve issues relating to the West Hills Reconciliation Report.

10

11 (G) The mediation process, in which the main participants were the Angell Brothers quarry and
12 the Friends of Forest Park, resulted in a draft agreement to resolve disputes over expansion of the quar-
13 ry.

14

15 (H) As a result of the mediation process, Multnomah County adopted Ordinance No. 831 on
16 September 7, 1995, which amended the West Hills Reconciliation Report to reflect the results of the
17 mediation process.

18

19 (I) On March 7, 1995, the Oregon Land Conservation and Development Commission acknowl-
20 edged the West Hills Reconciliation Report as consistent with Statewide Planning Goal 5, except that
21 the Commission directed a revision to the report to omit approximately 55 acres from the area designat-
22 ed as significant wildlife habitat.

23

24 (J) As a result, Multnomah County must revise the West Hills Reconciliation Report to reflect
25 the Land Conservation and Development Commission's direction.

26

Section II Amendment of Framework Plan Text

Multnomah County Comprehensive Framework Plan Volume 1 Findings -- West Hills

Reconciliation Report is hereby amended, the amended pages of which are attached hereto as Exhibit A (deletions struck-out, additions underlined, map revised).

ADOPTED THIS 16 day of May, 1996, being the date of its second reading before the Board of County Commissioners of Multnomah County.

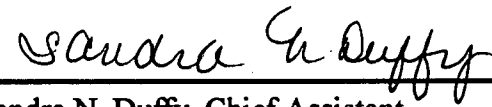


BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL
MULTNOMAH COUNTY, OREGON


Sandra N. Duffy, Chief Assistant

On October 21, 1994, Multnomah County transmitted the completed Reconciliation Report to the Department of Land Conservation and Development. The Department received two objections to the West Hills Reconciliation Report, one from an attorney representing the Angell Brothers and the Oregon Concrete & Aggregate Producers Association, and one from Dan McKenzie, a property owner in the West Hills. On February 7, 1995, the Director of the Department of Land Conservation & Development issued a report which found significant flaws in the West Hills Reconciliation Report. In response to County and objector comments, the Director issued a revised report on February 28, 1995, which did not change the staff recommendation regarding the West Hills Reconciliation Report.

Given this set of circumstances, Multnomah County agreed to enter a mediation process with the Department of Land Conservation and Development. The results of that mediation process are presented as revisions to the Reconciliation Report in the attached document. The Multnomah County Board of Commissioners adopted this document on September 7, 1995. On March 7, 1996, the Land Conservation and Development Commission approved this document with one minor change required -- removal of properties adjacent to the Bonny Slope subdivision. This final document reflects these changes.

Impacted wildlife habitat areas support a much narrower range of animal species, and from barriers to the movement of many forest species. Impacted wildlife habitat areas are those which do not have forests. Such areas typically are adjacent to primary or secondary habitat areas, but have been adversely affected (impacted) by residential development. Impacted areas were determined based on analysis of aerial photographs, vegetative cover maps, and zoning. Generally, an area is considered "impacted" if it (a) has developed residential densities of one unit per five acres or greater, (b) includes developed areas along Highway 30, (c) is predominately agricultural in character, or (d) is a large quarry. Human and pet impacts, roads, lawns, gardens, and fences associated with rural residential development in these impact areas can adversely affect resource quality. The Bonny Slope area and permanently cleared (pastures and cultivated land) portions of the agricultural area between Laidlaw Road and Rock Creek Road on the west side of the West Hills are considered to be "impacted wildlife habitat areas." The West Hills Rural Area has "patches" of land in this category, which are usually zoned rural residential and are located along roads.

The Map entitled *West Hills Wildlife Habitat Area Map* indicates primary, secondary, and impacted wildlife habitat areas within the West Hills Rural Area. This map was developed based upon field work, a detailed review of 1993 aerial photographs, METRO vegetative cover maps, and a review of Multnomah County data regarding the location of housing units.

5. CONCLUSION

OAR 660-16-000(3) Include on Plan Inventory: When information is available on location, quantity and quality, and the local government has determined a site to be significant or important as a result of the data collection and analysis process, the local government must include the site on its plan inventory and indicate the location, quality and quantity of the resource site (see above). Items included on this inventory must proceed through the remainder of the Goal 5 process.

This report, when combined with information already available to Multnomah County, describes the location, quality and quantity of wildlife habitat in the West Hills rural area in sufficient detail to support a determination of significance. Thus, the primary and secondary wildlife habitat areas in the West Hills Rural area are a 1C resource.

The only exception to this determination of significance lies within the area of the Bonny Slope Subdivision and adjacent lands north of the Forest Heights development in the City of Portland and north of the Bonny Slope subdivision along Northwest 124th St. (approximately 400-450 acres). This area is entirely mostly designated and zoned for rural residential use, with approximately 50 of the acres designated and zoned for commercial forest use. It consists primarily of impacted habitat areas with some secondary habitat areas interspersed. This area is bounded on three sides by lands within the Urban Growth Boundary which are planned for residential densities of four units per acre or greater. It is not directly adjacent to any significant primary wildlife habitat areas. For these reasons, this area should be designated "1-A" (not significant) as wildlife habitat, and should be removed from any further study.

BONNY SLOPE AREA

WEST HILLS RURAL AREA PLAN

AREA DESIGNATED "1-A"
NOT SIGNIFICANT
WILDLIFE HABITAT

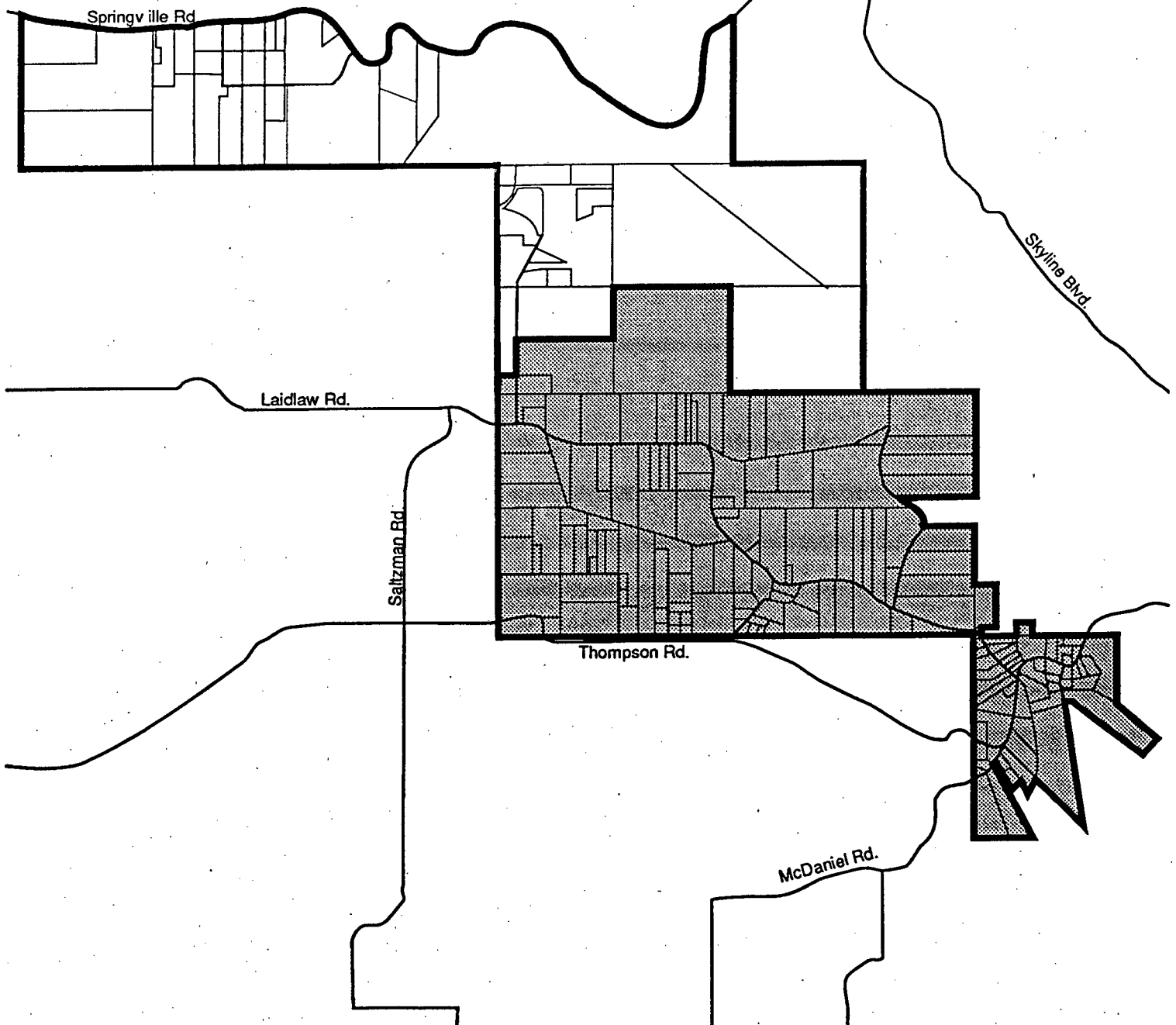
LEGEND

STUDY AREA BOUNDARY

ROADAREA DESIGNATED "1-A)
NOT SIGNIFICANT FOR
WILDLIFE HABITAT

NORTH

1"=1700 ft.



MAY 16 1996

Meeting Date: MAY 09 1996
Agenda No: R-9 R-7
Est. Start Time: 10:52 10:10 am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: First Reading of an Amendment to Sectional Zoning Map 109 to remove SEC-h Zoning overlay district from approximately 55 acres.

BOARD BRIEFING Date Requested:
Amt. of Time Needed:
Requested By:

REGULAR MEETING Date Requested: May 9, 1996
Amt. of Time Needed: 30 Min. 10-15 mins

DEPARTMENT: DES **DIVISION:** Transportation & Land Use Planning
CONTACT: Gordon Howard **TELEPHONE:** 248-3043
BLDG/ROOM: 412 / 109

PERSON(S) MAKING PRESENTATION: Gordon Howard

ACTION REQUESTED

☐ Informational Only ☐ Policy Direction ☒ Approval ☐ Other

SUGGESTED AGENDA TITLE

First Reading of an Amendment to Sectional Zoning Map 109 to remove SEC-h Zoning overlay district from approximately 55 acres.

5/16/96 copies to Gordon Howard
5/17/96 copies to Ordinance Distribution List

SIGNATURES REQUIRED

Elected Official: _____

or

Department Manager: KB Lawrence Nicholas

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
96 APR 30 PM 11:36

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
ORDINANCE SUPPLEMENT**

TO: Multnomah County Board of Commissioners

FROM: Planning Staff

TODAY'S DATE: April 30, 1996

REQUESTED

PLACEMENT DATE: May 9, 1996

SUBJECT: First Reading on Amendment to Sectional Zoning Map 109 to remove SEC-h zoning overlay district from approximately 55 acres.

I. RECOMMENDATION / ACTION REQUESTED:

Adopt the amended zoning maps which will revise the Multnomah County Sectional Zoning Maps -- Map # 109 to reflect changes directed by the Oregon Land Conservation and Development Commission on March 7, 1996 (Work Task Approval Order 96-WKTASK-00588 attached). The Commission directed Multnomah County to remove the SEC-h (Significant Environmental Concern -- Wildlife Habitat) zoning overlay from property of about 55 acres in size located north of the Bonny Slope subdivision. If Multnomah County adopts this change, we will have completed periodic review for the West Hills area and the Land Conservation and Development Commission will make no further review of the County's periodic review work task.

II. BACKGROUND / ANALYSIS:

The property to be removed consists of land immediately north of the Bonny Slope subdivision located along both sides of 124th St which is designated and zoned for Commercial Forest Use. This area is bounded to the south by rural residential uses associated with the Bonny Slope subdivision which were determined to have no significant value as wildlife habitat, and is bounded to the west by land within the urban growth boundary in Washington County. Removal of this area will have no significant negative impacts upon land to the north and east which is designated as significant wildlife habitat. The affect of this change will not impact the allowed residential density of this land, but would only impact the specific location of a new dwelling on the subject property. Any proposed dwelling on the property must still meet the standards set forth in the Commercial Forest Use zoning district.

III. FINANCIAL IMPACT:

No fiscal impact to the County has been identified.

IV. LEGAL ISSUES:

Failure to amend Sectional Zoning Map #109 as ordered by the Oregon Land Conservation and Development Commission would have significant legal impacts upon Multnomah County. The Commission could adopt an enforcement order requiring Multnomah County to make these changes. Alternatively, Multnomah County could challenge the action of the Land Conservation and Development Commission in the courts. Either action would result in legal costs, with no certainty that Multnomah County would prevail.

V. CONTROVERSIAL ISSUES:

None

VI. LINK TO CURRENT COUNTY POLICIES:

This action would be the final step of the work to implement Goal 5 of the Oregon Statewide Planning Program (protection of natural resources) for significant scenic views, streams, and wildlife habitat in the West Hills Rural Area, and significant streams in the vicinity of the Howard Canyon quarry site in the East of Sandy River Rural Area. The Goal 5 work, in turn, is a portion of Multnomah County's periodic review work order, originally begun in 1987.

VII. CITIZEN PARTICIPATION:

No additional citizen participation was necessary for this item, since it is a "clean-up" from the previous ordinance adoption, which received extensive notice. The affected property owner was informed of this hearing.

VIII. OTHER GOVERNMENT PARTICIPATION:

No other agencies have commented on the proposed Sectional Zoning Maps amendments.

ORDINANCE FACT SHEET

Ordinance Title:

An Ordinance amending the Multnomah County Sectional Zoning Maps in fulfillment of the Periodic Review Work Program tasks for Statewide Planning Goal 5 resources in the West Hills rural area.

Give a brief statement of the purpose of the ordinance including rationale for adoption, description of persons benefited, alternatives explored:

This ordinance will revise the Multnomah County Sectional Zoning Maps -- Map # 109 to reflect changes directed by the Oregon Land Conservation and Development Commission on March 7, 1996 (Work Task Approval Order 96-WKTASK-00588 attached). The Commission directed Multnomah County to remove the SEC-h (Significant Environmental Concern -- Wildlife Habitat) zoning overlay from property of about 55 acres in size located north of the Bonny Slope subdivision. If Multnomah County adopts this change, we will have completed periodic review for the West Hills area and the Land Conservation and Development Commission will make no further review of the County's periodic review work task.

The property to be removed consists of land immediately north of the Bonny Slope subdivision located along both sides of 124th St which is designated and zoned for Commercial Forest Use. This area is bounded to the south by rural residential uses associated with the Bonny Slope subdivision which were determined to have no significant value as wildlife habitat, and is bounded to the west by land within the urban growth boundary in Washington County. Removal of this area will have no significant negative impacts upon land to the north and east which is designated as significant wildlife habitat. The affect of this change will not impact the allowed residential density of this land, but would only impact the specific location of a new dwelling on the subject property. Any proposed dwelling on the property must still meet the standards set forth in the Commercial Forest Use zoning district.

The only alternative to this proposed action would be refusal to follow the order approved by the Oregon Land Conservation and Development Commission. This would result in significant legal issues and problems for Multnomah County.

What other local jurisdictions have enacted similar legislation?

All local jurisdictions are required to inventory significant natural and environmental

resources within their boundaries pursuant to Goal 5 of the Oregon Statewide Planning Program. Some of these jurisdictions protect wildlife habitat (an identified Goal 5 resource), through use of zoning overlay districts similar in nature to the SEC-h zoning overlay district of Multnomah County.

What is the fiscal impact, if any?

No fiscal impact to the County has been identified as a result of this action. Failure to enact the order approved by the Oregon Land Conservation and Development Commission would result in legal costs to Multnomah County of an undetermined amount.

SIGNATURES

Person filling out form: Leon H. Hancock

Planning and Budget (if fiscal impact): _____

Department Manager/Elected Official: Leon H. Hancock

1 Section II. Amendment of Zoning Code.

2 Sectional Zoning Map Number 109, as adopted November 15, 1962, including all subsequent
3 amendments thereto as of the effective date of this Ordinance, is hereby amended by the
4 deletion of the SEC-h (wildlife habitat) zoning overlay district on certain lands as contained
5 in Exhibit A -- "Proposed Sectional Zoning Map Amendments, C 4-95" and on file with the
6 Multnomah County Department of Environmental Services, Division of Planning and
7 Development:

8
9 ADOPTED THIS ____ day of _____, 1996, being the date of its second reading before the
10 Board of County Commissioners of Multnomah County.

11
12
13
14
15
16 By _____
17 Beverly Stein
18 Multnomah County Chair
19
20
21

22 REVIEWED:

23 SANDY DUFFY, ASSISTANT COUNTY COUNSEL
24 for MULTNOMAH COUNTY, OREGON

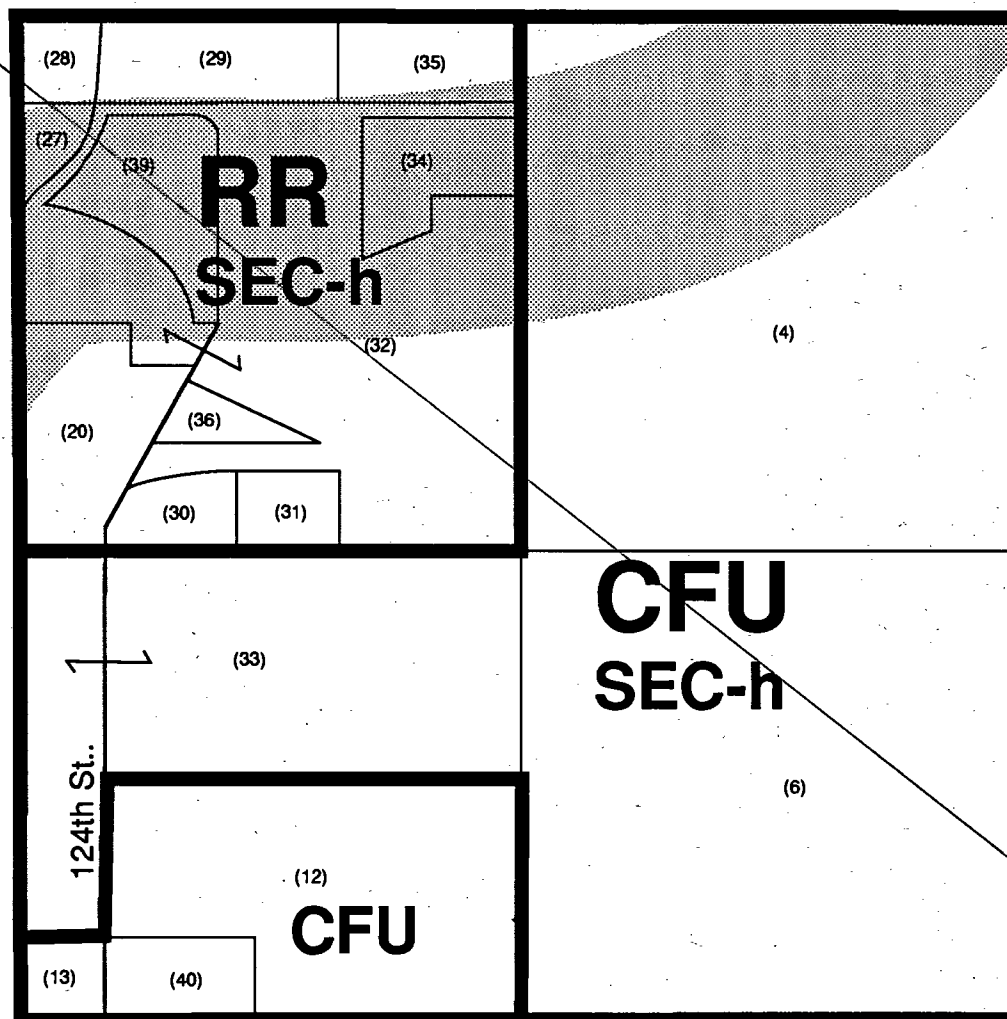
25 By Sandra Duffy
26

NW 1/4 1N1W22

MAP 109

 SEC-s Overlay

1" = 500'



1 BEFORE THE BOARD OF COUNTY COMMISSIONERS

2 FOR MULTNOMAH COUNTY, OREGON

3 ORDINANCE NO. 853

4
5 An Ordinance amending the Sectional Zoning Maps by deleting the SEC-h (wildlife habitat)
6 zoning overlay district for lands to the north of the Bonny Slope subdivision within the West Hills Rural
7 Area

8 Multnomah County Ordains as follows:

9
10 Section I. Findings.

11 (H) In order to implement the West Hills Reconciliation Report, a part of the Multnomah
12 County Comprehensive Framework Plan, Multnomah County adopted Ordinance No. 830 on
13 September 7, 1995, which amended the Multnomah County Sectional Zoning Maps by placing the
14 SEC-h (wildlife habitat) zoning overlay district on certain properties within the West Hills Rural Area.

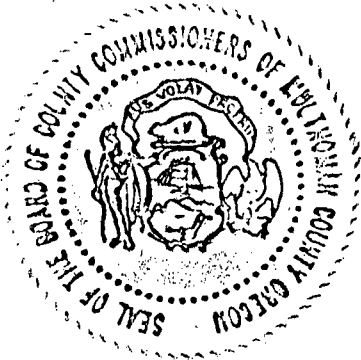
15
16 (I) On March 7, 1995, the Oregon Land Conservation and Development Commission acknowl-
17 edged the West Hills Reconciliation Report as consistent with Statewide Planning Goal 5, except that
18 the Commission directed a revision to the report to omit approximately 55 acres from the area designat-
19 ed as significant wildlife habitat, and consequently remove the SEC-h (wildlife habitat) zoning overlay
20 district from this acreage.

21
22 (J) As a result, Multnomah County must amend the Sectional Zoning Maps to reflect the Land
23 Conservation and Development Commission's direction.

1 Section II. Amendment of Zoning Code.

2 Sectional Zoning Map Number 109, as adopted November 15, 1962, including all subsequent
3 amendments thereto as of the effective date of this Ordinance, is hereby amended by the
4 deletion of the SEC-h (wildlife habitat) zoning overlay district on certain lands as contained
5 in Exhibit A -- "Proposed Sectional Zoning Map Amendments, C 4-95" and on file with the
6 Multnomah County Department of Environmental Services, Division of Planning and
7 Development:
8

9 ADOPTED THIS 16th day of May, 1996, being the date of its second reading before the
10 Board of County Commissioners of Multnomah County.

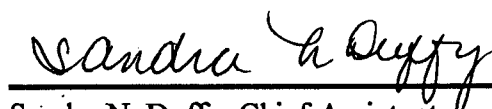


11
12 BOARD OF COUNTY COMMISSIONERS
13 MULTNOMAH COUNTY, OREGON

14
15 
16 _____
17 Beverly Stein, Chair

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19 REVIEWED:

20 LAURENCE KRESSEL, COUNTY COUNSEL
21 MULTNOMAH COUNTY, OREGON

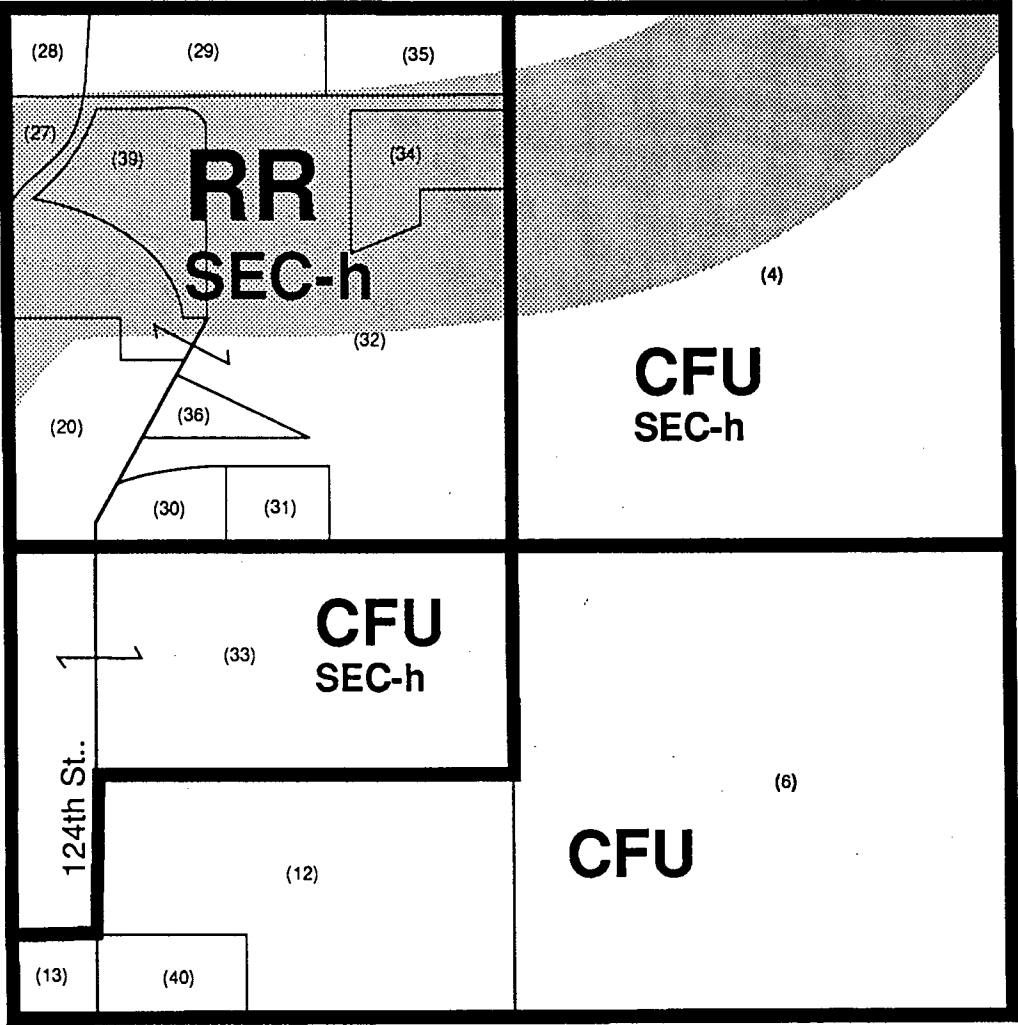
22 
23 _____
24 Sandra N. Duffy, Chief Assistant

NW 1/4 1N1W22

MAP 109

 SEC-s Overlay

1" = 500'



Meeting Date: MAY 16 1996
Agenda No: R-8
Est. Start Time: 10:15am

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Community Service Use Application for the Riverdale School District

BOARD BRIEFING Date Requested:
 Amt. of Time Needed:
 Requested By:

REGULAR MEETING Date Requested: May 16, 1996
 Amt. of Time Needed: 20 Minutes

DEPARTMENT: DES **DIVISION:** Transportation & Land Use Planning
CONTACT: Barry Manning **TELEPHONE:** 248-3043
 BLDG/ROOM: 412 / 109

PERSON(S) MAKING PRESENTATION: Barry Manning

ACTION REQUESTED

☐ Informational Only ☐ Policy Direction ☒ Approval ☐ Other

SUGGESTED AGENDA TITLE

Request by Riverdale School District to Initiate a Community Service Use Application and all other related applications to the County on Private Land Proposed for Condemnation.

5/16/96 Copies to Barry Manning

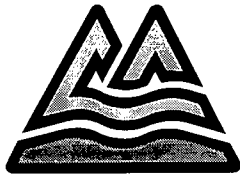
SIGNATURES REQUIRED

Elected Official: _____

or

Department Manager: K. B. Lawrence

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
96 MAY - 7 PM 4: 39



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION & LAND USE PLANNING DIVISION
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3043

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: Barry Manning, *Planner*
DATE: May 6, 1996
RE: Riverdale School District Request to
Initiate Land Use Permit Applications
PLACEMENT DATE
REQUESTED: May 16, 1996

I. ACTION REQUESTED

Riverdale School District 51-J requests that the Board of County Commissioners adopt an order to initiate land use permit applications on property located in the vicinity of 12645 SW Terwilliger Boulevard. The legal description of the properties is Tax Lots 20, 34 and 48, Section 34, T1S, R1E. A copy of the proposed order is attached to this memorandum.

II. BACKGROUND/ANALYSIS

The Riverdale School District intends to file an application with Multnomah County proposing to construct a public high school within Multnomah County. A portion of the project is on property which is not owned by the Riverdale School District. While negotiations have been attempted with the property owners, according to the District, no agreement has been reached to acquire the property. Therefore, condemnation action number 9605-03393 was filed in Multnomah County Circuit Court.

The County Planning Division cannot process land use requests without authorization from all owners of the property involved unless the action is initiated by **Order of the Board or a majority of the entire Planning Commission**. MCC 11.15.8210. Since



the Riverdale School District is not yet the owner of the property, the District seeks to initiate the action by Board Order. The District hopes to begin construction of the project in the 1996 building season provided all permits can be obtained. According to the District, the County's land use review must proceed simultaneously with acquisition of the property in order to meet the construction/completion schedule.

III. FINANCIAL IMPACTS

No impacts to the County are foreseen. The costs/fees for land use actions and permits requested by the District should be paid by the District. No pre-payment of fees has occurred to date.

IV. LEGAL ISSUES

The Planning Division cannot process any land use permit applications without authorization from all record owners of the property unless the action is initiated by Order of the Board or by a majority vote of the entire Planning Commission. Riverdale School District's requests of the land use actions through a Board Order. This method is appropriate under the Multnomah County Code.

V. CONTROVERSIAL ISSUES

Attorneys handling the condemnation procedure for the school district indicate that the property owner has raised an issue relating to the "right to take" the subject properties. Apparently the argument will be raised that the taking is not allowed since the taking is for a private purpose as opposed to a public purpose. The Riverdale School District is a public school district, also known as Multnomah County School District 51-J. However, staff understands that the proposed high school may have enrollment of out-of-district, tuition-paying students.

The proposed Board Order to initiate the applications does not approve the proposed project. In fact, the form of Order provided to the Board specifically indicates that initiation of the application does not predetermine in any way the outcome of the land use requests.

If the Board adopts the Order to initiate, any subsequent decision on land use requests would include public notice and opportunities for public hearings before the appropriate Hearings Officer or public entity. Since the Board itself may later act as the hearing authority for this proposal if any permits are appealed to the Board level, the current request to initiate is not an appropriate time or forum to consider the merits or design

issues specific to the project.

VI. LINK TO CURRENT COUNTY POLICIES

An order to initiate the applications would allow the County to conduct its land use/zoning review of the merits of the proposal, while the Riverdale School District concludes its condemnation action or other actions taken to acquire the property.

VII. CITIZEN PARTICIPATION

The owners of the subject properties have been informed by mail on May 6, 1996 of the Riverdale School District request to initiate land use actions by Board Order. If the land use actions are initiated, any subsequent decisions made by either the Hearings Officer or Planning Director will include mailed notice to all surrounding property owners within 100 feet of the subject property, and an opportunity for public hearing(s) upon appeal. Riverdale School District representatives will be available for questions at the Board hearing.

VIII. OTHER GOVERNMENT PARTICIPATION

The facility is proposed to be located on properties that abut other jurisdictions. Multnomah County will coordinate with these jurisdiction as necessary in the permit process.

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Request by the Riverdale School)
District ("District") to Initiate a Community Service Use) BOARD ORDER
Application and all other related applicable applications) 96-
to the County Transportation and Land Use Planning)
Division on Private Land Proposed for Condemnation)

WHEREAS, the District representatives appeared before the Board of County Commissioners ("Board") on May 16, 1996 regarding applications for Community Service Use, Design Review and all other related applicable applications for a high school; and

WHEREAS, the District requests that the County Board approve an Order to initiate the Community Service Use, Design Review and all other related applicable applications for the high school upon property which is privately owned and which the district intends to acquire by condemnation; and

WHEREAS, the District wishes to proceed with project construction during the 1996-1997 building season; and

WHEREAS, the Board Order requested would initiate a County land use decision-making process which would occur generally concurrent with the pending condemnation action and likely conclude in time to meet the construction schedule anticipated by the District. The Board Order does not approve the land use applications. It only serves to initiate the requests pursuant to MCC 11.15.8210(A).

THEREFORE, the Board hereby initiates a Community Service Use, Design Review and all other related applicable applications for consideration and decision by the County's Transportation and Land Use Planning Division and a County Hearings Officer pursuant to the Multnomah County Code.

Approved this _____ day of May, 1996.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Beverly Stein, Chair

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

Sandra Duffy

Sandra Duffy, Chief Deputy Counsel

MANNING Barry L

From: MANNING Barry L
Sent: Wednesday, May 15, 1996 11:54 AM
To: STEIN Beverly E; TYLER Cameron V; CARLSON Darlene M; SALTZMAN Dan S; HANSEN Gary D; DELMAN Mike H; ROJO Maria D; TRACHTENBERG Robert J; COLLIER Tanya D
Cc: BOGSTAD Deborah L; DUFFY Sandra N
Importance: High

Note: This is a copy of an earlier memo, but includes a copy of the Final Order in Wordperfect format

MEMORANDU

TO: Multnomah County Board of Commissioners and Board Staff
CC: Sandra Duffy, County Counsel
FROM: Barry Manning, Planner
DATE: May 14, 1996
RE: Riverdale School District request to initiate land use actions

The Riverdale School District has requested the Board of County Commissioners to pass a Board Order to initiate Community Service and Design Review land use actions on property they seek to condemn for construction of a new high school. The District requests the Order because 1) they would like to begin the land use permitting process on these properties to hasten the construction schedule; 2) as per MCC 11.15.8210(A), land use actions can only be initiated by the property owner, the Board or the Planning Commission. The district does not currently own the property and is involved in a condemnation procedure to acquire it.

This issue was discussed in meetings with Chair Stein and Commissioners' staff. It was the opinion of Chair Stein that granting the school district's request and initiating the land use actions was strictly a ministerial action that did not result in a pre-judgment of the issue. The Board Order would facilitate the district's request, but would not have any bearing on the outcome of future land use decisions regarding Riverdale's land use applications. Conversely, a failure to grant the order could be perceived as blocking or prolonging the process for the school district.

I have attached a draft of the Board Order for you to review. Riverdale School District representatives will be at the Board meeting on May 16th and will be available to respond to your questions. If you have any questions of me, I can be reached at extension 2709, or by e-mail.



riverdale hs order.wp

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

In the Matter of the Request by the Riverdale School)
District ("District") to Initiate a Community Service Use)
Application and all other related applicable applications)
to the County Transportation and Land Use Planning)
Division on Private Land Proposed for Condemnation)

BOARD ORDER

WHEREAS, the District representatives appeared before the Board of County Commissioners ("Board") on May 16, 1996 regarding applications for Community Service Use, Design Review and all other related applicable applications for a high school; and

WHEREAS, the District requests that the County Board approve an Order to initiate the Community Service Use, Design Review and all other related applicable applications for the high school upon property which is privately owned and which the district intends to acquire by condemnation; and

WHEREAS, the District wishes to proceed with project construction during the 1996-1997 building season; and

WHEREAS, the Board Order requested would initiate a County land use decision-making process which would occur generally concurrent with the pending condemnation action and likely conclude in time to meet the construction schedule anticipated by the District; and

WHEREAS, the Board Order serves only to initiate the requests pursuant to MCC 11.15.8210(A); and

WHEREAS, the Board Order does not speak to the advisability of building a school on this site nor does it pre-judge or approve any land use applications in this matter;

THEREFORE, the Board hereby orders an initiation of Community Service Use, Design Review and all other related applicable applications for consideration and decision by the County's Transportation and Land Use Planning Division and a County Hearings Officer pursuant to the Multnomah County Code. Further, the Board authorizes the Riverdale School District to be the applicant in these matters.

Approved this _____ day of May, 1996.

MULTNOMAH COUNTY, OREGON

By

Beverly Stein
Multnomah County Chair

Reviewed:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By

Sandra Duffy, Chief Deputy County Counsel

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

In the Matter of the Request by the Riverdale School)	
District ("District") to Initiate a Community Service Use	)	BOARD ORDER
Application and all other related applicable applications	)	96-92
to the County Transportation and Land Use Planning)	
Division on Private Land Proposed for Condemnation)	

WHEREAS, the District representatives appeared before the Board of County Commissioners ("Board") on May 16, 1996 regarding applications for Community Service Use, Design Review and all other related applicable applications for a high school; and

WHEREAS, the District requests that the County Board approve an Order to initiate the Community Service Use, Design Review and all other related applicable applications for the high school upon property which is privately owned and which the district intends to acquire by condemnation; and

WHEREAS, the District wishes to proceed with project construction during the 1996-1997 building season; and

WHEREAS, the Board Order requested would initiate a County land use decision-making process which would occur generally concurrent with the pending condemnation action and likely conclude in time to meet the construction schedule anticipated by the District; and

WHEREAS, the Board Order serves only to initiate the requests pursuant to MCC 11.15.8210(A); and

WHEREAS, the Board Order does not speak to the advisability of building a school on this site nor does it pre-judge or approve any land use applications in this matter;

THEREFORE, the Board hereby initiates a Community Service Use, Design Review and all other related applicable applications for consideration and decision by the County's Transportation and Land Use Planning Division and a County Hearings Officer pursuant to the Multnomah County Code. Further, the Board authorizes the Riverdale School District to be the applicant in these matters.

Approved this 16th day of May, 1996.

**BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

Beverly Stein, Chair

REVIEWED:
LAURENCE KRESSEL, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON



Sandra Duffy, Chief Deputy Counsel

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

In the Matter of the Request by the Riverdale School)	
District ("District") to Initiate a Community Service Use	)	BOARD ORDER
Application and all other related applicable applications	)	96-92
to the County Transportation and Land Use Planning)	
Division on Private Land Proposed for Condemnation)	

WHEREAS, the District representatives appeared before the Board of County Commissioners ("Board") on May 16, 1996 regarding applications for Community Service Use, Design Review and all other related applicable applications for a high school; and

WHEREAS, the District requests that the County Board approve an Order to initiate the Community Service Use, Design Review and all other related applicable applications for the high school upon property which is privately owned and which the district intends to acquire by condemnation; and

WHEREAS, the District wishes to proceed with project construction during the 1996-1997 building season; and

WHEREAS, the Board Order requested would initiate a County land use decision-making process which would occur generally concurrent with the pending condemnation action and likely conclude in time to meet the construction schedule anticipated by the District; and

WHEREAS, the Board Order serves only to initiate the requests pursuant to MCC 11.15.8210(A); and

WHEREAS, the Board Order does not speak to the advisability of building a school on this site or on the condemnation action between the school and property owners, nor does it pre-judge or approve any land use applications in this matter;

THEREFORE, the Board hereby initiates a Community Service Use, Design Review and all other related applicable applications for consideration and decision by the County's Transportation and Land Use Planning Division and a County Hearings Officer pursuant to the Multnomah County Code. Further, the Board authorizes the Riverdale School District to be the applicant in these matters.


Approved this 16th day of May, 1996.



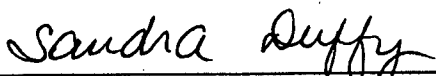
REVIEWED

LAURENCE KRESSEL, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

**BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**



Beverly Stein, Chair



Sandra Duffy, Chief Deputy Counsel

MEETING DATE: MAY 16 1996

AGENDA #: R-9

ESTIMATED START TIME: 1035

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Feasibility study on bridge tolls and congestion pricing

BOARD BRIEFING:

DATE REQUESTED: _____

REQUESTED BY: _____

AMOUNT OF TIME NEEDED: _____

REGULAR MEETING:

DATE REQUESTED: May 16, 1996

AMOUNT OF TIME NEEDED: 5 minutes

DEPARTMENT: non-departmental

DIVISION: _____

CONTACT: Mike Delman

TELEPHONE #: 5219

BLDG/ROOM #: 106/1500

PERSON(S) MAKING PRESENTATION: Commissioner Gary Hansen

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Board proposal to seek BCC approval on studies of bridge tolls and congestion pricing.

*5/17/96 copies to Mike Delman &
LARRY NICHOLAS*

SIGNATURES REQUIRED:

ELECTED
OFFICIAL: _____

(OR)

DEPARTMENT
MANAGER: _____

Gary Hansen

BOARD OF
COUNTY COMMISSIONERS
96 MAY - 9 AM 11:49
MULTNOMAH COUNTY
OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

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

BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENT

I. Purpose

To describe the information needed by the Board of County Commissioners for items submitted for agenda placement. Multnomah County Administrative Procedures #BCC-1 and #BCC-2 describe how to place items on the board agenda and how to format ordinances, resolutions, orders and proclamations. The following is the procedure for preparing staff reports to accompany each agenda item.

II. Preparation of Staff Reports

Staff reports are to be consistent with the following example. If one of the items is not applicable, do not leave it out, simply list as N/A. This report is a supplement to the Agenda Placement Form, it is not a substitute.

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Commissioner Gary Hansen

TODAY'S DATE: May 7, 1996

REQUESTED PLACEMENT DATE: May 16, 1996

RE: Board proposal to seek BCC approval on studies of bridge tolls and congestion
(Descriptive title using appropriate dates and wording such as Public Hearing, pricing, Resolution, Ordinance, etc.)

I. Recommendation/Action Requested: Approval.

(Concise listing of recommendation/action requested.)

II. Background/Analysis: Public feedback indicates overwhelming opposition to bridge tolls and congestion pricing on our bridges.

(Explanation of the item. This section should be as detailed as necessary to provide the BCC with the information it needs to make a decision. Why does this item have to go to the Board? What has the Board already seen about this issue?)

III. Financial Impact: This will free up money allocated for the study for other transportation needs.

(Revenue/Expenditure? Address current and long term issues. Is it going to result in a budget modification? If so, what is the timeline? If it is a budget modification, what caused the need for change? Has the budget office been consulted? Detailed explanation.)

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pbb

IV. Legal Issues:

 none.
(What are the legal issues? How do you know? Cite ORS, ordinance or administrative procedure if appropriate.)

V. Controversial Issues: Any discussion of potential bridge tolls and congestion pricing tends to be controversial.
(Policy/Political)

VI. Link to Current County Policies: n/a
(Consistent/Changes Needed)

VII. Citizen Participation: Citizen input has been gathered from neighborhood meetings and calls. We don't anticipate citizen testimony at the board meeting.
(What has been the degree of citizen involvement - Formal, i.e. task force or committee - Informal input? Do you anticipate citizen testimony at the board meeting?)

VIII. Other Government Participation:

(Does it affect another jurisdiction/county department? Do they know about it?)
It impacts the County Division of Transportation and Land Use.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Proposal to require Board approval)
for studies regarding tolls and) RESOLUTION
congestion pricing for bridge access)
across the Willamette River)

WHEREAS, the Willamette River bridges in Multnomah County are a critical link in our highly integrated transportation system; and

WHEREAS, the bridges connect metro area citizens to the east with its central business district, they access numerous regional facilities, provide direct connections to the interstate system, regional and local networks, and serve alternative modes of travel not available on the interstate bridges; and

WHEREAS, a potential impact of having tolls on the bridges would be increased delay and traffic congestion at toll plazas,

IT IS HEREBY RESOLVED the Multnomah County Transportation and Land Use Division shall seek Board approval before requesting proposals or contracting for feasibility studies on tolls and congestion pricing.

DATED this _____ day of _____, 1996

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Beverly Stein, Chair

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL
MULTNOMAH COUNTY, OREGON



Laurence Kressel

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

Proposal to require Board approval)
for studies regarding tolls and) RESOLUTION
congestion pricing for bridge access) 96-93
across the Willamette River)

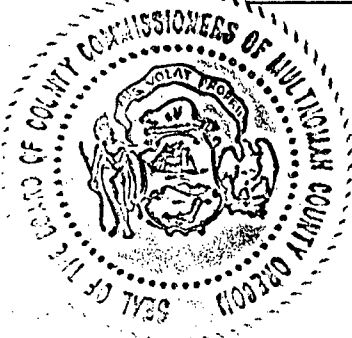
WHEREAS, the Willamette River bridges in Multnomah County are a critical link in our highly integrated transportation system; and

WHEREAS, the bridges connect metro area citizens to the east with its central business district, they access numerous regional facilities, provide direct connections to the interstate system, regional and local networks, and serve alternative modes of travel not available on the interstate bridges; and


WHEREAS, a potential impact of having tolls on the bridges would be increased delay and traffic congestion,

IT IS HEREBY RESOLVED the Multnomah County Transportation and Land Use Division shall seek Board approval before requesting proposals or contracting for feasibility studies on tolls and congestion pricing.

DATED this 16th day of May, 1996



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL
MULTNOMAH COUNTY, OREGON


Laurence Kressel